Polk County Transportation Planning Organization (TPO)

Meeting Agenda

December 09, 2025 Regular TPO Board Meeting

1. Call to Order - 9:00 a.m. (Trish Pfeiffer, Polk TPO Chairwomen)
2. Confirmation of Quorum
3. Opportunity for Public Comment
4. Agenda Review - Ryan Kordek, Polk TPO Executive Director

Special Presentation

5. Recognition of Service to the Polk TPO for Mayor Bill Mutz

CONSENT AGENDA (TAB 1)

These action items are considered to be routine and will be enacted by one motion. There will be no separate discussion on these items. A Board member may request an item be moved to the regular agenda for discussion.

6. Approval of October 9, 2025, Meeting Minutes
7. Draft RFP for the Master Services Agreement TPO 25-687 to Provide a Three-Year contract for TPO planning activities.
8. Modification to Consultant Services Authorization (CSA) TPO-20-1009-02-05 with Kimley-Horn and Associates, Inc. to Prepare the 2050 Long Range Transportation Plan Update (Part Two) increasing the Cost Not-to-Exceed amount from $230,000.00 to $260,000.00

OTHER ACTION ITEMS (TAB 2)

9. Draft Amendments to the FY 2025/26 - 2029/30 Transportation Improvement Program (TIP)
10. Draft Long Range Transportation Plan - Envision 2050
11. Florida Department of Transportation (FDOT) and Florida's Turnpike Enterprise (FTE) FY 2026/27 - 2030/31 Draft Work Programs for Polk County
12. Appointments to the Florida Metropolitan Planning Organization Advisory Committee (MPOAC) and Central Florida MPO Alliance (CFMPOA)

13. 2026 TPO Board Meeting Calendar

PRESENTATIONS AND STATUS REPORTS (TAB 3)

14. Best Foot Forward (BFF) Campaign in Polk County Report

15. Adopted Transit Development Plan

REPORTS (TAB 4)

16. Executive Director's Report

17. Florida Department of Transportation (FDOT) Report

18. Opportunity for Public Comment

19. Board Member Comments

20. Adjournment

In accordance with the Americans with Disabilities Act, persons with disabilities needing special accommodations to participate in this proceeding should contact the Board of County Commissioners, Communications Office, at 330 W. Church Street, Bartow. Telephone (863) 534-6090, not later than four days prior to the proceeding. If hearing impaired call: (TDD) (863) 534-7777 or 1-800-955-8771, or Voice impaired call: 1-800-955-8770, via Florida Relay Service.

The TPO planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or family status may file a complaint with Cindy Mitchell, the TPO's Title VI Specialist at (863) 534-6486, or by writing to her at Post Office Box 9005, Bartow, Florida 33831-9005.

Agenda Item 6. 12/9/2025

POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
DECEMBER 9, 2025
CONSENT AGENDA ITEM 6

AGENDA ITEM:
Approval of October 9, 2025, Meeting Minutes

PRESENTER:

NA

SUMMARY:

The Polk TPO is required to keep an accurate record of the TPO Board proceedings.

RECOMMENDED ACTION:

The Board is requested to approve the meeting minutes from the meeting held on October 9, 2025.

ATTACHMENTS:

1. Draft Meeting Minutes from October 9, 2025

Polk Transportation Planning Organization

Polk Transportation Planning Organization (TPO) Board
Draft Meeting Minutes

Thursday, October 9, 2025
Polk County Administration Building, Commission Boardroom
330 West Church Street
Bartow, FL 33830

Voting Members Present:	**Representing:**
Commissioner Martha Santiago	Polk County BoCC
Commissioner Bill Braswell	Polk County BoCC
Commissioner Rick Wilson	Polk County BoCC
Mayor Bill Mutz	City of Lakeland
Commissioner Sara Roberts McCarley, **Vice Chair**	City of Lakeland
Commissioner Stephanie Madden	City of Lakeland
Commissioner Mike Musick	City of Lakeland
Mayor Nat Birdsong	City of Winter Haven
Mayor Pro Tem Brian Yates	City of Winter Haven
Commissioner Tracy Mercer	City of Winter Haven
Commissioner Jordan Helms	City of Auburndale
Commissioner Trish Pfeiffer, **Chair**	City of Bartow
Vice Mayor Nancy Daley	City of Lake Alfred
South County Bloc Members:	
Commissioner Dawn McDonald (Voting Member)	City of Mulberry
Council Member Adam Greenway	City of Frostproof
Central County and Ridge Bloc Members:	
Commissioner Willie Quarles (Voting Member)	Town of Dundee
Mayor Phyllis Hall	Town of Lake Hamilton

Advisory Members Present:	**Representing:**
Wayne Gaither	FDOT, District One
Ryan Kordek	Polk TPO
Tom Norsworthy	TPO Legal Advisor

Other Persons Present:	**Representing:**
Jay Jarvis	Roads & Drainage
Adam Rose	FDOT
Erik Flemming	FDOT
Tom Phillips	Citrus Connection
Edith Perez	FDOT

Julia Davis	TPO Staff
Cindy Mitchel	TPO Staff
KC Rivera	TPO Staff
Sharon Garrett	Citizen
Barb Girtman	Ghyabi Consulting

1. Call to Order

Chairwoman Pfeiffer called the TPO Board meeting to order at 9:01 a.m.

2. Confirmation of Quorum

KC Rivera, Polk TPO staff, confirmed a quorum. Commissioner Dawn McDonald represented the South County Bloc and Commissioner Willie Quarles represented the Central County and Ridge Bloc. Advisory Council members present were Wayne Gaither, FDOT, Ryan Kordek, Polk TPO, and Tom Norsworthy, Polk County Legal.

3. Opportunity for Public Comment

Chairwoman Pfeiffer opened the floor for public comment.
Sharon Garrett voiced concerns about the possibility of losing her family land in association with the planned Central Polk Parkway.
Chairwoman Pfeiffer closed public comment.

Chairwoman Pfeiffer announced she will be leaving at ten and the Vice Chair will take over. November 4th is an election day, and this is the last meeting with Mayor Mutz. Chairwomen Pfeiffer thanked Mayor Mutz for his years of service.

4. Agenda Review

Ryan Kordek, TPO Executive Director, provided an overview of the Board's agenda and highlighted the action items which included Envision 2050, an RFP for a stop analysis passenger rail service in the I-4 corridor, a presentation and discussion on Polk County transportation projects, and an update on countywide transit service from the Citrus Connection. Following the TPO Board meeting, the annual Polk Transit Authority meeting will occur.

Consent Agenda

5. Approve TPO Board Meeting Minutes – August 28, 2025

6. Approve Polk TPO Executive Director Quarterly Timesheets and Expense Reimbursements

7. Approve Title VI and ADA Nondiscrimination Policy Plan Update

8. Approve Consultant Services Authorization (CSA) TPO-20-1009-02-06 with Kimley-Horn and Associates, Inc. to Provide Grant Support for the TPO's Priority Projects at a Cost Not-to-Exceed $100,000.00

Motion: Motion made by Mayor Mutz, seconded by Council Member Greenway. Motion carried without dissent.

Other Action Items

9. Review/Approve the Draft 2050 Long-Range Transportation Plan (Envision 2050) for the Purpose of public Review and Comment

Ryan Kordek, Polk TPO staff, stated there have been presentations provided to the Board throughout the year which highlight many of the important projects contained in the Draft 2050 Long Range Transportation Plan (LRTP). Mr. Kordek stated the board will be asked to open a public comment period starting today and extending through December 9th, which is the adoption hearing. As part of the presentation he discussed some of the key differences in transportation since the board last adopted the LRTP five years ago. This includes growth and development, significant investment in regional highway projects by FDOT and Turnpike, as well as the availability of State and Federal funds for funding new projects. He then presented the Cost Feasible Plan for highway projects throughout the county. The Citrus Connection's recently adopted ten-year transit development plan (TDP) which is an important component of the LRTP was covered. Regional transit services such as the extension of SunRail and Brightline into Polk County was discussed. Mr. Kordek concluded his presentation by discussing the importance of safety and the ongoing efforts of Vision Zero Polk in reducing crashes. Mr. Kordek requested the Board to approve the Draft 2050 LRTP for purpose of public review and comment which will extend from October 9th to December 9th when the TPO will hold the adoption hearing on the Draft LRTP.

Motion: Motion made by Mayor Birdsong, seconded by Mayor Mutz. Motion carried without dissent.

10. Review/Approve Draft Request for Proposal (RFP) for the I-4 Regional Passenger Rail Station Planning and Feasibility Study

Cindy Mitchell, Polk TPO Staff, introduced the item and stated the RFP is in support of the action taken by the TPO at their August meeting which allocated funding in the TPO's Unified Planning Work Program (UPWP) for this project. She requested the board's approval of the RFP for the I-4 Regional Passenger Rail Station Planning and Feasibility Study and explained the process of the RFP. As part of the Board's action, they appointed Commissioner Madden to serve on the RFP selection committee.

Motion: Motion made by Mayor Birdsong, seconded by Commissioner Adam Greenway. Motion carried without dissent.

11. Polk County Community Transportation Coordinator (CTC) Redesignation Process

Julia Davis, Polk TPO Staff, defined what the Florida Commission for the Transportation Disadvantaged (CTD) and Community Transportation Coordinator (CTC) are and the Polk TPO's role in the process for selecting the Community Transportation Coordinator (CTC).

Motion: Motion made by Mayor Mutz, seconded by Mayor Birdsong. Motion carried without dissent.

12. Proclamation of the Polk TPO Recognizing October as Greenways and Trails Month
Ryan Kordek, Polk TPO staff, presented the Proclamation recognizing October as Greenways and Trails month with Florida having 1,300 trails and 120 of those trails are in Polk County. Mr. Kordek highlighted the construction of the Fort Fraser Trail Extension which is currently underway connecting the cities of Bartow and Lakeland and the Fort Fraser Trail Bridge at State Road 60 (Van Fleet Drive) in Bartow which is funded with construction starting early next year.

Council Member Greenway mentioned on the Proclamation and starting with the first sentence should end with a “semicolon and” and not a “period” throughout the Proclamation.

Motion: Motioned by Council Member Greenway with the noted changes of “; and”, seconded by Mayor Mutz. Motion carried without dissent.

Presentations and Status Reports

13. Update on Polk County Projects
Jay Jarvis, Polk County Roads and Drainage Director, presented an update on the major Polk County Projects. Which included Fort Fraser Trail Extension from US 98 to Glendale Street, Thompson Nursery Road Extension from US 17 in Eagle Lake to US 27, CR 557 from US 17/92 to I-4, and Power Line Road from US 17/92 to State Road 17 (Scenic Highway). Mr. Jarvis discussed the cost and expected completion and timing for each of the projects.

A long discussion ensued between the Board and Mr. Jarvis on the referenced projects.

14. County Line Road Project Development and Environmental (PD&E) Study
Adam Rose, FDOT, introduced Eric Flemming, Project Manager on the US 92/County Line Road PD&E Study from Amberjack Boulevard to Frontage Road South. The goal of the project is to remove vehicle and pedestrian conflicts with CSX at County Line Road, which is a SIS Highway Corridor. FDOT’s study shows with the large quantity of traffic, County Line Road will need to become a six-lane roadway to be at an acceptable level of service for year 2050. The study has three alternatives including an elevated intersection, a Northeast quadrant roadway, and a Northwest quadrant roadway. Mr. Rose mentioned there is currently no future funding for the project.

15. Citrus Connection Update
Tom Phillips, General Manager of the Citrus Connection, gave a brief history of Citrus Connection. Mr. Phillips stated 80 cents of every dollar goes directly to transit operations, 70% of riders using Citrus Connection are using it to get to work, and 60% of those riders do not have access to a personal vehicle. In the 2022 census, Polk County was identified as the seventh poorest suburban area in the United States. In 2015, there was a consolidation of

services with the Citrus Connection and Polk County. Citrus Connection also has a Universal Access Program (UAP) where there are partnerships who pay for the bus fare for their employees and students. Other services include partnerships with park and ride facilities, the Squeeze, Tigertown Express, Light Up Bonnet Springs, and the Sun-N-Fun Express.

Commissioner Roberts McCarley thanked Mr. Phillips for the service Citrus Connection provides. Commissioner Santiago and Mayor Mutz also thanked Mr. Phillips and staff.

Commissioner Brasswell asked about school transportation and security.
Mr. Phillips stated they have been working with the school district and informed them that statistically children are safe on the bus.

Reports

16. Executive Director's Report
Mr. Kordek discussed the meetings TPO staff have participated in recently, including the Four Corners Council on August 22nd, an FDOT US 27 Workshop on September 18th, the Central Florida MPO Alliance (CFMPOA) meeting is tomorrow October 10th, and he encouraged the TPO's CFMPOA members to attend the meeting in Orlando. Upcoming meetings include an Envision 2050 TPO public workshop on October 15th, an Envision 2050 workshop with the Bartow City Commission in November, and a public workshop to discuss the Polk Vision Zero Action Plan in Winter Haven on October 28th.

Lastly, Mr. Kordek announced that Julia Davis, TPO Transportation Planning Administrator, is retiring. She has a long a decorated planning career and has worked for the Polk TPO since 2017.

Commissioner Robert McCarley thanked Julia Davis for her service and asked other board members to present Ms. Davis with a plaque from Citrus Connection.
Julia Davis gave a short speech and thanked the Board for their support through the years.

17. Florida Department of Transportation (FDOT) Report
Edith Perez, FDOT, shared that FDOT's Safe Routes to School application cycle is open till January 31st , 2026, FDOT will be holding a webinar for Polk Trails on October 15th from 11 a.m. to 12 p.m. registration is required, also an in person public meeting for State Road 563 median modification is scheduled for October 16th at 4:30 p.m. to 6:30 p.m. The Office of Policy Planning has scheduled an FMPP meeting for October 22nd and the MPOAC meeting will be on October 23rd. District One is working on the Draft Five Year Work Program; there will be in person and virtual meetings on October 24th at both Bartow and Fort Myers FDOT offices. October is Pedestrian Safety month, and White Cane Day is on October 24th where we celebrate the vision impaired and raise awareness for their safety and Buckle Up Phone Down Day is October 25th.

18. Opportunity for Public Comment

Commissioner Roberts McCarley opened the floor for public comment.
Barb Girtman of Ghyabi Consulting and Management shared a public meeting will be held on November 18th at 5:30 p.m. in Kissimmee at the Reunion Resort and Golf Club for the Move Florida Forward projects phases one, two, and five.
Commissioner Roberts McCarley closed public comment.

19. Board Member Comments
Commissioner Roberts McCarley opened the floor for board comments.
Commissioner Madden advocated for the bicycler's safety in the Lakeland Highlands area and in particular the need for a route or path between Lakeland Highlands Scrub and Carter Road Park through the City's Seven Wetlands Park.
Commissioner Roberts McCarley closed public comment.

20. Adjournment – Next meeting date is December 9, 2025.
The meeting adjourned at 11:35 a.m.
Motion: Motion made by Commissioner Wilson, seconded by Commissioner Santiago.

Respectfully transcribed by KC Rivera, TPO Office Manager IV.

Section 286.0105, Florida Statutes, states that if a person decides to appeal any decision made by a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Agenda Item 7. 12/9/2025

POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
DECEMBER 9, 2025
CONSENT AGENDA ITEM 7

AGENDA ITEM:
Draft RFP for the Master Services Agreement TPO 25-687 to Provide a Three-Year contract for TPO planning activities.

PRESENTER:

NA

SUMMARY:

The Board is requested to approve a Draft RFP to solicit general planning consultant firms for a new Master Service Agreements (MSA).

RECOMMENDED ACTION:

Staff requests Board direct the TPO Chairperson to approve the draft RFP 25-687.

ATTACHMENTS:

1. Draft RFP -25-687 Packet

RFP NOTICE

Polk County, a political subdivision of the State of Florida, requests the submittal proposals from consultants that are interested in providing *professional planning services to provide production support to the TPO transportation planning activities* as described herein. Sealed proposals must be received in the Procurement Division, prior to the due date and time listed below.

RFP Number and Title: 25-687, Planning Services for the Polk Transportation Planning Organization (TPO)

Description: Provide professional planning services to support the production of the TPO's transportation planning activities as set forth in the Unified Planning Work Program (WPWP).

Receiving Period: Prior to 2:00 p.m., Wednesday, February 11, 2026

Bid Opening: Wednesday, February 11, 2026, at 2:00 p.m. or as soon as possible thereafter.

Questions regarding this RFP must be in writing and must be sent to Tabatha Shirah Sr. Procurement Analyst, via email at tabathashirah@polkfl.gov. All questions must be received by Wednesday, January 28, 2026, 4:00 p.m.

Bid Opening: Proposers may attend the Bid Opening in person or via conference call by dialing (646) 558-8656 and enter Meeting ID: 327 647 2818. A listing of all proposers will be posted to Procurement's website as soon as possible after bid opening.

Special Instructions: To obtain a copy of all attachments and exhibits please go the following FTP site: https://ftp3.polk-county.net, you will be prompted for a User ID and Password. The User ID is procurevendor and the password is solicitation. After you have logged in to the FTP site, double click on the file folder "RFP 25-687, RFP Attachments", select "Open" or "Save As" to download the proposal documents. If you need assistance accessing this website due to ADA or any other reason, please email Tabatha Shirah at tabathashirah@polkfl.gov.

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RFP REGISTRATION

You must register using this form in order to receive notice of any addenda to these documents. Please fax the completed form to the Procurement Division as soon as possible. It is the vendor's responsibility to verify if addenda have been issued.

RFP Number: 25-687

RFP Title: Planning Services for the Polk Transportation Planning Organization (TPO)

This form is for bid registration only. Please scroll down for additional information.

Carefully complete this form and return it to the Procurement Division via e-mail to procurement@polk-county.net or fax (863) 534-6789. You must submit one form for each solicitation that you are registering for.

Company Name: _____

Contact Name: _____

Mailing Address: _____

City: _____

State: _____

Zip Code: _____

Phone Number: _____

Email: _____

This form is for RFP registration only. Please scroll down for additional information.

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PROPOSAL SUBMITTAL INSTRUCTIONS

Proposers must submit their proposal prior to 2:00 p.m. on the receiving date. Proposals must be submitted in a “sealed” parcel or electronically through Polk County’s secure website, Kiteworks. Proposals will be publicly opened at 2:00 p.m. on the receiving date.

Sealed Parcel Submittal:

If you are submitting a sealed parcel proposal submit one (1) original marked ORIGINAL and five (5) copies marked COPY of the proposal in a sealed parcel to the Procurement Division. The parcel should be labeled “25-687, Planning Services for the Polk Transportation Planning Organization (TPO)” and marked with the proposer’s name and address. The Proposals may be mailed or delivered to:

Polk County Procurement Division

330 West Church Street, Room 150

Bartow, FL 33830

To assist with labeling the sealed parcel, please cut along the outer border and affix this label. Be sure to include the name of the company submitting the proposal where requested.

Sealed Proposal. DO NOT OPEN	
RFP Number	25-687
RFP Title	Planning Services for the Polk Transportation Planning Organization (TPO)
Due Date/Time:	February 11, 2026, prior to 2:00 pm
Submitted by:	
Deliver To:	Polk County Procurement Division 330 West Church Street, Room 150, Bartow, Florida 33830

Proposals may be mailed, express mailed or hand delivered. It is the Proposers responsibility to ensure their package is delivered to the Procurement Division prior to

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2:00 p.m. on the Receiving date and time referenced above. Proposals delivered at 2:00 p.m. or later will not be accepted.

Electronic Proposals Submittal:

All prospective Proposers that are interested in submitting their proposals electronically can do so via the County's secure electronic submittal website, Kiteworks. Proposers must email tabathashirah@polkfl.gov at least 48 hours prior to opening to receive a link to upload their submittal. Please only upload your documents as a PDF or Excel file for the Cost Tab, if applicable. Please use the name convention of your files as follow:

"RFP 25-686 Tab 1"

"RFP 25-686 Tab 2"

"RFP 25-686 Tab 3"

"RFP 25-686 Tab 4"

"RFP 25-686 Tab 5"

"RFP 25-686 Tab 6"

"RFP 25-686 Tab 7"

"RFP 25-686 Tab 8"

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For more instructions, a video tutorial has been produced to further explain the electronic solicitation submittal process. It can be found by clicking here for RFP Submittals: https://youtu.be/vkn_7AHgioE. If you need assistance accessing this website due to ADA or any other reason, please email Tabatha Shirah at tabathashirah@polkfl.gov.

Procurement recommends that Proposers submitting electronically double check the documents submitted into Kiteworks to ensure all requested tab information has been uploaded. Failure to upload the requested tab information may result in the proposal being deemed nonresponsive.

POLK COUNTY
Polk Transportation Planning Organization
Issued by
Procurement Division
Fran McAskill, Procurement Director

REQUEST FOR PROPOSAL 25-687
Planning Services for the Polk Transportation Planning Organization (TPO)

Sealed proposals will be received in the Procurement Division, **Wednesday, February 11, 2026, prior to 2:00 p.m.**

Attached are important instructions and specifications regarding responses to this Request for Proposal (the "RFP"). The failure of a responding proposer (a "Proposer") to follow these instructions could result in Proposer disqualification from consideration for a contract to be awarded pursuant to this RFP.

This document is issued by Polk County (the "County") on behalf of the Polk Transportation Planning Organization (the "TPO"). Polk County Procurement Division (the "Procurement Division") which is the sole distributor of this RFP and all addenda and changes to the RFP documents. The County shall record its responses to inquiries and provide any supplemental instructions or additional documents pertaining to this RFP in the form of written addenda to the RFP. The County shall post all such addenda, together with any other information pertaining to this RFP, on the County's website at https://www.polk-county.net/business/procurement/. It is the sole responsibility of each Proposer to review the website prior to submitting a responsive proposal (a "Proposal") to this RFP to ensure that that the Proposer has obtained all available instructions, addenda, changes, supporting documents, and any other information pertaining to this RFP.

The County is not responsible for any solicitations issued through subscriber, publications, or other sources not connected with the County and the Proposer should not rely on such sources for information regarding the RFP solicitation.

Questions regarding this RFP must be in writing and must be sent to Tabatha Shirah, via email at tabathashirah@polkfl.gov. All questions must be received by Wednesday, January 28, 2026, 4:00 p.m.

Proposers and any prospective Proposers shall not contact, communicate with or discuss any matter relating in any way to this RFP with any member of the Polk Transportation Planning Organization, Polk County Board of County Commissioners or any employee of Polk County other than the County Procurement Director or the individual designated above. This prohibition begins with the issuance of the Request for Proposal and ends upon execution of a contract. Any such communication initiated by a Proposer or prospective proposer shall be grounds for disqualifying the offender from consideration for a contract to be awarded pursuant to this RFP and for contracts to be awarded pursuant to RFPs or Requests for Bid that the County may issue in the future.

A Proposer's responsive Proposal to this RFP may be mailed, express mailed, or hand delivered to:

Polk County Procurement Division
330 West Church Street, Room 150
Bartow, Florida 33830
(863)534-6757

INTRODUCTION

Polk County, a political subdivision of the State of Florida, acting by and pursuant to that certain TPO Staff Service Agreement between Polk County and the TPO dated April 15, 2025, is soliciting proposals on behalf of the Polk TPO from qualified firms interested in providing planning services to support the needs of the TPO.

Polk County's Selection Process for consultants' services is in accordance with Section 287.055, Florida Statutes, the Consultants' Competitive Negotiations Act ("CCNA"). In addition, this work is being funded by the Florida Department of Transportation (FDOT), therefore the selection process must also adhere to all Federal guidelines. Where there is conflict between the Florida Statutes, Polk County's Ordinance and procedures, and the Federal guidelines, the Federal guidelines will take precedence unless the State or the County's statutes, ordinances or policies are stricter. The Professional Services Selection Committee will review the qualifications of all submitting firms as outlined below in the Evaluation Criteria and Selection Process.

It is the intent of the County and TPO to select and negotiate a Master Service Consulting Agreement with one (1) or more firm(s).

The TPO will negotiate a fee schedule as part of the "Selection Process", Elevation Level 4 Contract Negotiations.

When the Services provided under the Master Consulting Agreement(s) utilize a professional engineer, landscape architect, or registered surveyor or mapper in connection with their professional employment or practice, the Consultant Services Authorization (CSA) or Consultant Purchase Order (CPO) issued by the County to authorize such Services will be in compliance with Section 287.055 of the Florida Statutes referred to as the "Consultants' Competitive Negotiation Act" (CCNA).

When the Services being provided are performed by any individual that is not a professional engineer, landscape architect, or registered surveyor or mapper performing work in connection with their professional employment or practice, the CSA or CPO shall not be governed by Section 287.055 of the Florida Statutes.

Polk County's Procurement Procedure's Manual outlines the Procedures for Contracting for Professional Services Covered by CCNA. These procedures outline the process used for the selection of a consulting firm awarded through this RFP process. This process will be applicable to all work performed by all firms.

In accordance with Section 287.055(10), Florida Statutes, or any applicable amending or replacement statute, this provision of the RFP shall serve as the County's public notice that any plans, drawings or designs developed by the successful Proposer(s) on behalf of the County pursuant to this RFP or any agreement, authorization, purchase order or other contract resulting therefrom, are subject to be reused by the TPO at some future time in accordance with the aforementioned statute.

Only firms that are qualified pursuant to law and that have been prequalified by Florida Department of Transportation (FDOT), at the time of submittal, to perform the work will be considered responsive.

All services must be performed in accordance with applicable Federal, State and Local regulations.

Grantees/Recipients of federal financial assistance procurement policies and/or procedures must be in conformance with the Federal regulations found at 2 CFR Part 200.

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Polk TPO adheres to FDOT's Artificial Intelligence (AI) Policy as stated in Topic No. 010-325-065-a dated May 21, 2024, from FDOT's Office of Transportation Technology.

SCOPE OF SERVICES

The Polk Transportation Planning Organization (TPO) is responsible for the development and implementation of a balanced, integrated, and multimodal transportation program which efficiently moves traffic. The TPO's goal is to ensure that a continuing, comprehensive and cooperative approach to planning for transportation needs is maintained and properly coordinated with other TPOs, Florida Department of Transportation (FDOT) and Federal Highway Administration (FHWA). To reach their goal, the TPO annually develops and reviews planning activities relating to roadway capacity improvements, congestion management, enhancement, transit, and rail and aviation projects. Any firm chosen for this Scope of Services will support and assist TPO Staff and other consultants hired by TPO Staff with any tasks shown in the TPO's Unified Planning Work Program (UPWP). The UPWP can be found at https://polktpo.com/who-we-are/about-the-tpo/unified-planning-work-program.

The TPO requires the services of one or more Consultants to provide production support to the TPO transportation planning activities. The work involves providing guidance and assistance to the TPO staff on a work assignment basis in a variety of planning, engineering, administrative, technical, analytical, statistical, graphical, public involvement and product review activities. Specific tasks will be assigned to the consultant(s) selected by the Polk TPO on an as-needed basis.

MAJOR TYPES OF WORK:

- Safety and Security Planning
- System connectivity
- Resilience
- Automated, Connected, Electric, Safe (ACES) or CV Vehicles and systems
- TSM&O
- Policy Planning
- Systems Planning
- Sub-Area/Special Project/Corridor Planning
- Land Planning/Engineering
- Transit Planning
- Transportation Disadvantaged Planning
- Traffic Data Collection
- Short and Long Range Planning
- Conceptual Design Services
- Transportation Statistics, including traffic statistics and traffic data collection
- Transportation System Monitoring/Data Collection
- Transportation Improvement Program
- Regional Planning
- Public Participation

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- Passenger Rail

The types of work involved may include, but is not limited to, the following examples:

SCOPE OF WORK:

1. Community impact assessment.
2. Safety and security planning
3. Development of project traffic
4. Preparation of corridor studies
5. Development of regional impact reviews
6. Traffic modeling
7. Traffic Data Collection Services
8. Access management studies
9. Environmental data collection and analysis
10. Data collection and analysis
11. Preliminary right-of-way analysis
12. Traffic operations analysis studies
13. Preparation of Long Range Transportation Plan
14. Level of service analysis and mapping
15. Long Range Transportation Planning to include modeling assistance
16. Modeling land use scenarios
17. Mapping and graphics production
18. Transit planning including Transportation Development Plan major updates and annual performance reports
19. ADA compliance
20. Transportation Disadvantaged Program Planning
21. Conducting Bicycle/Pedestrian Action Plans
22. Congestion management analysis
23. Toll feasibility analysis
24. Support staff at public meetings
25. Preparation of public participation plan updates and public involvement assistance including website development, preparation of hard copy and electronic newsletters, on-line surveys, interactive maps, informational videos and Public Service Announcements, social media platforms, and other educational and informational materials, as necessary.
26. Environmental Justice – assistance in getting the word out to underserved areas or populations or communities.
27. Civil Rights data collection, and plan updates.
28. Disadvantaged Business Enterprise (DBE) Reports and data collection

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29. Limited English Proficiency (LEP) reports and data collection and plan updates
30. Assist staff with grant applications, resolutions, agreements
31. Develop project information, including community impacts, including input into the Efficient Transportation Decision Making (ETDM) process
32. Evaluate potential Transportation Regional Incentive Program (TRIP) applications
33. Review of project development & environment studies
34. Developing project cost estimates
35. Providing administrative support to the TPO
36. Livability and Complete Streets Planning
37. Planning and conceptual design of Bicycle/Pedestrian, Intersection and Transit Improvements; Bicycle/Pedestrian Facilities Planning and Design including preparation of updates to the Bicycle Safety Action Plan and Pedestrian Safety Action Plan
38. Traffic and Bicycle/Pedestrian count data collection and survey data collection
39. Roadway safety audits
40. Roadway network database
41. Sidewalk network analysis
42. Neighborhood mobility audits
43. Plans review
44. Development and analysis of performance measures
45. Analysis of the impact and infrastructure planning for increased Autonomous Ride Sharing Services and Electric Vehicle usage. [ACES, CV]
46. Transportation Systems Management & Operations (TSM&O)
47. Traffic Operations Analysis studies
48. Freight Planning
49. Regional Planning including hosting regional summits
50. Preparation of Annual Reports
51. Preparation of power point and video presentations
52. Congestion Management Analysis including project Identification, monitoring and evaluation, preparation of congestion management process updates
53. Transportation Safety Planning, Data Gathering and Analysis
54. Support staff at Public Meetings
55. Project management oversight
56. GIS services
57. Reporting, analysis and planning related to automated, connected, autonomous vehicles and ride-hailing services.

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58. Reporting, analysis, mapping and planning related to climate change, sea level rise, coastal resiliency, extreme weather phenomena and transportation infrastructure resiliency.
59. Analysis and reporting on socio-economic data and trends and travel behavior.
60. Origin/destination studies
61. Reporting and compliance with Federal performance measures, including project review, analysis, and monitoring.
62. Crash data
63. Assistance with Community forums
64. Passenger Rail, Commuter Rail, Lite Rail, High Speed Rail
65. Advanced Air Mobility (AAM); Electric Vertical Take-Off and Landing (eVTOL)

SUBCONTRACTING

Sub-consultants that are not pre-qualified by FDOT shall be subject to compensation restrictions as specified in Rule 14-75, F.A.C. Any such subconsultant utilized must be technically qualified by FDOT before work may commence.

The General Planning Consultant (GPC) may be required to acquire and manage subcontract services to obtain supplemental support when the required services are not provided by design consultants or the GPC. Services assigned to subconsultants must be approved in advance by the TPO in accordance with the agreement. The subconsultants must be qualified by the TPO to perform all work assigned to them. In the event services of a subconsultant are authorized, the GPC shall obtain a schedule of rates, and the TPO shall review and must approve any rates to be paid to the subconsultant.

SPECIFICATIONS FOR WORK

Plans and Specifications: All plans, studies, reports and documents shall be prepared to meet local, state and federal requirements as applicable. Work products shall be accurate, legible, complete, and furnished using media acceptable to the TPO. Electronic files shall be delivered in formats compatible with the TPO's computer systems and software.

Professional Services Contract Documents: All contract documents and support forms shall be delivered in formats compatible with computer systems and software used by the TPO and, when applicable, by Polk County.

Allocation of Work: Work will be issued to those Consultants awarded a GPC as a result of this RFP. The TPO staff will determine which GPC has the most expertise, experience and personnel required to perform the services. TPO staff will also take into consideration the GPC's past project performance.

The TPO shall request the services on an as-needed basis. There is no guarantee that any or all of the services described in this RFP will be assigned during the term of the agreement. Further, the Consultant is providing these services on a nonexclusive basis. The TPO, at its option, may elect to have any of the services set forth herein performed by other consultants or TPO staff.

WEB CONTENT ACCESSIBILITY GUIDELINES

All project deliverables, i.e. technical memoranda and media pieces, must be prepared to adhere to Web Content Accessibility Guidelines (WCAG 2.0 and ISO 32000-1:2008), to include a properly tagged, formatted and accessible PDF.

AGREEMENT

The Master Consulting Agreement (MCA) or General Planning Consultant Agreement (GPCA) will be for a term of three (3) years unless otherwise terminated in accordance with the Master Consulting Agreement. With option of extending the Agreement for two(2) one (1) year extension terms.

Terms for Federal Aid Contracts (Appendix I) The following terms will apply to all MCAs and GPCA's developed as a result of this RFP in which the services involve the expenditure of federal funds:

1. It is understood and agreed that all rights of the TPO relating to inspection, review, approval, patents, copyrights, and audit of the work, tracing, plans, specifications, maps, data, and cost records relating to the scope of work shall also be reserved and held by authorized representatives of the United States of America.

2. It is understood and agreed that, in order to permit federal participation, no supplemental agreement of any nature may be entered into by the parties hereto with regard to the work to be performed hereunder without the approval of U.S.D.O.T., anything to the contrary in the Master Consulting Agreement notwithstanding.

3. Compliance with Regulations: The Consultant shall comply with the regulations of the U.S.D.O.T. relative to nondiscrimination in federally assisted programs of the U.S.D.O.T. (Title 49, Code of Federal Regulations, Part 21, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of the GPC Contract.

4. Nondiscrimination: The Consultant, with regard to the work performed by him/her after award and prior to completion of the GPC Contract work, will not discriminate on the grounds of race, color, religion, sex or national origin in the selection and retention of sub-consultants, including procurements of material and leases of equipment. The Consultant will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the program set forth in Appendix B of the Regulations (link below).

5. Solicitations for Subcontracts, including procurements of materials and equipment: In all solicitations made by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials and leases of equipment, each potential sub consultant, supplier or lessor shall be notified by the Consultant of the Consultant's obligations under the GPC Contract and the regulations relative to nondiscrimination on the grounds of race, color, religion, sex, or national origin.

6. Information and Reports: The Consultant will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the TPO or by the U.S.D.O.T. to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of the Consultant is in the

exclusive possession of another who fails or refuses to furnish this information, the Consultant shall certify to the TPO, FDOT or the U.S.D.O.T., as appropriate, and shall set forth what efforts it has made to obtain the information.

7. Sanctions of Noncompliance: In the event of the Consultant's noncompliance with the nondiscrimination provisions of the GPC Contract, the TPO shall impose such contract sanctions as it, FDOT or the U.S.D.O.T. may determine to be appropriate, including, but not limited to,

a) Withholding payments to the Consultant under the GPC Contract until the Consultant complies and/or

b) Cancellation, termination or suspension of the GPC Contract, in whole or in part.

8. Incorporation or Provisions: The Consultant will include all provisions identified within this section (and within the applicable sections of the GPC Contract) in every subcontract, including procurements of materials and leases of equipment unless exempt by the Regulations, order, or instructions issued pursuant thereto. The Consultant will take such action with respect to any subcontract or procurement as the TPO, State of Florida Department of Transportation or the U.S. Department of Transportation may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided, however, that, in the event a Consultant becomes involved in, or is threatened with, litigation with a sub consultant or supplier as a result of such direction, the Consultant may request the TPO and/or State to enter into such litigation to protect the interests of the TPO and/or State, and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

9. Interest of Members of Congress: No member of or delegate to the Congress of the United States shall be admitted to any share or part of the GPC Contract or to any benefit arising there from.

10. Interest of Public Officials: No member, officer, or employee of the public body or of a local public body during his tenure or for one year thereafter shall be any interest, direct or indirect, in the Consultant’s GPC Contract or the proceeds thereof. For purposes of this provision, public body shall include municipalities and other political subdivisions of States; and public corporations, boards, and commissions established under the laws of any State.

11. Participation by Disadvantaged Business Enterprises (DBE): The Consultant shall agree to abide by requirements established by the U.S. Department of Transportation, as described in 49 CFR Part 26 for all TPO contracts issued for work being compensated by federal funds. Additional information regarding this requirement may be found at: https://www.transportation.gov/osdbu/disadvantaged-business-enterprise/official-faqs-dbe-program-49-cfr-26.

12. It is mutually understood and agreed that the willful falsification, distortion or misrepresentation with respect to any facts related to the project(s) described in any GPC Contract with the TPO is a violation of the Federal Law. Accordingly, United States Code, Title 18, Section 1020, shall be incorporated by reference and made a part of the Master Consulting Agreement(s).

13. It is understood and agreed that if the Consultant at any time learns that the certification it provided the TPO in compliance with 49 CFR, Section 23.51, was erroneous when submitted or has become erroneous by reason of changed circumstances, the Consultant shall provide immediate written notice to the TPO. It is further agreed that the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction" as set forth in 49 CFR, Section 29.510, shall be included by the Consultant in all lower tier covered transactions and in all aforementioned federal regulation.

14. The TPO must be able to certify in each GPC Contract with a Consultant that neither the Consultant nor the Consultant's representative has been required by the TPO, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to:

a) employ or retain, or agree to employ or retain, any firm or person, or

b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind.

The TPO further acknowledges that the Master Consulting Agreement will be furnished to a federal agency, in connection with any GPC Contract involving participation of Federal-Aid funds, and that any such contract is and shall be subject to applicable Local, State and Federal Laws, both criminal and civil.

15. The Consultant must certify in each GPC Contract with the TPO that the Consultant has not:

a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for the above Consultant) to solicit or secure this contract; or

b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out this contract; or

c) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for the above Consultant) any fee contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract.

The Consultant further acknowledges that all GPC Contracts will be furnished to the State of Florida Department of Transportation and a federal agency in connection with those contracts involving participation of Federal-Aid funds, and is subject to applicable Local, State and Federal Laws, both criminal and civil.

16. The TPO does not discriminate on any basis, as required by 49 USC 5332 (which prohibits discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity), Title VI of the Civil Rights Act of 1964, as amended 42 USC 2000d to 2000d-4, and Title 49 CFR, Part 21. The TPO ensures, in accordance with 49 CFR Part 26, that certified FDOT Disadvantaged Business Enterprise Program (DBE) participants have an equal opportunity to receive and participate in FDOT assisted contracts.

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17. The TPO shall prepare and retain all records in accordance with the local, federal and state requirements, including but not limited to 23 CFR Part 420, 49 CFR Part 18, 49 CFR 18.42, and Chapter 119, Florida Statutes.

18. The TPO and Consultant recognize that funding for multi-year projects is subject to the annual approval of the TPO's Unified Planning Work Program by the Florida Department of Transportation and Federal Highway Administration.

19. State of Florida Executive Order Number 11-03, Ethics and Open Government, shall be adhered to in respect to any contract developed as a result of this RFP.

20. Successful Consultants shall utilize the U.S. Department of Homeland Security's E-Verify system, in accordance with the terms governing use of the system, to confirm the employment eligibility of:

a) All persons employed by the Consultant during the term of the contract to perform employment duties within Florida; and

b) All persons, including Sub-consultants, assigned by the Consultant to perform work pursuant to the contract awarded as a result of this RFP.

Appendices Referenced:

Appendix I: FHWA-1273 (https://www.fhwa.dot.gov/programadmin/contracts/1273/1273.pdf)

Appendix B: Code of Federal Regulations, Title 49/Subtitle A/Part 21/Appendix B to Part 21 (https://www.ecfr.gov/current/title-49/subtitle-A/part-21/appendix-Appendix%20B%20to%20Part%2021) as it relates to Title 49/Subtitle A/Part 21/ §21.5 - https://www.ecfr.gov/current/title-49/subtitle-A/part-21/section-21.5

EVALUATION CRITERIA

Proposals should not contain information in excess of that requested, must be concise, and must specifically address the issues of this RFP. Unnecessarily elaborate brochures or other presentations beyond those sufficient to present a complete and effective response to this RFP are not desired and may be construed as an indication of the Proposer's lack of cost consciousness. Elaborate artwork, expensive visual aids, and other presentation aids are neither necessary nor desired unless specifically requested. The Proposal responses shall be contained within a three ring binder (original and each copy in separate binders). For the purposes of this RFP, one page equals a single sided page. It is requested that the responses be in the same order as the selection and evaluation procedures. The submittals should include the following:

Tab 1 – Executive Summary

(Items a-c: Maximum of two (2) pages)

a) Name, company name, address, telephone number, and email address.

b) State the number of years in business, as the same company/firm.

c) State the number of full time employees.

d) Provide documentation showing proper incorporation by the Secretary of State.

e) Provide a copy of the firm's applicable certification(s) from the State of Florida allowing them to provide the services as outlined in the Scope of Service as well as compliance with F.S. 287.055
f) Provide documentation of the firm's Disadvantage Business Enterprise (DBE) status; if applicable.
g) Provide documentation of prequalification by letter from FDOT.
h) Exhibit A - Certifications Regarding Debarment, Suspension, Proposed Debarment, And Other Responsibility Matters
i) Exhibit B - Appendix A, 44 C.F.R. Part 18 – Certification Regarding Lobbying
j) Proposers Incorporation Information
k) Affidavit Certification Immigration Laws
l) Employment Eligibility Verification (E-Verify) Certification

Tab 2 –Approach to Project (35 Points)

(Maximum of four (4) pages)

a) Describe in detail the components of how your firm proposes to manage the work contained in the scope of services. Please identify the services your firm provides which make you qualified to perform the required services.
b) Describe how the firm plans to maintain the project team and manage the project team members' time in order to ensure sufficient time to complete a project.

Tab 3 – Experience, Expertise, Personnel & Technical Resources (35 Points)

- Provide a minimum of three (3) and a maximum of five (5) recent projects performed within the past five (5) years as the **prime firm** which best illustrates the experience of the firm and current staff as related to the desired services. At least two (2) of the projects identified should be projects performed for a public entity (Limit response to one (1) page per project)
- For each project please provide:
    a. Name and location of the project;
    b. Size and cost of the project;
    c. Project representative name, address, phone number, and email address;
    d. Start date and completion date for project or is anticipated to be completed; compare to the original date.
    e. The nature of the firm's responsibility on the project;
    f. Identify the key staff and their role in each project;
    g. Identify working relationship of consultants or joint venture on project, if applicable;
    h. Provide the original budget and the final budget of the project. Explain the reason(s) for differences, such as owner requested change, contractor claim, and insufficient plans and specifications.
    i. List of any time extensions created by item h above.
- Provide an organizational chart of the team highlighting the key individuals who will work on this contract as identified above.

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- The key staff presented in the consultant's response shall be the staff utilized on this contract. Please provide the resumes of the key staff including, but not limited to, the items in the list below (One (1) page maximum per resume):
    a) Name and current position held by the person
    b) Name, title and project assignment
    c) Experience:
        1) Types of projects.
        2) Size of projects (dollar value of project).
        3) What were their specific project involvements?
- Identify sub consultants to be used, if any. For each sub consultant identified please provide
    - A brief description of their experience outlining their qualifications to perform the intended services
    - Provide documentation of prequalification by letter from FDOT, if applicable.
    - A brief resume for each key personnel that will be assigned to perform the intended services.
    - Provide documentation of sub's DBE status, if applicable.

Tab 4 - Interactions with TPO and Regulatory Agency Staff (10 Points)

- Provide documentation supporting the specialized qualifications of the proposed staff in terms of meeting this scope of service. Qualifications should highlight experience with regulatory agencies, identifying specific agencies and the items being addressed. Describe the firm's ability to work with TPO staff in order to successfully fulfill the scope of service. Demonstrate the firm's knowledge of local regulatory agencies, including, but not limited to Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Florida Department of Transportation (FDOT), if applicable. **(Limit response to two (2) pages)**

Tab 5 - Timely Completion of Projects (10 Points)

- Describe the firms' current and future projected workload. Describe specifically the firms' daily ability to handle each aspect of the scope of services described herein. (Limit response to two (2) pages maximum)

Tab 6 - Surveys of Past Performance (10 Points)

- Provide reference surveys from past clients for the projects identified under Tab 3.
- Procurement will take the average of all surveys, and score as follows (See Exhibit 1):
    - Average Score between 9-10 — 10 Points
    - Average Score between 7-8 — 8 Points
    - Average Score between 5-6 — 6 Points
    - Average Score between 3-4 — 4 Points
    - Average Score between 1-2 — 2 Points
    - Average Score of 0 — 0 Points

Each tab includes specific documentation and formatting requirements. See full instructions above for details.

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Tab 7 - DBE Utilization

Each Proposer, as part of its submission, shall supply the following information:

- A completed Bid Opportunity List for Professional Consultant Services, and Commodities & Contractual Services (Attachment G) found on FTP Site. For consulting companies, this list must include all subcontractors contacting you and expressing an interest in teaming with you on a specific DOT assisted project.
- A completed DBE Utilization Form (Attachment H) found on FTP Site. This Form covers the DBE Utilization Statement, and the DBE Participation Schedule.
- Proposer shall also provide an original **DBE Letter of Intent** from each DBE listed in the **DBE Participation Schedule, and** an original **DBE Affidavit** from each DBE stating that there has not been any change in its status since the date of its last certification.

Tab 8 Additional Forms and Documentation

- Proposers should provide the following completed forms or documentation with their Proposal:
- Public Entity Crimes Statement (Attachment A)
- Drug-Free Workplace Form (Attachment B)
- Truth in Negotiation Certification (Attachment C)
- Conflict of Interest Certification (Attachment D)
- Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion for Federal Aid Contracts (Attachment E)
- Certification of Disclosure of Lobbying Activities on Federal Aid Contracts (Attachment F)
- FDOT AI Policy 010-325-065 (1) (Attachment I)

Bid Opening

Proposers attend the Bid Opening in person or via conference call by dialing (646) 558-8656 and enter Meeting ID: 327 647 2818. A listing of all proposers will be posted to Procurement's website as soon as possible after bid opening.

Selection Process

Proposals will be evaluated in accordance with this section and all applicable County procurement policies and procedures.

The TPO shall appoint a selection committee (the "Selection Committee") that will be responsible for evaluating and scoring/ranking the Proposals in accordance with this Section.

The County will use a competitive selection process based on the Elevation Levels described in this Section. At Elevation Levels 2 and 3, the Selection Committee will score and/or rank the Proposals as applicable.

Selection of a final Proposal will be based upon the following steps and factors:

Elevation Level 1 (Procurement Requirements Assessment):

- The County Procurement Division shall review all Proposals for conformance with RFP guidelines and detailed submittal requirements. At the County's discretion, non-conforming Proposals may be eliminated from further consideration and conforming Proposals shall be elevated to Elevation Level 2. Procurement will distribute Proposals and evaluation criteria to the Selection Committee.

- Procurement will also ensure all firms meet the requirement of certification as outlined in Florida Statute 287.055(3)(c).
- The Selection Committee may convene to review questions that arise during individual member review of submitted Proposals before Elevation Level 2 to allow for questions, clarifications, explanations, or other discussion to be held before the review of Proposals is completed.

Elevation Level 2 (Scoring)

- Procurement shall score each Proposal on the following evaluation criteria:
    - Surveys of Past Performance (Tab 6) 10 points

Subtotal Points **10 points**

by the process stated under each corresponding Tab description as set forth on Page 16.

1) Each Selection Committee member shall score each Proposal on the following evaluation criteria:

- Approach to Project (Tab 2) 35 Points
- Experience, Expertise, (Tab 3) Personnel, and Technical Resources 35 Points
- Interactions with TPO and Regulatory Agency Staff (Tab 4) 10 points
- Timely Completion of Projects (Tab 5) 10 points

Subtotal Points **90 points**

by the following process:

1) Each Selection Committee member shall determine which of the following descriptions applies to each of the foregoing evaluation criteria:

- EXCELLENT (1.0): Of the highest or finest quality; exceptional; superior; superb; exquisite; peerless.
  The Proposer provided information for a given criteria that satisfied the requirements and described specifically how and what will be accomplished in such a manner that exhibited an exceptional and superior degree of understanding, skill, and competency, both qualitatively and quantitatively. The facts included in the narrative (including all supporting documentation, diagrams, drawings, charts, and schedules, etc.) demonstrate the Proposer's ability to perform and deliver far beyond expectation.
- VERY GOOD (0.8): To a high degree; better than or above competent and/or skillful.
  The Proposer provided information for a given criteria that satisfied the requirements and described specifically how and what will be accomplished in such a manner that exhibited a very high degree of understanding, skill, and competency, both qualitatively and quantitatively. The facts included in the narrative (including all supporting documentation, diagrams, drawings, charts, and schedules, etc.) demonstrate the Proposer's ability to perform and deliver beyond expectation.
- GOOD (0.6): Having positive or desirable qualities; competent; skilled; above average.
  The Proposer provided information for a given criteria that satisfied the requirements and described specifically how and what will be accomplished in such a manner that exhibited a skillful and above-average degree of understanding, skill, and competency,

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both qualitatively and quantitatively. The facts included in the narrative (including all supporting documentation, diagrams, drawings, charts, and schedules, etc.) demonstrate the Proposer's ability to perform and deliver at the expected level.

- FAIR (0.4): Average; moderate; mediocre; adequate; sufficient; satisfactory; standard. The Proposer provided information for a given criteria that satisfied the requirements and described sufficiently how and what will be accomplished in a manner that exhibited an adequate and average degree of understanding, skill, and competency, both qualitatively and quantitatively. The facts included in the narrative (including all supporting documentation, diagrams, drawings, charts, and schedules, etc.) demonstrate the Proposer's ability to perform and deliver at a level slightly below expectation.
- POOR (0.2): Inadequate; lacking; inferior in quality; of little or less merit; substandard; marginal.
  The Proposer provided information for a given criteria that did not satisfy the requirements and described in an inadequate manner how and what will be accomplished. The information provided simply reiterated a requirement, contained inaccurate statements or references, lacked adequate information, or was of inferior quality. The facts included in the narrative (including all supporting documentation, diagrams, drawings, charts, and schedules, etc.) demonstrate the Proposer's ability to perform and deliver at a substandard and inferior level.
- UNACCEPTABLE (0.0):
  The Proposer failed to provide any information for a given criteria, provided information that could not be understood, or did not provide the information for a given category as requested.

After a Selection Committee member has determined the description applicable for each evaluation criterion, the total points available for such criterion shall be multiplied by the factor associated with the applicable description to produce the number of points allocated for that evaluation criterion. For example, a Selection Committee member classifies the "Experience and Expertise" criterion (which shall be worth 25 points for the purpose of this example) as "Very Good" (which is a description factor multiplier of 0.8). The points that Selection Committee member allocated for that evaluation criterion would be 20, calculated as follows: 25 available points x 0.8 applicable description factor multiplier = 20 points.

A Selection Committee member's total score for each Proposal shall equal the sum of the total points allocated for each evaluation criteria.

When all Selection Committee members have completed their Proposal evaluations, the individual Selection Committee member's total scores for each Proposal will be added together to produce a final score for each Proposal.

Procurement will confirm the calculations for the final score for each Proposal. Then, Procurement shall publish a rank-ordered listing of the Proposals to the Selection Committee with the Proposal receiving the highest point as the highest-ranked Proposal.

In accordance with Section 287.055(4)(a), Florida Statutes, if there are three (3) or more Proposers in Elevation Level 2, the Selection Committee will elevate no fewer than the three highest scored of such Proposers to Elevation Level 3 for interviews. If there are only two

Proposers in Elevation Level 2, the Selection Committee shall elevate those two Proposers to Elevation Level 3 for interviews. If there is only one Proposer in Elevation Level 2, then the Selection Committee may collectively decide if they would like to elevate the Proposer to Elevation Level 3 for interviews or if they would like to recommend the TPO Board authorize staff to enter into Contract Negotiations with the Proposer. In the latter case, after the TPO Board approval to authorize staff to negotiate a contract, the Proposer will then be elevated to Elevation Level 4 for contract negotiations.

Elevation Level 3 (Proposer Interviews)

The Selection Committee are required to conduct interviews of the Proposers that it has elevated from Elevation Level 2 to Elevation Level 3.

During an interview, elevated Proposers may be requested to make a presentation focusing on their qualifications, approach to the project and the ability to furnish the required services. The Selection Committee members will have an opportunity to inquire about any aspect of the RFP and the Proposer's Proposal. After all elevated Proposer interviews, each Selection Committee member will individually rank the Proposers in numerical order beginning at number 1 for the Proposer deemed to be the most highly qualified to perform the required services. In accordance with Section 287.055(4)(b), Florida Statutes, in determining whether a Proposer is qualified, each Selection Committee member shall consider such factors as:

- Ability of Personnel
- Whether a Proposer is a DBE
- Past performance
- Willingness to meet time and budget requirements
- Recent, current, and projected workloads

Procurement shall receive and compile each Selection Committee member's ranking of each Proposer, and then publish a rank-ordered listing of Proposers to the Selection Committee, based on the combined average rankings given each Proposer. The Selection Committee members will then collectively decide if they would like to recommend the TPO Board, authorize staff to enter into Contract Negotiations with all Proposers elevated to Proposer Interviews, starting with the highest-ranked Proposer. After the TPO Board approval to authorize staff to negotiate a contract, the highest-ranked Proposer will then be elevated to Elevation Level 4, Contract Negotiations.

Elevation Level 4 (Contract Negotiations)

If a Proposer is elevated to this level TPO, with the assistance of Procurement and the County Attorney's Office, shall negotiate an Agreement with the elevated Proposer(s) in accordance with Section 287.055(5), Florida Statutes.

If after negotiating for a reasonable time period the parties cannot agree on a contract, the County shall, in its sole discretion, terminate further contract negotiations with that Proposer. Procurement shall notify the Selection Committee that contract negotiations with the elevated Proposer have terminated. The Selection Committee shall then determine whether to recommend to the TPO Board to approve contract negotiations with the next-highest-ranked Proposer, and so on. If the Selection Committee decides not to recommend contract

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negotiations with the next-highest-ranked Proposer, or if the County determines there is no other Proposer with whom the County can successfully negotiate a contract, then the RFP Selection Process shall terminate.

After contract negotiations with a Proposer are successfully completed pursuant to Elevation Level 4, the Selection Committee shall recommend to the TPO Board that it selects such Proposer to provide the services as outlined in the Agreement. The TPO Board shall make the final decision whether to enter into an Agreement with a Proposer.

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GENERAL CONDITIONS

CONTACT

After the issuance of any Request for Proposal, prospective proposers shall not contact, communicate with or discuss any matter relating in any way to the Request for Proposal with the Board of County Commissioners, Polk County Transportation Planning Organization, and any employee of Polk County, other than the Procurement Director or as directed in the cover page of the Request for Proposal. This prohibition begins with the issuance of any Request for Proposal and ends upon completion execution of a contract. Such communications initiated by a proposer shall be grounds for disqualifying the offending proposer from consideration for award of the proposal and/or any future proposal.

INSURANCE REQUIREMENTS

The selected firm, if any, shall maintain, at all times, the following minimum levels of insurance and; shall, without in any way altering their liability, obtain, pay for and maintain insurance for the coverages and amounts of coverage not less than those set forth below. Provide to the County original Certificates of Insurance satisfactory to the County to evidence such coverage before any work commences. Polk County, a political subdivision of the State of Florida, shall be an additional named insured on all policies related to the project; excluding workers' compensation and professional liability. The Workers' Compensation and General Liability policies shall contain a waiver of subrogation in favor of Polk County. All insurance coverage shall be written with a company having an A.M. Best Rating of at least the "A" category and size category of VIII. The firm's self-insured retention or deductible per line of coverage shall not exceed $100,000 without the permission of the County. In the event of any failure by the firm to comply with the provisions; the County may, at its option, on notice to the firm suspend the project for cause until there is full compliance. Alternatively, the County may purchase such insurance at the firm's expense, provided that the County shall have no obligation to do so and if the County shall do so, the firm shall not be relieved of or excused from the obligation to obtain and maintain such insurance amounts and coverages.

Worker's Compensation and Employer's Liability Insurance providing statutory benefits, including those that may be required by any applicable federal statute:

Admitted in Florida	Yes
Employer's Liability	$100,000
All States Endorsement	Statutory
Voluntary Compensation	Statutory

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Commercial General Liability Insurance. $1,000,000 combined single limit of liability for bodily injuries, death, and property damage, and personal injury resulting from any one occurrence, including the following coverages:

Premises and Operations and Products/Completed Operations;

Broad Form Commercial General Liability Endorsement to include blanket contractual liability (specifically covering, but not limited to, the contractual obligations assumed by the Firm); Personal Injury (with employment and contractual exclusions deleted) and Broad Form Property Damage coverages;

Independent Contractors; Policy must include Separation of Insureds Clause.

Comprehensive Automobile Liability Insurance. $1,000,000 combined single limit of liability for bodily injuries, death, and property damage, and personal injury resulting from any one occurrence, including all owned, hired and non-owned vehicles.

Professional Liability Insurance. $2,000,000 for design errors and omissions, inclusive of defense costs. Selected firm shall be required to provide continuing Professional Liability Insurance to cover the project for a period of two (2) years after the projects are completed.

INDEMNIFICATION

To the maximum extent permitted by law, the Consultant shall indemnify, protect and hold the County, State of Florida, Florida Department of Transportation and the Polk Transportation Planning Organization and its officers, employees and agents, harmless from and against any and all, claims, actions, causes of action, liabilities, penalties, forfeitures, damages, losses, and expenses whatsoever (including, without limitation, reasonable attorneys' fees, costs, and expenses incurred during negotiation, through litigation and all appeals therefrom) including, without limitation, those pertaining to the death of or injury to any person, or damage to any property, to the extent arising out of or resulting from (i) the failure of Consultant to comply with applicable laws, rules or regulations, (ii) the breach by Consultant of its obligations under any Agreement with the TPO entered into pursuant to this RFP, (iii) any claim for trademark, patent, or copyright infringement arising out of the scope of Consultant's performance or nonperformance of this Agreement, or (iv) the negligent acts, errors or omissions, or intentional or willful misconduct, of Consultant or any persons or entities employed or utilized by Consultant in the performance of the Agreement. The obligations imposed by this Section shall survive the expiration or earlier termination of the Agreement.

PUBLIC ENTITY CRIMES STATEMENT

The Consultant declares and warrants that neither the Consultant nor any of the Consultant's affiliates, as that term is defined in Section 287.133, Florida Statutes, are subject to the restrictions in Section 287.133, Florida Statutes, regarding the commission of a public entity crime. If during the term of this Agreement, the Consultant

or any affiliate is convicted of a public entity crime or is otherwise prohibited from performing work for or transacting business with the County pursuant to Section 287.133, Florida Statutes, then the Consultant shall be in material default of this Agreement, and in such case, the County shall have the rights and remedies as provided herein.

EQUAL OPPORTUNITY/AFFIRMATIVE ACTION

The County is an equal opportunity/affirmative action employer. The County is committed to equal opportunity employment effort; and expects firms that do business with the County to have a vigorous affirmative action program.

WOMEN/MINORITY BUSINESS ENTERPRISE OUTREACH

The County hereby notifies all Proposers that W/MBEs are to be afforded a full opportunity to participate in any request for proposal by the County and will not be subject to discrimination on the basis of race, color, sex or national origin.

AFFIRMATION

By submitting their proposal, the Proposer affirms that the proposal is genuine and not made in the interest of or on behalf of any undisclosed person, firm or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; the Proposer has not directly or indirectly induced or solicited any other person to submit a false or sham proposal; the Proposer has not solicited or induced any person, firm or corporation to refrain from submitting a proposal; and the Proposer has not sought by collusion to obtain for him/herself any advantage over other persons or over the County.

DEVELOPMENT COSTS

Neither the County nor its representative(s) shall be liable for any expenses incurred in connection with preparation of a response to the RFP. Proposers should prepare their proposals simply and economically, providing a straightforward and concise description of the proposer's ability to meet the requirements of the RFP.

ADDENDA

The County may record its responses to inquiries and any supplemental instructions in the form of written addenda. The addenda will be posted on the County's website at http://www.polk-county.net/boccsite/doing-business/bids/. It is the sole responsibility of the proposers to check the website to ensure that all available information has been received prior to submitting a proposal.

CODE OF ETHICS

If any proposer violates or is a party to a violation of the code of ethics of Polk County or the State of Florida, with respect to this proposal, such proposer may be disqualified from performing the work described in this proposal or from furnishing the goods or

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services for which the proposal is submitted and shall be further disqualified from bidding on any future proposals for work, goods, or services for the County.

DRUG FREE WORKPLACE

Preference shall be given to businesses with Drug Free Workplace (DFW) programs. Whenever two or more proposals, which are equal with respect to price, quality and service, are received by the County for the procurement of commodities or contractual services, a proposal received from a business that has provided a statement that it is a DFW shall be given preference in the award process.

APPLICABLE LAWS AND COURTS

This RFP and any resulting agreements shall be governed in all respects by the laws of the State of Florida and any litigation with respect thereto shall be brought only in the courts of Polk County, Florida or the United States District Court, Middle District of Florida, located in Hillsborough County, Florida. The proposer shall comply with all applicable federal, state and local laws and regulations.

CONTRACTUAL MATTERS

All contracts are subject to final approval of the TPO Board or firms who incur expenses or change position in anticipation of a contract prior to the TPO Board's approval do so at their own risk.

PROPOSAL ACCEPTANCE PERIOD

A proposal shall be binding upon the offeror and irrevocable by it for ninety (90) calendar days following the proposal opening date. Any proposal in which offeror shortens the acceptance period may be rejected.

ADDITION/DELETION

The County reserves the right to add to or delete any item from this proposal or resulting agreements when deemed to be in the best interest of the County.

PROPRIETARY INFORMATION

In accordance with Chapter 119 of the Florida Statutes (Public Records Law), and except as may be provided by other applicable State and Federal Law, all proposers should be aware that Request for Proposals and the responses thereto are in the public domain. However, the proposers are required to identify specifically any information contained in their proposals which they consider confidential and/or proprietary and which they believe to be exempt from disclosure, citing specifically the applicable exempting law. Proposers should provide a redacted copy of proposal with submittal.

All proposals received from proposers in response to this Request for Proposal will become the property of the County and will not be returned to the proposers. In the event of contract award, all documentation produced as part of the contract will become the exclusive property of the County.

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REVIEW OF PROPOSAL FILES

In accordance with Chapter 119.071 of the Florida Statutes, the responses received for this Request for Proposal are exempt from review for thirty (30) days after the Bid Opening Date or at Recommendation of Award, whichever event occurs first.

Should the RFP be cancelled and re-solicited for any reason, proposal responses shall remain exempt from disclosure for a period not to exceed twelve (12) months or at Recommendation of Award of the subsequent solicitation.

RFP PROTEST

Any proposer desiring to file a protest, with respect to a recommended award of any RFP, shall do so by filing a written protest. The written protest must be in the possession of the Procurement Division within three (3) working days of the Notice of Recommended Award mailing date. All proposers who submitted a proposal will be sent a Notice of Recommended Award, unless only one proposal was received.

A copy of the protest procedures may be obtained from the Polk County Procurement Division or can be downloaded from the County's website at https://www.polk-county.net/business/procurement/protest-procedures/

FAILURE TO FOLLOW PROTEST PROCEDURE REQUIREMENTS WITHIN THE TIME FRAMES PRESCRIBED HEREIN AS ESTABLISHED BY POLK COUNTY, FLORIDA, SHALL CONSTITUTE A WAIVER OF THE PROPOSER'S RIGHT TO PROTEST AND ANY RESULTING CLAIM.

UNAUTHORIZED ALIEN(S)

The Consultant agrees that unauthorized aliens shall not be employed nor utilized in the performance of the requirements of this solicitation. The County shall consider the employment or utilization of unauthorized aliens a violation of Section 274A(e) of the Immigration and Naturalization Act (8 U.S.C. 1324a). Such violation shall be cause for unilateral termination of this Agreement by the County. As part of the response to this solicitation, the successful consultant will complete and submit the form "AFFIDAVIT CERTIFICATION IMMIGRATION LAWS."

EMPLOYMENT ELIGIBILITY VERIFICATION (E-Verify)

A. Unless otherwise defined herein, terms used in this Section which are defined in Section 448.095, Florida Statutes, as may be amended from time to time, shall have the meaning ascribed in said statute.

B. Pursuant to Section 448.095(5), Florida Statutes, the consultant hereto, and any subcontractor thereof, must register with and use the E-Verify system to verify the work authorization status of all new employees of the consultant or subcontractor. The consultant acknowledges and agrees that (i) the County and the consultant may not enter into this Agreement, and the consultant may not enter into any subcontracts hereunder, unless each party to this Agreement, and each party to any subcontracts hereunder, registers with and uses the E-Verify system; and (ii) use of the U.S. Department of Homeland Security's E-Verify System and compliance with all other

terms of this Certification and Section 448.095, Fla. Stat., is an express condition of this Agreement, and the County may treat a failure to comply as a material breach of this Agreement.

C. By entering into this Agreement, the consultant becomes obligated to comply with the provisions of Section 448.095, Fla. Stat., "Employment Eligibility," as amended from time to time. This includes but is not limited to utilization of the E-Verify System to verify the work authorization status of all newly hired employees, and requiring all subcontractors to provide an affidavit attesting that the subcontractor does not employ, contract with, or subcontract with, an unauthorized alien. The consultant shall maintain a copy of such affidavit for the duration of this Agreement. Failure to comply will lead to termination of this Agreement, or if a subcontractor knowingly violates the statute or Section 448.09(1), Fla. Stat., the subcontract must be terminated immediately. If this Agreement is terminated pursuant to Section 448.095, Fla. Stat., such termination is not a breach of contract and may not be considered as such. Any challenge to termination under this provision must be filed in the Tenth Judicial Circuit Court of Florida no later than 20 calendar days after the date of termination. If this Agreement is terminated for a violation of Section 448.095, Fla. Stat., by the consultant, the consultant may not be awarded a public contract for a period of 1 year after the date of termination. The consultant shall be liable for any additional costs incurred by the County as a result of the termination of this Agreement. Nothing in this Section shall be construed to allow intentional discrimination of any class protected by law.

LIMITATIONS

This request does not commit Polk County to award a contract. Proposers will assume all costs incurred in the preparation of their response to this RFP. The County reserves the right to: 1) accept or reject qualifications and/or proposals in part or in whole; 2) request additional qualification information; 3) limit and determine the actual contract services to be included in a contract; 4) obtain information for use in evaluating submittals from any source and 5) reject all submittals.

ATTORNEY'S FEES AND COSTS:

Each party shall be responsible for its own legal and attorney's fees, costs and expenses incurred in connection with any dispute or any litigation arising out of, or relating to this Agreement, including attorney's fees, costs and expenses incurred for any appellate or bankruptcy proceedings.

Prohibition Against Considering Vendor Interests: In accordance with Section 287.05701, Florida Statutes, the County may not (i) request documentation of or consider a Vendor's social, political, or ideological interests when determining if the Vendor is a responsible vendor; or (ii) give preference to a Vendor based on the Vendor's social, political, or ideological interests.

PUBLIC RECORD LAWS

(a)The Consultant acknowledges the County's obligations under Article I, Section 24, of the Florida Constitution and under Chapter 119, Florida Statutes, to release public records to members of the public upon request and comply in the handling of the

materials created under this Agreement. The Consultant further acknowledges that the constitutional and statutory provisions control over the terms of this Agreement. In association with its performance pursuant to this Agreement, the Consultant shall not release or otherwise disclose the content of any documents or information that is specifically exempt from disclosure pursuant to all applicable laws.

(b) Without in any manner limiting the generality of the foregoing, to the extent applicable, the Consultant acknowledges its obligations to comply with Section 119.0701, Florida Statutes, with regard to public records, and shall:

(1) keep and maintain public records required by the County to perform the services required under this Agreement;

(2) upon request from the County's Custodian of Public Records or his/her designee, provide the County with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law;

(3) ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the term of this Agreement and following completion of this Agreement if the Consultant does not transfer the records to the County; and

(4) upon completion of this Agreement, transfer, at no cost, to the County all public records in possession of the Consultant or keep and maintain public records required by the County to perform the service. If the Consultant transfers all public records to the County upon completion of this Agreement, the Consultant shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Consultant keeps and maintains public records upon completion of this Agreement, the Consultant shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the County, upon request from the County's Custodian of Public Records, in a format that is compatible with the information technology systems of the County.

(c) **IF THE CONSULTANT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONSULTANT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE COUNTY'S CUSTODIAN OF PUBLIC RECORDS AT:**

RECORDS MANAGEMENT LIAISON OFFICER
POLK COUNTY
330 WEST CHURCH ST
BARTOW, FL 33830
TELEPHONE: (863) 534-7670

EMAIL: RMLO@POLK-COUNTY.NET

Scrutinized Companies and Business Operations Certification; Termination.

A. Certification(s)

(I) By its execution of this Agreement, the Vendor hereby certifies to the County that the Vendor is not on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, Florida Statutes, nor is the Vendor engaged in a boycott of Israel, nor was the Vendor on such List or engaged in such a boycott at the time it submitted its bid, proposal, quote, or other form of offer, as applicable, to the County with respect to this Agreement.

(II) Additionally, if the value of the goods or services acquired under this Agreement are greater than or equal to One Million Dollars ($1,000,000), then the Vendor further certifies to the County as follows:

(a) the Vendor is not on the Scrutinized Companies with Activities in Sudan List, created pursuant to Section 215.473, Florida Statutes; and
(b) the Vendor is not on the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, Florida Statutes; and
(c) the Vendor is not engaged in business operations (as that term is defined in Florida Statutes, Section 287.135) in Cuba or Syria; and
(d) the Vendor was not on any of the Lists referenced in this subsection A(ii), nor engaged in business operations in Cuba or Syria when it submitted its proposal to the County concerning the subject of this Agreement.

(iii) The Vendor hereby acknowledges that it is fully aware of the penalties that may be imposed upon the Vendor for submitting a false certification to the County regarding the foregoing matters.

B. Termination. In addition to any other termination rights stated herein, the County may immediately terminate this Agreement upon the occurrence of any of the following events:

(i) The Vendor is found to have submitted a false certification to the County with respect to any of the matters set forth in subsection A(i) above, or the Vendor is found to have been placed on the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel.

(ii) The Vendor is found to have submitted a false certification to the County with respect to any of the matters set forth in subsection A(ii) above, or the Vendor is found to have been placed on the Scrutinized Companies with Activities in Sudan List, or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or has been engaged in business operations in Cuba or Syria, and the value of the goods or services acquired under this Agreement are greater than or equal to One Million Dollars ($1,000,000).

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SUPPLEMENTAL CONDITIONS FEDERAL CLAUSES

The projects resulting from this RFP may be partially or fully funded with Federal funds by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); therefore, the selection process must adhere to all applicable Federal guidelines. In accordance with the federal procurement standards at 2 C.F.R. sections 200.317 through 200.327 the following clauses are incorporated in this RFP, any resulting award with the prime Consultant, and any resulting contracts between the prime Consultant and sub-contractors and material suppliers. The following conditions are supplemental to the General Terms and Conditions. Where there is conflict, these Supplemental Conditions prevail unless the General Terms and Conditions are stricter.

1. **Contract Work Hours and Safety Standards Act**. (Contracts in excess of $100,000)

(1) Overtime requirements. Neither the Consultant, nor any subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1) of this section the Consultant and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such consultant and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this section, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this section.

(3) Withholding for unpaid wages and liquidated damages. The U.S. Department of Treasury, the applicable Federal agency, or Polk County as the recipient shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the consultant or subcontractor under any such contract or any other Federal contract with the same prime consultant, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime consultant, such sums as may be determined to be necessary to satisfy any liabilities of such consultant or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section.

(4) Subcontracts. The Consultant or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1) through (4) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any

subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this section.

2. **Clean Air Act and the Federal Water Pollution Control Act**. (Contracts in excess of $150,000)

Clean Air Act

(1) The Consultant agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.

(2) The Consultant agrees to report each violation to the County and understands and agrees that the County will, in turn, report each violation as required to assure notification to the FHWA and FTA and the appropriate Environmental Protection Agency Regional Office.

(3) The Consultant agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by the U.S. Department of Treasury.

Federal Water Pollution Control Act

(1) The Consultant agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.

(2) The Consultant agrees to report each violation to the County and understands and agrees that the County will, in turn, report each violation as required to assure notification to the FHWA and FTA, and the appropriate Environmental Protection Agency Regional Office.

(3) The Consultant agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by the U.S. Department of Treasury.

3. **Debarment and Suspension. (Exhibit "A")**

(1) This Contract/Purchase Order is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such the Consultant is required to verify that none of the Consultant, its principals (defined at 2 C.F.R. § 180.995), or its affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).

(2) The Consultant must comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.

(3) This certification is a material representation of fact relied upon by Polk County. If it is later determined that the Consultant did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to the FHWA and FTA and the County. The Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.

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(4) The bidder or proposer agrees to comply with the requirements of 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C while this offer is valid and throughout the period of any contract or purchase order that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

4. **Byrd Anti-Lobbying Amendment, 31 U.S.C. § 1352 (as amended)**

Consultants who apply or bid for an award of $100,000 or more shall file the required certification (attached hereto as Exhibit "B"). Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Each tier shall also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the recipient.

5. **Procurement of Recovered Materials.**

(1) In the performance of this Contract/Purchase Order, the Consultant shall to the greatest extent practicable and consistent with law, purchase, acquire, or use products and services that can be reused, refurbished, or recycled; contain recycled content, are biobased, or are energy and water efficient; and are sustainable. Additionally Consultants shall make maximum use of products containing recovered materials that are EPA- designated items unless the product cannot be acquired—

(i) Competitively within a timeframe providing for compliance with the contract performance schedule;

(ii) Meeting contract performance requirements; or

(iii) At a reasonable price.

(2) Information about this requirement, along with the list of EPA-designate items, is available at EPA's Comprehensive Procurement Guidelines web site, https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program.

6. **Domestic Preference**

In accordance with 2 CFR §200.322, to the greatest extent practicable and consistent with law under a Federal award, the County must provide a preference for the purchase acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products). The requirements of this section must be included in all subawards including all contracts and purchase orders for work or products under this award. For purposes of this section:

(1) "Produced in the United States" means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

(2) "Manufactured products" means items and construction materials composed in whole or in part of non-ferrous metals such as aluminum; plastics and polymer-based products such

as polyvinyl chloride pipe; aggregates such as concrete; glass, including optical fiber; and lumber.

7. **Affirmative Action.**

In accordance with 2 CFR §200.321, the County is committed to taking all necessary steps to assure that minority businesses, women's business enterprises, veteran-owned businesses, and labor surplus area firms are used when possible. The Consultant shall also take such affirmative steps in the selection of its subcontractors, laborers and materialmen. Affirmative steps include:

(1) Placing qualified small and minority businesses, women's business enterprises, and veteran-owned businesses on solicitation lists;

(2) Assuring that small and minority businesses, women's business enterprises, and veteran-owned businesses are solicited whenever they are potential sources;

(3) Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority businesses, women's business enterprises, and veteran-owned businesses;

(4) Establishing delivery schedules, where the requirement permits, which encourage participation by small and minority businesses, women's business enterprises, and veteran-owned businesses; and

(5) Using the services and assistance, as appropriate, of such organizations as the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.

8. **Access to Records**. The following access to records requirements apply to this Contract and any Purchase Order issued hereunder:

(1) The Consultant agrees to provide Polk County and the FHWA and FTA, or any of their authorized representatives, including but not limited to the Government Accountability Office ("GOA"), Treasury's Office of Inspector General ("OIG"), and the Pandemic Relief Accountability Committee ("PRAC"), access to any books, documents, papers, and records of the Consultant which are directly pertinent to this Agreement for the purposes of making audits, examinations, excerpts, and transcriptions.

(2) The Consultant agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

(3) The Consultant agrees to provide the FHWA and FTA or their authorized representatives access to construction or other work sites pertaining to the work being completed under the applicable Purchase Order."

9. **Seal, Logo, and Flags**. The Consultant shall not use the FHWA and FTA seal(s), logos, crests, or reproductions of flags or likenesses of FHWA and FTA agency officials without specific FHWA and FTA pre- approval.

10. **Compliance with Federal Law, Regulations, and Executive Orders**. This is an acknowledgement that FHWA and FTA financial assistance will be used to fund the Contract only. The Consultant will comply will all applicable federal law, regulations, executive orders, policies, procedures, and directives.

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11. **No Obligation by Federal Government.** The Federal Government is not a party to this Purchase Order and is not subject to any obligations or liabilities to the non-Federal entity, consultant, or any other party pertaining to any matter resulting from this Purchase Order.

12. **Program Fraud and False or Fraudulent Statements or Related Acts.**

The Consultant acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to the Consultant's actions pertaining to this Purchase Order.

13. **Default and Remedy**. (Applicable to all contracts more than the simplified acquisition threshold)

Process. If the Consultant materially defaults in the timely performance of any Contract obligation, or if the Consultant is otherwise in material default of the Contract, including, without limitation, the Consultant's failure to timely deliver any portion, or the entirety, of the Project Work in accordance with the Contract documents, then the County shall have the right to (i) with or without terminating the Contract, immediately call in any bonds or other form of security, and engage other consultants or providers at the Consultant's sole cost and expense to provide those unperformed or deficient Contract obligations of the Consultant; (ii) set-off the monetary amount of any and all damages arising therefrom, whether direct or indirect, actual or liquidated, from the amounts due Consultant pursuant to the Contract documents, (iii) immediately terminate the Contract by delivering written notice to the Consultant, and (iv) pursue any and all remedies available in law, equity, and under the Contract, including, without limitation, the recovery of any increased cost to the County to complete the Project Work due to the loss of American Rescue Plan funding caused, directly or indirectly, by the Consultant's delay. Upon any such termination pursuant to this Section, the County shall pay the Consultant the full amount due and owing for all services properly performed through the date of the Contract termination, less any amount subject to the County's right of set-off, and all liability of the County to the Consultant shall cease.

Certain Material Defaults. Among other matters, including without limitation, the Consultant's failure to timely deliver any portion, or the entirety, of the Project Work in accordance with the Contract documents, as described immediately above, any of the following shall constitute the Consultant's material default of the Contract: the appointment of a receiver to take possession of all or substantially all of the Consultant's assets, a general assignment by the Consultant for the benefit of creditors, or any action taken by or suffered by Consultant under any insolvency or bankruptcy act; or the Consultant is convicted of a public entity crime, is determined to have violated federal or state law prohibiting discrimination as stated in Section 287.134, Florida Statutes, or is prohibited from performing work for or transacting business with the County pursuant to Section 287.133 or to Section 287.134, Florida Statutes; or an assignment of the Contract made without the express written consent of the County; or the submission of a false certification to the County or engagement in prohibited business operations, both as described in the Contract Documents.

14. **Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment**

In accordance with 2 CFR §200.216 and Appendix II to Part 200, subsection (K), no funding or services provided pursuant to or in connection with this Contract, shall in any way be used to:

(1) Procure or obtain;

(2) Extend or renew a contract to procure or obtain; or

(3) Enter into a contract (or extend or renew a contract) to procure or obtain equipment, services, or systems that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. As described in Public Law 115–232, section 889, covered telecommunications equipment is telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).

(i) For the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).

(ii) Telecommunications or video surveillance services provided by such entities or using such equipment.

(iii) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

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Proposers Incorporation Information

(Submittal Page)

The following section should be completed by all bidders and submitted with their bid submittal:

Company Name: _____

DBA/Fictitious Name (if applicable): _____

TIN #: _____

Address: _____

City: _____

State: _____

Zip Code: _____

County: _____

Note: Company name must match legal name assigned to the TIN number. A current W9 should be submitted with your bid submittal.

Contact Person: _____

Phone Number: _____

Cell Phone Number: _____

Email Address: _____

Type of Organization (select one type)

- □ Sole Proprietorship
- □ Partnership
- □ Non-Profit
- □ Sub Chapter
- □ Joint Venture
- □ Corporation
- □ LLC
- □ LLP
- □ Publicly Traded
- □ Employee Owned

State of Incorporation: _____

The Successful vendor must complete and submit this form prior to award. The Successful vendor must invoice using the company name listed above.

EXHIBIT 1
DETAILED INSTRUCTIONS ON HOW TO PREPARE AND SEND PERFORMANCE SURVEYS

The objective of this process is to identify the past performance of the Consultant submitting a proposal package. This is accomplished by sending survey forms to past customers. The customers should return the forms directly to the Consultant. The Consultant is to include all surveys in their proposal package.

Sending the Survey

The surveys shall be sent to all clients for whom the Consultant has identified under Tab 3. Surveys should correlate to all projects identified under Tab 3.

If more surveys are included then Procurement will only use those identified under Tab 3.

1. The Consultant shall complete the following information for each customer that a survey will be sent

CLIENT NAME	Name of the company that the work was performed for (i.e. Hillsborough County).
FIRST NAME	First name of the person who will answer customer satisfaction questions.
LAST NAME	Last name of the person who will answer customer satisfaction questions.
PHONE NUMBER	Current phone number for the reference (including area code).
EMAIL ADDRESS	Current email address for the reference.
PROJECT NAME	Name of the project (Feasibility and Planning Study for Regional Intermodal Station), Etc.
COST OF SERVICES	Cost of services ($200,000)
DATE COMPLETE	Date when the services were completed. (i.e. 9/31/2020)

2. The Consultant is responsible for verifying that their information is accurate prior to submission for references.

3. The survey must contain different services/projects. You cannot have multiple people evaluating the same job. However, one person may evaluate several different jobs.

4. The past projects can be either completed or on-going.

5. The past client/owner must evaluate and complete the survey.

DRAFT

Preparing the Surveys

1. The Consultant is responsible for sending out a performance survey to the clients that have been identified under Tab 3. The survey can be found on the next page.
2. The Consultant should enter the past clients' contact information, and project information on each survey form for each reference. The Consultant should also enter their name as the Consultant being surveyed.
3. The Consultant is responsible for ensuring all references/surveys are included in their submittal under Tab 6
4. Polk County Procurement may contact the reference for additional information or to clarify survey data. If the reference cannot be contacted, there will be no credit given for that reference.

DRAFT

Survey Questionnaire – Polk County

RFP 25-687, Planning Services for the Polk Transportation Planning Organization (TPO)

To: _____ (Name of Person completing survey)

_____ (Name of Client Company/Consultant

Phone Number: _____ Email: _____

Total Annual Budget of Entity _____

Subject: Past Performance Survey of Similar work:

Project name: _____

Name of Vendor being surveyed: _____

Cost of Services: Original Cost: _____ Ending Cost: _____

Contract Start Date: _____ Contract End Date: _____

Rate each of the criteria on a scale of 1 to 10, with 10 representing that you were very satisfied (and would hire the Consultant /individual again) and 1 representing that you were very unsatisfied (and would never hire the Consultant /individual again). Please rate each of the criteria to the best of your knowledge. If you do not have sufficient knowledge of past performance in a particular area, leave it blank.

NO	CRITERIA	UNIT	SCORE
1	Ability to manage cost	(1-10)	
2	Ability to maintain project schedule (complete on-time/early)	(1-10)	
3	Quality of workmanship	(1-10)	
4	Professionalism and ability to manage	(1-10)	
5	Close out process	(1-10)	
6	Ability to communicate with Client's staff	(1-10)	
7	Ability to resolve issues promptly	(1-10)	
8	Ability to follow protocol	(1-10)	
9	Ability to maintain proper documentation	(1-10)	
10	Appropriate application of technology	(1-10)	
11	Overall Client satisfaction and comfort level in hiring	(1-10)	
12	Ability to offer solid recommendations	(1-10)	
13	Ability to facilitate consensus and commitment to the plan of action among staff	(1-10)	

Printed Name of Evaluator _____

Signature of Evaluator: _____

Please fax or email the completed survey to: _____

DRAFT

Affidavit Certification Immigration Laws

POLK COUNTY WILL NOT INTENTIONALLY AWARD COUNTY CONTRACTS TO ANY CONSULTANT WHO KNOWINGLY EMPLOYS UNAUTHORIZED ALIEN WORKERS, CONSTITUTING A VIOLATION OF THE EMPLOYMENT PROVISIONS CONTAINED IN 8 U.S.C. SECTION 1324 A(E) {SECTION 274A(E) OF THE IMMIGRATION AND NATIONALITY ACT ("INA")}.

POLK COUNTY MAY CONSIDER THE EMPLOYMENT BY ANY CONSULTANT OF UNAUTHORIZED ALIENS A VIOLATION OF SECTION 274A(E) OF THE INA. **SUCH VIOLATION OF THE RECIPIENT OF THE EMPLOYMENT PROVISIONS CONTAINED IN 274A(E) OF THE INA SHALL BE GROUNDS FOR UNILATERAL CANCELLATION OF THE CONTRACT BY POLK COUNTY.**

BIDDER ATTEST THAT THEY ARE FULLY COMPLIANT WITH ALL APPLICABLE IMMIGRATION LAWS (SPECIFICALLY TO THE 1986 IMMIGRATION ACT AND SUBSEQUENT AMENDMENTS).

Company Name: _____

Signature: _____

Title: _____

Date: _____

State of: _____

County of: _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐online notarization, this _____ day of _____, 20__, by _____(*name*) as _____ (*title of officer*) of _____ (*entity name*), on behalf of the company, who ☐ is personally known to me or ☐ has produced _____ as identification.

Notary Public Signature: _____

Printed Name of Notary Public: _____

Notary Commission Number and Expiration: _____

(AFFIX NOTARY SEAL)

DRAFT

EMPLOYMENT ELIGIBILITY VERIFICATION (E-VERIFY) CERTIFICATION

(Florida Statutes, Section 448.095)

PROJECT NAME: RFP 25-687, Planning Services for the Polk Transportation Planning Organization (TPO)

The undersigned, as an authorized officer of the consultant identified below (the "**Consultant**"), having full knowledge of the statements contained herein, hereby certifies to Polk County, a political subdivision of the State of Florida (the "**County**"), by and on behalf of the Consultant in accordance with the requirements of Section 448.095, Florida Statutes, as related to the contract entered into by and between the Consultant and the County on or about the date hereof, whereby the Consultant will provide labor, supplies, or services to the County in exchange for salary, wages, or other remuneration (the "**Contract**"), as follows:

1. Unless otherwise defined herein, terms used in this Certification which are defined in Section 448.095, Florida Statutes, as may be amended from time to time, shall have the meaning ascribed in said statute.

2. Pursuant to Section 448.095(5), Florida Statutes, the Consultant, and any subcontractor under the Contract, must register with and use the E-Verify system to verify the work authorization status of all new employees of the Consultant or subcontractor. The Consultant acknowledges and agrees that (i) the County and the Consultant may not enter into the Contract, and the Consultant may not enter into any subcontracts thereunder, unless each party to the Contract, and each party to any subcontracts thereunder, registers with and uses the E-Verify system; and (ii) use of the U.S. Department of Homeland Security's E-Verify System and compliance with all other terms of this Certification and Section 448.095, Fla. Stat., is an express condition of the Contract, and the County may treat a failure to comply as a material breach of the Contract.

3. By entering into the Contract, the Consultant becomes obligated to comply with the provisions of Section 448.095, Fla. Stat., "Employment Eligibility," as amended from time to time. This includes but is not limited to utilization of the E-Verify System to verify the work authorization status of all newly hired employees, and requiring all subcontractors to provide an affidavit attesting that the subcontractor does not employ, contract with, or subcontract with, an unauthorized alien. The Consultant shall maintain a copy of such affidavit for the duration of the Contract. Failure to comply will lead to termination of the Contract, or if a subcontractor knowingly violates the statute or Section 448.09(1), Fla. Stat., the subcontract must be terminated immediately. If the Contract is terminated pursuant to Section 448.095, Fla. Stat., such termination is not a breach of contract and may not be considered as such. Any challenge to termination under this provision must be filed in the Tenth Judicial Circuit Court of Florida no later than 20 calendar days after the date of termination. If the Contract is terminated for a violation of Section 448.095, Fla. Stat., by the Consultant, the Consultant may not be awarded a public contract for a period of 1 year after the date of termination. The Consultant shall be liable for any additional costs incurred by the County as a result of the termination of the Contract. Nothing in this Certification shall be construed to allow intentional discrimination of any class protected by law.

Executed this _____ day of _____, 20__.

ATTEST:	**CONSULTANT:**
By: _____	By: _____
PRINTED NAME: _____	PRINTED NAME: _____
Its: _____	Its: _____

DocuSign Envelope ID: 65DBA19D-4B1B-4D2C-BC55-50E4B1A445D5

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

POLICY

Effective: May 21, 2024
Office: Transportation Technology
Topic No. 010-325-065-a

ARTIFICIAL INTELLIGENCE (AI) POLICY

To support the mission and vision of the Florida Department of Transportation (Department), it is the policy of the Department to responsibly, transparently, and ethically use artificial intelligence (AI) with human accountability.

This policy applies to all Department-related activities, employees, vendors, consultants, and contractors that use, acquire, collect, or develop AI solutions. This policy applies to Machine Learning, Generative Language Models, and covers all embedded and standalone AI technologies/tools.

The use of AI for Department-related purposes must occur within the following boundaries:

- AI must supplement or complement the work that is primarily accomplished by a human.
- AI usage must engage humans throughout the process, with human involvement in reviews and decisions. Humans are fully responsible for the work and products involving AI.
- AI systems and decision-making processes must be ethical and comply with all applicable laws, rules, regulations, and policies.
- AI systems and decision-making processes must be transparent and disclose if the products are generated partially or fully by an AI tool.
- AI systems must protect people's privacy and comply with all applicable data protection regulations.
- AI systems must protect information that is exempt from public disclosure pursuant to Florida's public records laws, and must comply with all applicable data protection laws, rules, regulations, and policies.
- AI data and the output from all AI-related models must be validated by humans to ensure AI data and its output are free of personally identifiable information and to prevent copyright infringement and other legal challenges.
- To ensure the quality and the security of the Department's data and IT systems, employees, vendors, consultants, and contractors are prohibited from attempting to gain access to AI applications not approved by the Department when using Department's systems, networks, computers, phones, or other communication devices, when conducting business under contract for the Department, or when using the Department's data.

DocuSign Envelope ID: 65DBA19D-4B1B-4D2C-BC55-50E4B1A445D5

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

This AI Policy will be integrated into the Department's internal manuals, guidelines and related documents governing the Department's projects, including planning, designing, construction and operation of transportation facilities, as appropriate.

DocuSigned by:
862D6B01E4EE447...

Jared W. Perdue, P.E., Secretary

Attachment "H"

DBE UTILIZATION FORM

DBE UTILIZATION STATEMENT

The undersigned Proposer has satisfied the requirements of the solicitation in the following manner (please check the appropriate space):

____ The Bidder/Offer is committed to a minimum of _____% DBE utilization on this contract.

OR

_____ The Proposer (if unable to meet the DBE goal of 11.31 %) is committed to a minimum of .01% DBE utilization on this contract and submits documentation demonstrating good faith efforts.

DBE PARTICIPATION SCHEDULE

The Proposer shall provide the following information for all DBE's participating in the contract that comprises the DBE Utilization percent stated in the above DBE Utilization Statement. The Proposer shall also furnish the name and telephone number of the appropriate contact person should the TPO have any questions in relation to the information furnished herein. (Copy if necessary)

DBE IDENTIFICATION AND INFORMATION

Name and Address:

Contact Name and Telephone Number:

Participation Percentage (Of Total Contract Value):

Description of Work To Be Performed:

Ethnicity and Gender of Firm:

DBE IDENTIFICATION AND INFORMATION

Name and Address:

Contact Name and Telephone Number:

Participation Percentage (Of Total Contract Value):

Description of Work To Be Performed:

Ethnicity and Gender of Firm:

Vendor Name:_____.

Vendor Signature: _____.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

BID OPPORTUNITY LIST FOR COMMODITIES & CONTRACTUAL SERVICES

375-040-62
PROCUREMENT
01/16

Prime Contractor: _____

Address/Phone Number: _____

Procurement Number: _____

49 CFR Part 26.11 The list is intended to be a listing of all firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all firms that bid on prime contracts, or bid or quote subcontracts and supplies materials on DOT-assisted projects, including both DBEs and non-DBEs. This list must include all subcontractors contacting you and expressing an interest in teaming with you on a specific DOT-assisted project. Prime contractors must provide information for Numbers 1, 2, 3 and 4, and should provide any information they have available on Numbers 5, 6, and 7 for themselves, and their subcontractors.

1. Federal Tax ID Number: _____
2. Firm Name: _____
3. Phone: _____
4. Address: _____
5. Year Firm Established: _____

6. ☐ DBE ☐ Non-DBE

7. Annual Gross Receipts
☐ Less than $1 million
☐ Between $1 - $5 million
☐ Between $5 - $10 million
☐ Between $10 - $15 million
☐ More than $15 million

---

1. Federal Tax ID Number: _____
2. Firm Name: _____
3. Phone: _____
4. Address: _____
5. Year Firm Established: _____

6. ☐ DBE ☐ Non-DBE

7. Annual Gross Receipts
☐ Less than $1 million
☐ Between $1 - $5 million
☐ Between $5 - $10 million
☐ Between $10 - $15 million
☐ More than $15 million

---

1. Federal Tax ID Number: _____
2. Firm Name: _____
3. Phone: _____
4. Address: _____
5. Year Firm Established: _____

6. ☐ DBE ☐ Non-DBE

7. Annual Gross Receipts
☐ Less than $1 million
☐ Between $1 - $5 million
☐ Between $5 - $10 million
☐ Between $10 - $15 million
☐ More than $15 million

---

1. Federal Tax ID Number: _____
2. Firm Name: _____
3. Phone: _____
4. Address: _____
5. Year Firm Established: _____

6. ☐ DBE ☐ Non-DBE

7. Annual Gross Receipts
☐ Less than $1 million
☐ Between $1 - $5 million
☐ Between $5 - $10 million
☐ Between $10 - $15 million
☐ More than $15 million

AS APPLICABLE, PLEASE SUBMIT THIS FORM WITH YOUR:

BID SHEET (Invitation to Bid – ITB)
PRICE PROPOSAL (Request for Proposal – RFP)
REPLY (Invitation to Negotiate – ITN)

DISCLOSURE OF LOBBYING ACTIVITIES

Is this form applicable to your firm?
YES ☐ NO ☐
If *no*, then please complete section 4 below for "Prime"

1. Type of Federal Action: a. contract b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	**2. Status of Federal Action:** a. bid/offer/application b. initial award c. post-award	**3. Report Type:** a. initial filing b. material change **For Material Change Only:** Year: _____ Quarter: _____ Date of last report: _____ (mm/dd/yyyy)
4. Name and Address of Reporting Entity: ☐ Prime ☐ Subawardee Tier _____, *if known*: _____ _____ _____ Congressional District, *if known*: 4c _____		5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: _____ _____ _____ Congressional District, *if known*: _____
6. Federal Department/Agency: _____ _____		**7. Federal Program Name/Description:** _____ _____ CFDA Number, *if applicable*: _____
8. Federal Action Number, *if known*: _____		**9. Award Amount,** *if known*: $ _____
10. a. Name and Address of Lobbying Registrant (*if individual, last name, first name, MI*): _____ _____ _____		**b. Individuals Performing Services** (*including address if different from No. 10a*) (*last name, first name, MI*): _____ _____ _____
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.		Signature: _____ Print Name: _____ Title: _____ Telephone No.: _____ Date (mm/dd/yyyy): _____
Federal Use Only:		Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or a material change to a previous filing, pursuant to title 31 U.S.C. section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.

2. Identify the status of the covered Federal action.

3. Identify the appropriate classification of this report. If this is a followup report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.

4. Enter the fullname, address, city, State and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the 1st tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.

5. If the organization filing the report in item 4 checks "Subawardee," then enter the full name, address, city, State and zip code of the prime Federal recipient. Include Congressional District, if known.

6. Enter the name of the Federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.

7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.

8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitation for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Include prefixes, e.g., "RFP-DE-90-001."

9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.

10. (a) Enter the full name, address, city, State and zip code of the lobbying registrant under the Lobbying Disclosure Act of 1995 engaged by the reporting entity identified in item 4 to influence the covered Federal action.

    (b) Enter the full names of the individual(s) performing services, and include full address if different from 10 (a). Enter Last Name, First Name, and Middle Initial (MI).

11. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

According to the Paperwork Reduction Act, as amended, no persons are required to respond to a collection of information unless it displays a valid OMB Control Number. The valid OMB control number for this information collection is OMB No. 0348-0046. Public reporting burden for this collection of information is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, DC 20503.

CERTIFICATION FOR DISCLOSURE OF LOBBYING ACTIVITIES ON FEDERAL-AID CONTRACTS
(Compliance with 49CFR, Section 20.100 (b))

The prospective participant certifies, by signing this certification, that to the best of his or her knowledge and belief:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities", in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

The prospective participant also agrees by submitting his or her proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such subrecipients shall certify and disclose accordingly.

Name of Consultant: _____

By: _____ Date: _____

Authorized Signature: _____

Title: _____

Competitive Purchase (≥$35,000)
Price Analysis

Section 1: Sub-Recipient Information

Name of Agency	Item Description/Project Name	Delivery/Completion Date
Name/Signature of Preparer	Total Estimated Price/Cost	Date of Estimate

Section 2: Price Analysis Details

Method. The above estimate has been developed as follows (check all that apply):

☐ Published catalog or Internet price list (attach pertinent catalog or price list pages).

☐ Recent prices for the same or similar item/service (identify contracts, purchase orders, sources, and additional helpful information (e.g. dates of award), and attach any pertinent documents):

_____

☐ In-house engineering or technical estimate (provide as cost analysis below).

☐ Independent Third-Party estimate developed by _____ (attach estimate).

☐ Other_____

If appropriate, the estimates/prices herein have been made current by adjusting for inflation using the following Producer or Consumer Price Index: _____

Competitive Purchase (≥$35,000)
Documentation Form

Section 1: Sub-recipient Information

Agency: _____ Contact: _____
Phone: _____ Email: _____
Address: _____ City: _____
ZIP Code: _____ County: _____

Section 2: Method of Procurement

☐ Request for Proposal ☐ Sealed Bid ☐ Competitive Proposal
☐ Invitation to Bid ☐ Qualification Based Proposal ☐ Sole Source

Section 3: Results of Competitive Purchase Bid Process

I, _____ certify that price or rate quotations were received from (*# of)* _____ sources for the purchase as summarized below. If a sole source justification is being sought, see additional documentation required below in lieu of obtaining at least three price or rate quotations.

Following completion of the procurement process, _____ (*agency name*) intends to award this procurement to _____(*supplier*).

SUMMARY MATRIX OF COMPETITIVE BID RESULTS

Item	Price/Cost Analysis Findings	Competitive Bid #1	Competitive Bid #2	Competitive Bid #3

No Cost/Bid Splitting:
I, _____, certify that _____ (*agency name*) did not reduce the size of procurement merely to come within the competitive purchase limit as required by FTA Circular 4220.1F Chapter VI, 3.b(2)(b) and Rule 60A-1.002(5), F.A.C..

Required Documentation:

The following documentation must be provided for a competitive purchase:

- Federal clause checklist to document that the purchase order or contract reference the appropriate Federal clauses) ☐ Yes ☐ No ☐ Not Applicable
- Price analysis (Federal Funding Only) ☐ Yes ☐ No ☐ Not Applicable

- Cost analysis (Federal Funding Only) ☐ Yes ☐ No ☐ Not Applicable (required in lieu of a price analysis if a single bid was received or procurement is being sought after a single source purchase)
- Sole source justification form (if applicable) ☐ Yes ☐ No ☐ Not Applicable

Section 3: FDOT Internal Use Only

Form completed and signed? ☐ Yes ☐ No

Price within competitive purchase limits? ☐ Yes ☐ No

Required documentation attached? ☐ Yes ☐ No

If no, indicate what document is missing:

Additional information needed for competitive purchase approval? ☐ Yes ☐ No

Approved Sub-recipient Internal Procurement Policy Document on file? ☐ Yes ☐ No

Additional comments:

_____

_____

Approved by: _____ Date: _____

Attorney Certification to
Florida Department of Transportation

(Project Name) _____ (FM#) _____

(Project Description) _____

The undersigned serves as the General Counsel to the _____ (agency name) (the "Agency"). In reference to _____ (project name, contract number) between the Florida Department of Transportation (the "Department") and the Agency, this is to certify that, based upon my personal knowledge and information provided by the Agency and without independent examination, investigation or audit, that the selection by the Agency of _____ was done in compliance with the applicable provisions of Sections 287.057, Florida Statues, known as the Procurement of Commodities or Contractual Services and the Agency's established procurement policies. This Information has been provided solely for the Department and for no other person and no other than the Department may rely on such certification.

(Agency Name)

By: _____
Attorney

Date: _____

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION- LOWER TIER COVERED TRANSACTIONS FOR FEDERAL AID CONTRACTS
(Compliance with 2 CFR Parts 180 and 1200)

It is certified that neither the below identified firm nor its principals are presently suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

Name of Consultant/Contractor: _____

By: _____

Date: _____

Title: _____

Instructions for Certification

Instructions for Certification - Lower Tier Participants:
(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost $25,000 or more - 2 CFR Parts 180 and 1200)
a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. “First Tier Covered Transactions” refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (https://www.epls.gov/), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION

Information entered on this page will carry over to subsequent pages.

When completed: Print this document to PDF by choosing File, Save as, and selection PDF as the file type (excluding page 1 from printing) or Print only the pages from the sections you need for signature using the printer icon buttons.

Advertisement No./ Solicitation No	Description	Financial Project Number(s)

VERSIONS

TECHNICAL REVIEW COMMITTEE / DOT TECHNICAL ADVISORS

SELECTION COMMITTEE

PUBLIC OFFICERS / EMPLOYEES

TECHNICAL REVIEW / AWARDS COMMITTEE FOR LOW BID PROJECTS

CONSULTANT / CONTRACTOR SERVING IN THE ROLE OF PROJECT MANAGER

CONSULTANT / CONTRACTOR / TECHNICAL ADVISORS

CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION TECHNICAL REVIEW COMMITTEE/DOT TECHNICAL ADVISORS

I certify that I have no present conflict of interest on the projects identified below, and that I will recuse myself from any capacity of decision making, approval, disapproval, or recommendation of any consultant/contractor/vendor for selection on any contract if I have a conflict of interest or a potential conflict of interest. As set forth in Sections 112.313 and 334.193, Florida Statutes, employees of the Department may not have any interest, financial or otherwise, direct or indirect; engage in any business transaction or professional activity; or accept any obligation of any kind which is in conflict with the proper conduct of their duties in the public interest.

I recognize that employees are expected to honor the ethical obligations inherent in public service. These obligations go beyond mere legal obligations and demand from the employee a greater sensitivity to his or her conduct, as well as the public's perception of such conduct.

Employees are expected to safeguard their ability to make objective, fair, and impartial decisions, and therefore may not accept benefits of any sort under circumstances in which it could be inferred by a reasonable observer that the benefit was intended to influence a pending or future decision of theirs, or to reward a past decision. Employees should avoid any conduct (whether in the context of business, financial, or social relationships) which might undermine the public trust, whether or not that conduct is unethical or lends itself to the appearance of ethical impropriety.

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I agree not to engage in bid tampering, pursuant to Section 838.22, Florida Statutes.

I realize that violation of the above mentioned statutes would be punishable in accordance with Section 112.317, Section 334.193, or Section 838.22, Florida Statutes, and could result in disciplinary action by the Department.

Advertisement No./ Solicitation No	Description	Financial Project Number(s)

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Technical Review Committee Members:

Printed Names	Signatures	Date

CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION
TECHNICAL REVIEW COMMITTEE/DOT TECHNICAL ADVISORS
Additional Page

Advertisement No./ Solicitation No	Description	Financial Project Number(s)

Technical Review Committee Members:
(Continued)

Printed Names	Signatures	Date

DOT Technical Advisors:

Printed Names	Signatures	Date

CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION SELECTION COMMITTEE

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Advertisement No./ Solicitation No	Description	Financial Project Number(s)

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Selection Committee Members:

Date: _____

Printed Names	Signatures

CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION SELECTION COMMITTEE

Additional Page

Advertisement No./ Solicitation No	Description	Financial Project Number(s)

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Selection Committee Members:

Printed Names	Signatures

CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION PUBLIC OFFICERS/EMPLOYEES

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I recognize that State of Florida public officers or employees of an agency are expected to honor the ethical obligations inherent in public service. These obligations go beyond mere legal obligations and demand from the public officer or agency employee a greater sensitivity to his or her conduct, as well as the public's perception of such conduct.

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(continued on next page)

Printed Names	Signatures	Date

CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION
PUBLIC OFFICERS/EMPLOYEES

Additional Page

Advertisement No./ Solicitation No	Description	Financial Project Number(s)

Each undersigned individual agrees to the terms of this Conflict of Interest/Confidentiality Certification

Printed Names	Signatures	Date

CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION TECHNICAL REVIEW/AWARDS COMMITTEE

LOW BID PROJECTS

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Letting Date: _____

Contract Number(s): _____

Technical Review/Awards Committee Members:

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Printed Names	Signatures	Date

CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION
TECHNICAL REVIEW/AWARDS COMMITTEE
LOW BID PROJECTS
Additional Page

Contract Number(s): _____

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Printed Names	Signatures	Date

CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION FOR CONSULTANT/CONTRACTOR SERVING IN THE ROLE OF PROJECT MANAGER FOR FDOT

I certify that I have no present conflict of interest, that I have no knowledge of any conflict of interest that my firm may have, and that I will recuse myself from any capacity of decision making, approval, disapproval, or recommendation on any contract if I have a conflict of interest or a potential conflict of interest.

Consultants/Contractors are expected to safeguard their ability to make objective, fair, and impartial decisions when performing work for the Department, and therefore may not accept benefits of any sort under circumstances in which it could be inferred by a reasonable observer that the benefit was intended to influence a pending or future decision of theirs, or to reward a past decision. Consultants performing work for the Department should avoid any conduct (whether in the context of business, financial, or social relationships) which might undermine the public trust, whether or not that conduct is unethical or lends itself to the appearance of ethical impropriety.

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TRUTH IN NEGOTIATION CERTIFICATION

Pursuant to Section 287.055(5)(a), Florida Statutes, for any lump-sum or cost-plus-a-fixed fee professional services contract over the threshold amount provided in Section 287.017, Florida Statutes for CATEGORY FOUR, the Department of Transportation (Department) requires the Consultant to execute this certificate and include it with the submittal of the Technical Proposal, or as prescribed in the contract advertisement.

The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project's agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Department determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Department, whichever is later.

_____
Name of Consultant

By:_____ _____
Date

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DRUG-FREE WORKPLACE PROGRAM CERTIFICATION

287.087 Preference to businesses with drug-free workplace programs. Whenever two or more bids, proposals, or replies that are equal with respect to price, quality, and service are received by the state or by any political subdivision for the procurement of commodities or contractual services, a bid, proposal, or reply received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

(1) Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.

(2) Inform employees about the dangers of drug abuse in the workplace, the business' policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.

(3) Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).

(4) In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than 5 days after such conviction.

(5) Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by, any employee who is so convicted.

(6) Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

Does the individual responding to this solicitation certify that their firm has implemented a drug-free workplace program in accordance with the provision of Section 287.087, Florida Statutes, as stated above?

[ ] YES

[ ] NO

NAME OF BUSINESS: _____

Public Entities Crimes Affidavit

SWORN STATEMENT UNDER SECTION 287.133(3)(a),
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICER AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted with a proposal to the Human Services Department.

2. This sworn statement submitted by _____.
(Name of entity submitting sworn statement)

whose business address is _____.

and (if applicable) its Federal Employer Identification Number is _____.

3. My name is _____ and my relationship to the entity named
(Print name of individual signing)

above is _____.

4. I understand that a "public entity crime" as defined in paragraph 287.133(1)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any entity or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

5. I understand that "convicted" or "conviction" as defined in paragraph 287.133(1)(b), Florida Statutes means a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1989, because of a jury verdict, non-jury trial, or entry of a plea of guilty or nolo contendere.

6. I understand that an "affiliate" as defined in paragraph 287.133(1)(a), Florida Statutes means:

   a. A predecessor or successor of a person convicted of a public entity crime; or

   b. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members and agents who are active in the management of the affiliate. The ownership by one person of shares constituting a controlling interest in another person, or pooling of equipment of income among persons when not for fair market value under an arm's length agreement, shall be prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

7. I understand that a "person" as defined in paragraph 287.133(1)(e), Florida Statutes means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bids on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members and agents who are active in the management of an entity.

Public Entities Crimes Affidavit (continued),

8. Based on information and belief, the statement that I have marked below is true in relation to the entity submitting this sworn statement. *(Please indicate which statement below applies).*

☐ Neither the entity submitting this sworn statement, nor any officers, directors, executives, partners, shareholders, employees, members and agents who are active in the management of the entity, or an affiliate of the entity have been charged with and convicted of a public entity crime after July 1, 1989.

☐ The entity submitting this sworn statement, or one or more of the officers, directors, executives, partners, shareholders, employees, members and agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime after July 1, 1989, AND *(Indicate which additional statement below applies).*

☐ There has been proceeding concerning the conviction before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer did not place the person or affiliate on the convicted vendor list. *(Please attach a copy of the final order).*

☐ The person or affiliate was placed on the convicted vendor list. There has been a subsequent proceeding before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer determined that it was in the public interest to remove the person or affiliate from the convicted vendor list. *(Please attach a copy of the final order).*

☐ The person or affiliate has not been placed on the convicted vendor list. (Please describe an action taken by or pending with the Department of General Services).

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 20__, by _____ (*name*) as _____ (*title of officer*) of _____ (*entity name*), on behalf of the company, who ☐ is personally known to me or ☐ has produced _____ as identification.

Notary Public Signature: _____

Printed Name of Notary Public: _____

Notary Commission Number and Expiration: _____

(AFFIX NOTARY SEAL)

POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
DECEMBER 9, 2025
CONSENT AGENDA ITEM 8

AGENDA ITEM:
Modification to Consultant Services Authorization (CSA) TPO-20-1009-02-05 with Kimley-Horn and Associates, Inc. to Prepare the 2050 Long Range Transportation Plan Update (Part Two) increasing the Cost Not-to-Exceed amount from $230,000.00 to $260,000.00

PRESENTER:

NA

SUMMARY:

Staff requests the Board to approve the CSA modification which increases the amount of the contract by $30,000. The increase is needed due to multiple issues which were outside of the Consultant's and TPO staff control including changes to key projects in the FDOT Work Program, and multiple revisions to Central Polk Parkway East alignments, project limits, and project costs. There is funding available in the TPO's Unified Planning Work Program (UPWP), or grant budget, to accommodate this change. The project deliverables and timeline remain unchanged.

RECOMMENDED ACTION:

Staff requests the Board to approve the CSA Modification.

ATTACHMENTS:

1. CSA Modification Page #1 for TPO-20-1009-02-05
2. Justification Memo (Exhibit A)
3. Original CSA TPO-20-1009-02-05

Polk Transportation Planning Organization
Consultant Services Authorization (CSA) – Modification No. 1

Firm	Kimley-Horn and Associates, Inc.
Master Agreement No.	TPO-20-1009-02
CSA No.	TPO-20-1009-02-05
Project Name	2050 LONG RANGE TRANSPORTATION PLAN: Part Two
Project Description	Preparation and completion of the 2050 Long Range Transportation Plan in order to meet Federal requirements of the TPO.
Project Exhibits and Attachments	Exhibit "A"
Duration	The duration of the Project will extend to March 31, 2026.
Original Compensation	$230,000.00
Compensation Increase	$30,000.00
Revised Total Compensation	$260,000.00
Budget Source/Availability	Polk TPO's Adopted Unified Planning Work Program (UPWP). PL and SU funding will be used for this study; Fund no. 11148

IN WITNESS WHEREOF, the parties hereto have executed this CSA Modification on this 9th day of December, 2025.

ATTEST:

_____
Ryan Kordek, TPO Director

POLK TRANSPORTATION PLANNING ORGANIZATION:

_____
Commissioner Trish Pfeiffer
TPO Chairman

Approved by the TPO Attorney as to
Form and legal sufficiency:

_____
Heather Bryan, TPO Attorney

Kimley-Horn and Associates, Inc.

ATTEST:

_____
Corporate Secretary

SEAL

Date: _____

CONSULTANT COMPANY NAME

_____
Authorized Corporate Officer

_____
Printed Name and Title

Date: _____

Kimley»Horn

December 2, 2025

Ryan Kordek
Polk TPO
PO Box 9005
Drawer TS05
Bartow, Florida 33831-9005

Subject: CSA TPO-20-1009-02-05

Dear Mr. Kordek:

As you are aware, the development of the 2050 Long Range Transportation Plan was adversely impacted by multiple issues which were outside of the Consultant's and TPO staff control. This included recently the full elimination of multiple projects within the FDOT Work Program/Adopted Transportation Improvement Program. This also includes multiple interactions of revisions to Central Polk Parkway East alignments, project limits, and project costs. Both of these items have had significant impacts on the required effort. This included multiple rounds of map series, project tables, and appendices update; as well as the need to rebalance the cost feasible plan and update revenues.

This has been the third consecutive LRTP that we have developed for the Polk TPO. We understand how important it is for us to partner with you in delivering a complete LRTP that is reflective of the most recent information. Doing so allows for these critical projects to move forward and avoids the immediate need for costly LRTP plan amendments which can delay these projects.

The 2045 LRTP was extremely successful in setting the foundation for unfunded projects to be able to receive funding and more forward because of the efforts of the LRTP. We have continued that approach with the 2050 LRTP. We share the importance of producing a compliant plan, but we feel that the true success of the plan is that we prepare a plan that allows for major unfunded projects to move forward.

We look forward to our continued partnership.

KIMLEY-HORN & ASSOCIATES, INC.

William E. Roll Jr.

William, E. Roll, Jr., AICP, CNU-A
Associate

Polk Transportation Planning Organization
Consultant Services Authorization (CSA)

Firm	Kimley-Horn and Associates, Inc.
Master Agreement No.	TPO-20-1009-02
CSA No.	TPO-20-1009-02-05
Project Name	2050 LONG RANGE TRANSPORTATION PLAN: Part Two
Project Description	Preparation and completion of the 2050 Long Range Transportation Plan in order to meet Federal requirements of the TPO.
Project Exhibits and Attachments	Exhibit "A" – Scope of Services Exhibit "B" - Fee Schedule (Master Agreement) Exhibit "C" – Reimbursable Cost Schedule Exhibit "D" – Insurance Documentation
Duration	The duration of the Project will extend to March 31, 2026.
Compensation	Not to exceed $230,000.00.
Special Contract Conditions	See Scope of Services for details
Insurance Requirements	Professional Liability
Liquidated Damages	See Master Agreement No. TPO-20-1009-02-02
Budget Source/Availability	PL and SU funding will be used for this study; Fund no. 11148

IN WITNESS WHEREOF, the parties hereto have executed this CSA Modification on this 10th day of April, 2025.

ATTEST:

Ryan Kordek, TPO Director

POLK TRANSPORTATION PLANNING ORGANIZATION:

Mayor Trish Pfeiffer
TPO Chairman

Approved by the TPO Attorney as to Form and legal sufficiency:

Heather Bryan, TPO Attorney

Kimley-Horn and Associates, Inc.

CONSULTANT COMPANY NAME

ATTEST:

Corporate Secretary

SEAL

Date: 4/14/25

Authorized Corporate Officer

Mark E. Wilson, Senior V.P.

Printed Name and Title

Date: 4/14/2025

KIMLEY-HORN AND ASSOCIATES, INC. CORPORATE SEAL NC

POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
2050 LONG-RANGE TRANSPORTATION PLAN PART TWO
SCOPE OF SERVICES

(CSA) TPO-20-1009-02-05

Prepared April 2, 2025

INTRODUCTION
The Polk Transportation Planning Organization's (TPO) Adopted Fiscal Years 2024/25 -- 2025/26 Unified Planning Work Program (UPWP) contains a task and related funding for the update of the TPO's Long Range Transportation Plan to the year 2050, hereinafter referred to as the "2050 LRTP". This scope of services entails the analysis and development of the initial tasks required for the development of the 2050 LRTP that will serve as a guide for Polk County's local governments and the public.

The 2050 LRTP Update will address the following five (4) primary activities/sections listed in this scope of services:

1) Public Involvement Activities;
2) Transportation Needs Assessment;
3) Identification and Prioritization of Candidate Transportation Improvement Projects and Recommended Cost Feasible Transportation Network; and
4) Project Documentation.

The Project Consultant will develop project related materials and reports for website posting that adhere to the Polk County guidelines for addressing Americans with Disabilities Act (ADA) accessibility guidelines. The Polk TPO staff will be responsible for reviewing documents prior to posting to the TPOs website to ensure compliance with the appropriate guidelines.

The Kimley-Horn & Associates, Inc. hereafter referred to as the Project Consultant will complete the tasks outlined in this scope of services in close coordination with the TPO Project Manager and Staff. It is understood that the Project Consultant will serve as an extension of the TPO staff and will work very closely and in conjunction with the TPO in the completion of the work activities identified in the scope of services.

PROJECT MANAGEMENT
The Polk Transportation Planning Organization (TPO) will assign a TPO staff member to serve as the Project Manager.

PROJECT ADMINISTRATION
The Project Consultant will be responsible for periodic invoices to the TPO. These invoices shall include the required documentation of project costs and a progress report that includes an identification of the percent of project and task completion.

RESPONSIBILITIES OF THE CONSULTANT AND TPO
The responsibilities of the listed parties are specified in the following scope of services.

SCOPE OF SERVICES

SECTION 1.0 PUBLIC INVOLVEMENT ACTIVITIES
The Project Consultant will support the TPO Project Manager and TPO Public Information Specialist with the Public Involvement Process. The TPO shall be responsible for the coordination and implementation of public education and involvement efforts for the Project; as well as producing summaries of the specific public involvement efforts and related public comment. The TPO will be responsible for preparing a LRTP report chapter and associated technical appendix that documents these efforts. The public involvement activities conducted in support of the 2050 LRTP Update shall be consistent with the TPO's recently adopted Public Participation Plan..

1.1 PUBLIC WORKSHOPS (IN PERSON & VIRTUAL)
The TPO's Public Involvement Specialist will coordinate and schedule public workshops and public outreach efforts. These public involvement activities will provide an opportunity for the public to provide their views regarding transportation needs and priorities and to review and comment on draft plan recommendations. Up to 3 public workshops will be held throughout the county. The Project Consultant will attend these workshops and assist TPO staff in developing presentations and materials. The TPO's Public Information Specialist will identify opportunities to make presentations at neighborhood and community group meetings as part of the plan's outreach efforts with material support by the Project Consultant. The Project Consultant

will also prepare for and present at up to two virtual public workshops which will be produced by the Polk TPO and PGTV.

1.2 TPO BOARD AND COMMITTEE PRESENTATIONS

The Project Consultant will attend and provide presentations during the course of the plan to the TPO's Technical Advisory Committee (TAC), and Board. These presentations will be scheduled to keep the respective bodies informed of the plan's progress. The Project Consultant will be expected to attend and provide presentations for these two (2) groups on four (4) separate occasions during the course of the 2050 LRTP Update.

1.3 PUBLIC COMMUNICATION MATERIALS

The Project Consultant will prepare up to three (3) sets of public communication materials throughout the plan. The Project Consultant will coordinate closely with the TPO's Project Manager and TPO's Public Information Specialist regarding the content contained in these materials. It is envisioned that the materials prepared for this task will include the following:

- Materials prepared at the start of the project to serve as an overall guide to the project for the public and elected officials.
- Materials that highlight the identified transportation needs and the next steps for the development of the cost feasible plan.
- Materials prepared toward the end of the plan to present the draft plan recommendations.
- Attention is directed to the fact that other materials will be provided for use by the TPO staff as provided for in other tasks.

1.4 VIDEO PRODUCTION SUPPORT

The Project Consultant through their subconsultant Valerin will Provide video production services to the TPO to create and produce four (4) approximately one-minute social media videos that highlight the successful implementation of projects from previous Polk TPO Long Range Transportation Plans (LRTP) to present day delivery and operation. The video theme will illustrate the importance and benefits of public participation in the LRTP process; help tell the story of how the POLK TPO is supporting transportation infrastructure improvements and prioritizing investments to meet the future mobility needs of Polk County residents and businesses; and encourage viewers to visit the Polk LRTP website for opportunities to share their views and contribute to the 2050 LRTP. The videos will be developed for a public audience and will incorporate visually appealing imagery and informative narrative showcasing the successful delivery of the following four (4) previous Polk TPO LRTP priority projects:

- Central Polk Parkway
- Complete Streets (POLK TPO to identify completed project)
- Regional Trails (Fort Fraser Trail)
- Winter Haven Transit (POLK TPO to provide project background)

2.0 TRANSPORTATION NEEDS ASSESSMENT

The Project Consultant will conduct an existing and projected transportation needs analysis for Polk County. The focus of this analysis will be based on the recommendations and projects contained in the Momentum 2045 Plan (2045 LRTP). The transportation needs analysis will help support an investment strategy to guide the development of the 2050 LRTP. This analyses will also evaluate the need for capacity-related road improvements, transit services, pedestrian and bicycle facilities and multi-use trails through the year 2050. The application of a subset of the TPO's performance measures will provide the basis for the existing needs analyses while a subset of the performance measures should be used to direct the future needs analysis.

2.1 HIGHWAY NEEDS

The Project Consultant will identify existing and projected highway needs for Polk County. The Polk County Roadway Network Database will be used to identify existing highway needs. The TPO's 2050 population and employment forecasts and the associated travel demand will be used to determine the additional need for capacity-related road improvements in Polk County. Travel demand modeling will be performed by a FDOT Consultant based on guidance from the Project Consultant. This will include 2050 traffic being assigned to the Existing plus Committed (E+C) Network using the newly validated Polk County Standard Transportation Model.

2.2 TRANSIT NEEDS

The adopted Transit Development Plan (TDP) and current update to the TPD under development will be the basis for the transit needs identified in this task. In particular, this will include the multimodal transportation strategy and options that have been identified for core transit corridors as identified in the TDP. Candidate projects in Polk County will include both those contained in the TDP, as well as other regionally identified transit needs and Florida Department of Transportation (FDOT) studies or reports.

2.3 IDENTIFY STRATEGIC BICYCLE/PEDESTRIAN FACILITY NETWORK NEEDS

The Polk TPO will provide the Project Consultant an inventory of existing bicycle and pedestrian facilities for all rural major collector, urban collector and arterial roads in Polk County that will be used as part of the Transportation Needs Analysis. The Polk TPO will coordinate with the Project Consultant and the LRTP Update Steering Committee in developing a methodology to identify strategic network needs and improvements. In determining strategic bicycle and pedestrian network needs, the TPO shall consider the following: access to transit services; proximity to schools, neighborhoods, activity centers, park and recreational facilities and multi-use trails; recommendations from the Momentum 2045 Plan, Congestion Management Plan, and Master Transit Stop Improvement Plan; ongoing Polk TPO planning projects related to complete streets and high crash corridors; and socioeconomic variables.

2.4 EVALUATE EXISTING AND PLANNED MULTI-USE TRAIL NETWORK AND IDENTIFY THE NEED AND OPPORTUINITY FOR ADDITIONAL TRAILS

The Polk TPO will provide the Project Consultant with a refined (existing and planned) multi-use trail network that will be used as part of the Transportation Needs Analysis. The Polk TPO will evaluate the planned multi-use trails that were adopted as part of the Momentum 2045 Plan and confirm their classification as local or regional trails. The Project Consultant will use this information for performance evaluation.

SECTION 3.0 CANDIDATE TRANSPORTATION IMPROVEMENT PROJECTS

The Project Consultant will prepare a summary of recommended candidate transportation projects and strategies for inclusion in a balanced and cost effective 2050 Long-Range Transportation Plan. These candidate projects will include the following: highway, transit, congestion management, intelligent transportation system, pedestrian, and bicycle and multiuse trail projects.

3.1 HIGHWAY NETWORK IMPROVEMENT ALTERNATIVES

The Project Consultant will identify and analyze (with support from the FDOT Consultant for demand modeling) a series of up to three transportation network alternatives to develop a recommended or preferred network that is best suited to meet the projected 2050 travel demand.

The Project Consultant will consider the following in the development of the Cost Feasible Plan:

- Transportation Safety/Vision Zero
- FDOT District 1 TSMO Plan and guidance
- Transportation Impact Fee funding and transportation needs

The Project Consultant will recommend a preferred network alternative based on the listed analyses.

3.2 DEVELOPMENT OF COST FEASIBLE TRANSPORTATION PLAN

The Project Consultant will prepare cost estimates for the proposed transportation improvements which may be considered for inclusion in the cost feasible transportation plan, including:

- Highway Projects;
- Freight Projects;
- Transit Projects;
- Bicycle/Pedestrian Facilities
- Multi-Use Trails; and
- Congestion Management and ITS Improvements

3.3 RECOMMENDED COST-FEASIBLE PLAN

In conjunction with the TPO staff, the Project Consultant will identify and summarize recommended candidate transportation projects and strategies for inclusion in a financially constrained 2050 Long-Range Transportation Plan. The recommended multi-modal cost-feasible plan will include a staged implementation strategy for candidate projects. The recommended cost-feasible plan will include a Tier 1 (E+C Projects), Tier 2 (E+C to Interim Year (2030 to 2040) Projects), Tier 3 (Interim Year (2040) to 2050 Projects), Tier 4 (Illustrative Projects/High Priority Needs), and Tier 5 (Other Unfunded Needs) . Projects will be costed based on Year of Expenditure (YOE) requirements from FHWA and FDOT. Financial resources developed by FDOT for projects on the Strategic Intermodal System (SIS) will be reviewed and used to develop the cost-feasible plan.

3.4 REGIONAL TRANSPORTATION SYSTEM

The Project Consultant will document transportation needs and cost-feasible projects in Polk County that are part of the regional transportation system (highway, transit, multi-use trails). This plan component will be basis for the regional projects.

SECTION 4.0 PROJECT DOCUMENTATION

The Project Consultant will prepare separate draft report chapters and related technical support appendices for the analysis provided in the previous sections throughout the course of the project. These draft chapters will be revised and finalized to prepare the Final LRTP Report and Technical Appendix documentation. In addition to the Final Report, the Project Consultant will prepare a LRTP Map Summary Report and Summary Report.

4.1 LRTP MAP SUMMARY REPORT

The Project Consultant will prepare a graphical summary of the adopted LRTP. It is envisioned that this summary will be a map-based summary similar to the size and content of the summary prepared for the Momentum 2045 Plan. The Project Consultant will prepare a draft of the LRTP Map Summary Report after the TPO Board opens the public hearing for the adoption of the LRTP and will provide to the TPO staff for review. The Project Consultant will revise and finalize the report based on guidance from the TPO staff.

4.2 FINAL LRTP REPORT AND TECHNICAL APPENDIX DOCUMENTATION

Subsequent to the adoption of the 2050 LRTP by the TPO Board, the Project Consultant will prepare the Final LRTP Document. The Final LRTP Document should be a well-organized, professionally prepared document and should be suitable for submittal to FDOT and FHWA per Chapter Four of the MPO Program Manual Handbook. The final document will incorporate final changes, TPO comments and recommendations, supporting technical information, project listings, maps and graphics and public involvement documentation. The LRTP Final Report will be organized by chapter and will include a separate Technical Appendix that provides additional technical analysis and detail.

COMPLETION SCHEDULE
The Polk TPO is required to adopt the 2050 LRTP by December 10, 2025. The contract for this project will expire on March 31, 2026.

The following schedule will guide the completion of important tasks:

2025	
Draft 2050 Needs Assessment	April/May 2025
Preliminary 2050 Cost Feasible Projects	July 2025
Draft LRTP Summary Document	July/August 2025
TPO Approval of Draft Plan	September 2025 (for public review and comment)
Draft LRTP Summary Report	November/December 2025
TPO Final Adoption	December 9, 2025
2026	
Final LRTP Document	February 2026
Final LRTP Technical Appendix	February 2026

Fees

The Project Consultant will undertake the above services for an amount not exceed $230,000 which will be invoiced on a monthly basis.

EXHIBIT B

RFP 20-1009 - Polk TPO
General Planning Consulting services for the Polk Transportation Planning Organization
Fee Schedule and List of Key Personnel

Kimley-Horn and Associates, Inc.
A North Carolina Corporation Headquartered in Raleigh, North Carolina
Federal ID #56-0885615

Schedule of Rates: 2025 - 2026

	Direct Hourly Rate		Billing Rate	
Classifications	Low	High	Low	High
Principal	$ 95.94	$ 124.51	$ 336.00	$ 436.00
Chief Planner	$ 75.24	$ 105.25	$ 263.00	$ 368.00
Senior Planner	$ 56.84	$ 78.84	$ 199.00	$ 276.00
Project Planner	$ 43.14	$ 59.88	$ 151.00	$ 210.00
Planner	$ 38.08	$ 45.34	$ 133.00	$ 159.00
Planner Tech	$ 25.00	$ 38.48	$ 88.00	$ 135.00
Program Manager	$ 90.54	$ 106.97	$ 317.00	$ 374.00
Senior Engineer	$ 69.62	$ 90.78	$ 244.00	$ 318.00
Engineer 1	$ 46.46	$ 63.35	$ 163.00	$ 222.00
Engineer 2	$ 55.82	$ 77.02	$ 195.00	$ 270.00
Engineer Intern	$ 39.14	$ 54.89	$ 137.00	$ 192.00
Engineering Technician	$ 39.28	$ 56.13	$ 137.00	$ 196.00
Senior Programmer	$ 84.52	$ 114.50	$ 296.00	$ 401.00
Senior Designer	$ 39.20	$ 75.94	$ 137.00	$ 266.00
Graphic Designer	$ 37.50	$ 54.32	$ 131.00	$ 190.00
Admin/Clerical	$ 25.54	$ 65.44	$ 89.00	$ 229.00
Senior Landscape Architect	$ 60.48	$ 116.25	$ 212.00	$ 407.00
Landscape Architect	$ 43.96	$ 64.62	$ 154.00	$ 226.00
Landscape Designer	$ 39.58	$ 47.22	$ 139.00	$ 165.00

Key Personnel:

Campano, Alex
Capelli, Jill
Coffman, Sydney
Emmons, Erin
Eng, Clarence
Falcon, Macy
Filaroski, Taylor
Fluitt, Allison
Fonseca, Alex
Garau, Michael
Garrett, Harrison
Gartner, Amber
Hansford, Matthew
Harland, Jennifer
Hatton, Christopher
Hill, Rachel
Ispass, Marc
Johnson, Lily
Jones, Marah
Kamm, Brett
Keys, Lauren
Klepper, Bryon
Layne, Shanda
Lorenzo, Laurie
Lubbers, Tia
Luna, Alejandro
Lust, Connor
Mauldin, Courtney
Nadeau, Gary
Naeem, Sana
Nichols, Harrison
Niforatos, Christopher
Nuckols, Ryan
Padgett, Timothy
Robertson, Stewart
Roll, William
Schneider, Jared
Shaw, Terrel
Slautterback, Lindsay
Smith, Krystal
Spahr, Vincent
Stansbery, Stephen
Stone, Heather
Stutzman, Alyssa
Suarez, Ryan
Tate, Clif
Taylor, James
Vaudo, Michael
Viteri, Sabrina
Ware, Kayla
Whitehurst, Jonathan
Wood, James
Woodward, Michael

Fran McAskill
Director
Procurement Division



330 West Church Street
P.O. Box 9005, Drawer AS05
Bartow, Florida 33831-9005
Phone: (863) 534-6757
Fax: (863) 534-6789
www.polk-county.net

EXHIBIT C

Board of County Commissioners

REIMBURSABLE COST SCHEDULE

1.	Reproduction Cost		
	A. Regular Copying	Single Side	Double Sided
	8 ½ x 11 (black & white)	$ 0.15/page	$ 0.25/sheet
	8 ½ x 11 (color)	$ 0.30/page	$ 0.40/sheet
	8 ½ x 14 (black & white)	$ 0.15/page	$ 0.25/sheet
	8 ½ x 14 (color)	$ 0.30/page	$..0.40/sheet
	11 x 17 (black & white)	$ 0.25/page	$ 0.35/sheet
	11 x 17 (color)	$ 0.40/page	$ 0.50/sheet
	9 ½ x 24 Single Side Only	$ 1.00/page	
	17 x 22 Single Side Only	$ 2.00/page	
	18 x 24 Single Side Only	$ 2.00/page	
	24 x 36 Single Side Only	$ 3.00/page	
	30 x 30 Single Side Only	$ 5.00/page	
	32 x 34 Single Side Only	$ 5.00/page	
	Other sizes-per square inch	$ 0.03/page	
	Compact Digital Disk	$ 6.00/disk	
	B. Blueprint Copy		$10.00/page
2.	Subcontractor Services		Actual Costs
3.	Special Consultants		Actual costs
4.	Computer Services		Non-reimbursable
5.	Travel Expenses		In accordance with Chapter 112.061, F.S.; and further defined in the Polk County Employee Handbook.
6.	Postage, Fed Express, UPS		Actual Costs
7.	Pre-approved Equipment (includes purchase and rental of equipment used in project)		Actual Costs

Rev 10/31/18

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 3/21/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Edgewood Partners Insurance Agency 3780 Mansell Rd. Suite 370 Alpharetta GA 30022	**CONTACT NAME:** Jerry Noyola **PHONE (A/C, No, Ext):** 7702207699 **FAX (A/C, No):** **E-MAIL ADDRESS:** greylingcerts@greyling.com
INSURED KIMLASS Kimley-Horn and Associates, Inc. 421 Fayetteville Street, Suite 600 Raleigh, NC 27601	**INSURER(S) AFFORDING COVERAGE** — **NAIC #** **INSURER A :** National Union Fire Ins Co of Pittsburg — 19445 **INSURER B :** Allied World Assurance Co (U.S.) Inc. — 19489 **INSURER C :** New Hampshire Insurance Company — 23841 **INSURER D :** Lloyd's of London — 85202 **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 1811331371 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE X OCCUR X Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT X LOC OTHER:			GL5268169	4/1/2025	4/1/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 2,000,000 $ 1,000,000 $ 25,000 $ 2,000,000 $ 4,000,000 $ 4,000,000 $
A A	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY			CA4489663 (AOS) CA2970071 (MA)	4/1/2025 4/1/2025	4/1/2026 4/1/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 2,000,000 $ $ $ $
B	X **UMBRELLA LIAB** X OCCUR X **EXCESS LIAB** CLAIMS-MADE DED X RETENTION $ 10,000			03127930	4/1/2025	4/1/2026	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000 $
C C	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		WC067961230 (AOS) WC013711885 (CA)	4/1/2025 4/1/2025	4/1/2026 4/1/2026	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 2,000,000 $ 2,000,000 $ 2,000,000
D	Professional Liability			B0146LDUSA2504949	4/1/2025	4/1/2026	Per Claim Aggregate	$2,000,000 $2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Re: Polk Transportation Planning Organization; William Roll. The Polk Transportation Planning Organization is named as an Additional Insured with respects to General & Automobile Liability where required by written contract. Waiver of Subrogation in favor of Additional Insured(s) where required by written contract & allowed by law.

CERTIFICATE HOLDER

Polk County, a Political Subdivision
of the State of Florida
330 West Church Street
P.O. Box 9005 Drawer AS05
Bartow FL 33831-9005

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Gregg Bachtel

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Agenda Item 9. 12/9/2025

POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
DECEMBER 9, 2025
AGENDA ITEM 9

AGENDA ITEM:
Draft Amendments to the FY 2025/26 - 2029/30 Transportation Improvement Program (TIP)

PRESENTER:

Angela Kaufman, TPO Staff

SUMMARY:

TPO staff will introduce the draft amendments to the current TIP requested by the Florida Department of Transportation (FDOT) and request the committee to make a recommendation to the TPO Board for Approval.

It is important projects appear in the TIP accurately in order to remain eligible for federal funding therefore the TPO is requested by FDOT to make amendments to the TIP several times a year as certain refinements to programmed projects are made.

RECOMMENDED ACTION:

Recommend approval of Draft Amendments to the FY 2025/26 - 2029/30 TIP as presented and TAC recommendation of approval. *A roll call vote is required*.

ATTACHMENTS:

1. FDOT Request Letter and Amendments

Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N Broadway Ave
Bartow FL 33830

JARED W. PERDUE, P.E.
SECRETARY

11/13/2025

Ryan Kordek
Polk TPO Executive Director
330 W. Church Street, P.O. Box 9005-Drawer TS05
Bartow, FL 33831

RE: Request for Amendment and/or Modification to the Polk Transportation Planning Organization (TPO) Fiscal Year (FY) 24/25 – 28/29 Transportation Improvement Program (TIP)

Dear Mr. Kordek:

The purpose of this letter is to request the Polk TPO approve the following amendment/modification to the TIP FY 24/25 - 28/29.

- **451349-1: CROWN AVE FROM W POLK ST TO W MAIN ST**
  Amendment needed to add this Rail Safety project programmed with Federal funding in FY 26.

- **440258-1: LAKELAND AREA MASS TRANSIT DISTRICT FTA SEC 5311 OPERATING ASSISTANCE**
  Modification is needed to add additional allocated Federal and Local funding to FY 2026, totaling less than $2 million and 20%.

- **410150-2: LAMTD/WINTER HAVEN UZA/FTA SECTION 5307 OPERATING ASSISTANCE**
  Amendment is needed to add additional allocated Federal and Local funding to FY 2026, totaling more than $2 million and 20%.

Please see enclosed table for project details. These projects must be shown and listed correctly in the Polk TPO TIP to show transparency and ensure authorization of funds.

If you have any questions or concerns, please let me know.

Edith D. Perez, FCCM
Edith Perez
FDOT District One Community Liaison

EDP: ep:
Enclosure
cc: Wayne Gaither, FDOT
Kristi Smith, FDOT
Dana Knox, FHWA

HIGHWAYS

Item Number: 451349 1 **Project Description:** CROWN AVE FROM W POLK ST TO W MAIN ST
District: 01 **County:** POLK **Type of Work:** RAIL SAFETY PROJECT **Project Length:** 0.255MI
LRTP: 1-4, 2-3

		Fiscal Year						
Phase / Responsible Agency		**<2026**	**2026**	**2027**	**2028**	**2029**	**>2029**	**All Years**
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	RHH-RAIL HIGHWAY X-INGS - HAZARD	372,602	129,845					**502,447**
	Item: 451349 1 Totals	**372,602**	**129,845**					**502,447**
	Project Totals	**372,602**	**129,845**					**502,447**
	Grand Total	**372,602**	**129,845**					**502,447**

FLP: TRANSIT

Item Number: 440258 1 **Project Description:** LAKELAND AREA MASS TRANSIT DISTRICT FTA SEC 5311 OPERATING ASSISTANCE
District: 01 **County:** POLK **Type of Work:** OPERATING/ADMIN. ASSISTANCE **Project Length:** 0.000
LRTP: 4-35

		Fiscal Year						
Phase / Responsible Agency		**<2026**	**2026**	**2027**	**2028**	**2029**	**>2029**	**All Years**
OPERATIONS / MANAGED BY LAKELAND								
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB	5,637,040	984,041	795,486	913,000	800,000	805,000	**9,934,567**
	LF-LOCAL FUNDS	5,637,040	984,041	795,486	913,000	800,000	805,000	**9,934,567**
	Phase: OPERATIONS Totals	**11,274,080**	**1,968,082**	**1,590,972**	**1,826,000**	**1,600,000**	**1,610,000**	**19,869,134**
	Item: 440258 1 Totals	**11,274,080**	**1,968,082**	**1,590,972**	**1,826,000**	**1,600,000**	**1,610,000**	**19,869,134**
	Project Totals	**11,274,080**	**1,968,082**	**1,590,972**	**1,826,000**	**1,600,000**	**1,610,000**	**19,869,134**
	Grand Total	**11,274,080**	**1,968,082**	**1,590,972**	**1,826,000**	**1,600,000**	**1,610,000**	**19,869,134**

Item Number: 410150 2 **Project Description:** LAMTD/WINTER HAVEN UZA/FTA SECTION 5307 OPERATING ASSISTANCE
District: 01 **County:** POLK **Type of Work:** OPERATING FOR FIXED ROUTE **Project Length:** 0.000
Extra Description: LAMTD IS THE DESIGNATED RECIPIENT
LRTP: 4-35

		Fiscal Year						
Phase / Responsible Agency		**<2026**	**2026**	**2027**	**2028**	**2029**	**>2029**	**All Years**
OPERATIONS / MANAGED BY LAKELAND								
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	19,542,172	3,029,314	1,412,168	3,625,944	3,816,993	5,667,260	**37,093,851**
	LF-LOCAL FUNDS	19,542,172	3,029,314	1,412,168	3,625,944	3,816,993	5,667,260	**37,093,851**
	Phase: OPERATIONS Totals	**39,084,344**	**6,058,628**	**2,824,336**	**7,251,888**	**7,633,986**	**11,334,520**	**74,187,702**
	Item: 410150 2 Totals	**39,084,344**	**6,058,628**	**2,824,336**	**7,251,888**	**7,633,986**	**11,334,520**	**74,187,702**
	Project Totals	**39,084,344**	**6,058,628**	**2,824,336**	**7,251,888**	**7,633,986**	**11,334,520**	**74,187,702**
	Grand Total	**39,084,344**	**6,058,628**	**2,824,336**	**7,251,888**	**7,633,986**	**11,334,520**	**74,187,702**

POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
DECEMBER 9, 2025
AGENDA ITEM 10

AGENDA ITEM:
Draft Long Range Transportation Plan - Envision 2050

PRESENTER:

Ryan Kordek, TPO Staff

SUMMARY:

The Long Range Transportation Plan (LRTP) is a strategic document that addresses short- and long-term multimodal transportation needs within the TPO jurisdiction. It is required to be updated every five years and must cover a horizon year of at least 20 years. The 2050 LRTP as prepared by the Polk County TPO serves as the primary guidance for further developing the transportation system in Polk County over the next 25 years.

TPO staff will provide an update on the public involvement activities and public comments received since the Board approved the Draft Plan for public review and comment in October. The final adoption hearing for Envision 2050 is scheduled for December 9th at the TPO Board meeting.

RECOMMENDED ACTION:

The Polk TPO's TAC recommends the TPO Board approve the Draft Long Range Transportation Plan - Envision 2050 as presented. *A roll call vote is required.*

ATTACHMENTS:

1. Draft Long Range Transportation Plan - Envision 2050

POLK TPO

ENVISION 2050

LONG RANGE TRANSPORTATION PLAN

DRAFT

Adoption Report

November 24, 2025

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APPENDIX B – Roadway Cost Feasible Plan (Year of Expenditure)

APPENDIX C – Roadway Cost Feasible Plan (Present Day Value)

APPENDIX D – TDP Excerpt



PLAN OVERVIEW

CHAPTER 1

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1.0 PLAN OVERVIEW

1.1 INTRODUCTION

The Polk County Transportation Planning Organization (TPO) guides transportation planning and decision-making processes in Polk County. As a liaison between the local community and the Florida Department of Transportation (FDOT), the TPO provides comprehensive and cooperative plans for the near-term and long-term futures of the area. Per federal mandate, metropolitan areas with populations that exceed 50,000 must establish an TPO to guide transportation development. The current TPO area, which includes all of Polk County, was established in 1977.

The Long Range Transportation Plan (LRTP) is a strategic document that addresses short- and long-term multimodal transportation needs within the TPO jurisdiction. It is required to be updated every five years and must cover a horizon year of at least 20 years. The 2050 LRTP as prepared by the Polk County TPO serves as the primary guidance for further developing the transportation system in Polk County over the next 25 years.

The LRTP must be fiscally constrained, meaning the TPO cannot plan to spend more money than it can reasonably receive through the year 2050. Importantly, transportation projects must be included in the LRTP to be eligible for federal funding.

The plan considers the adopted Comprehensive Plan for Polk County and adheres to federal standards for metropolitan transportation planning.

The LRTP addresses the transportation needs of both people and freight, covering roadway facilities, public transit assets, bicycle accommodations, and pedestrian facilities. It relies on input from the community, engaging stakeholders and the public throughout its development to ensure comprehensive, inclusive planning.

This plan:

- Is consistent with applicable state and federal requirements,
- Is consistent and coordinated locally, and within the region and state,
- Integrates detailed and general community and stakeholder input,
- Aligns community vision with project priorities,
- Identifies a multimodal, fiscally constrained Cost Feasible Plan to enhance the area's transportation network over the next 25 years, and
- Provides benefits to the entire population without disproportionate adverse impacts.

1.2 FEDERAL LEGISLATION AND GUIDANCE

The previous Polk TPO LRTPs were guided by the Fixing American's Surface Transportation (FAST) Act of 2015. This federal legislation established performance-based planning, emphasized multimodal transportation, and expanded stakeholder involvement. Key additions from the FAST Act included focusing on system resiliency, enhancing tourism, and broadening consultation requirements.

The 2050 LRTP is guided by the new legislation per the Infrastructure Investment and Jobs Act (IIJA) of 2021. The IIJA serves as a reauthorization of the FAST Act, building upon that legislation and upon the 2012 MAP-21 Act. The IIJA introduced new priorities to address contemporary transportation challenges. Key goals of the IIJA include the following:

- Modernizing and expanding transportation infrastructure to enhance safety, efficiency, and sustainability
- Promoting climate resilience and reducing greenhouse gas emissions through investments in clean energy and sustainable transportation
- Enhancing equity in transportation planning to ensure underserved communities have improved access
- Supporting the deployment of electric vehicle infrastructure and smart city technologies to foster innovation
- Strengthening the multimodal transportation system by integrating emerging modes like micromobility and autonomous vehicles

By incorporating these new priorities, the 2050 LRTP aims to provide a resilient, equitable, and sustainable transportation system that meets future needs, building on the foundations of MAP-21 and the FAST Act while addressing critical issues outlined in the IIJA.

1.3 PLAN ORGANIZATION

This Long Range Transportation Plan is organized with an emphasis on the adopted plan and summarizes the activities and assumptions that were used to develop the plan. A Technical Appendix is a companion document to this report and a Summary Report has also been prepared that summarizes the adopted transportation plan in a more concise fashion.

The *Envision 2050* LRTP is organized as follows:

- **Chapter 1 – Introduction**
- **Chapter 2 – Goals and Objectives**
- **Chapter 3 – Planning Assumptions**
- **Chapter 4 – Transportation Needs**
- **Chapter 5 – Cost Feasible**
- **Chapter 6 – Public Involvement**
- **Chapter 7 – Performance Evaluation**
- **Chapter 8 – Implementation**



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GOALS, OBJECTIVES, AND PERFORMANCE TARGETS

CHAPTER 2

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2.0 GOALS, OBJECTIVES, AND PERFORMANCE TARGETS

2.1 INTRODUCTION

The scale and focus of transportation plans continue to be a challenge for transportation planning agencies, including Polk TPO. Planning tools have historically prioritized auto-oriented performance measures, which has led to substantial investment in travel demand models that primarily address roadway capacity needs and auto mobility benefits. This approach has been effective for large-scale automobile infrastructure, while overlooking the needs of other modes of transportation such as bicycles, pedestrians, public transit, and other micromobility initiatives. As a result, there is a growing recognition for the need to incorporate all modes of travel into the overall transportation planning strategy.

The Polk County TPO Goals, Objectives, Performance Measures, and Performance Indicators align with the current federal and state transportation planning requirements. This includes policies established in the Infrastructure Investment and Jobs Act (IIJA) and those in the Florida Transportation Plan.

Building on previous efforts, *Envision 2050* aims to provide residents, visitors, and businesses with balanced transportation solutions that efficiently and safely move people and goods while addressing contemporary challenges. This updated plan incorporates several key elements:

- **Multimodal Focus:** Expanding planning for pedestrian, bicycle, and public transit infrastructure to create a more balanced and interconnected transportation system
- **Emerging Technologies:** Addressing the impact of autonomous vehicles, electric vehicles, and e-commerce on transportation infrastructure and planning.
- **Sustainability:** Developing strategies to reduce transportation-related greenhouse gas emissions and incorporate resilience planning.
- **Equity Considerations:** Ensuring transportation investments and policies promote fairness and accessibility for all communities, with particular attention to underserved populations.
- **Innovative Funding:** Exploring alternative funding sources and financing approaches to address the evolving funding landscape.
- **Post-Pandemic Adaptations:** Incorporating lessons learned from COVID-19, including changes in travel patterns and public transit ridership.

The TPO is committed to developing a comprehensive and effective transportation strategy and has established a series of goal elements that guide the planning and decision-making processes. Each goal element is accompanied by measurable objectives designed to ensure accountability and track progress. These objectives are further supported by specific performance measures and indicators, which provide quantifiable metrics for evaluating success.

Each element of the goal is detailed below with their respective objectives, performance measures, and performance indicators to monitor the plan's outcomes. This structured approach not only facilitates transparency but also fosters continuous improvement in local transportation initiatives, ultimately leading to a safer, more efficient, and sustainable transportation system for Polk County communities.

2.2 UPDATED GOALS AND PERFORMANCE MEASURES

The Polk TPO has developed a primary Goal, along with Objectives, Performance Measures, and Performance Indicators, to guide the *Envision 2050* plan. These align with the requirements of the latest federal legislation, as well as those from the Florida Department of Transportation (FDOT). The new framework aims to support a sustainable transportation system that preserves existing infrastructure, enhances Florida's economic competitiveness, improves travel choices to ensure mobility, and addresses emerging priorities such as sustainability, equity, and technology adoption.

Listed below are elements of the goals, with federally required performance measures indicated in bold and related performance indicators. The relationship between the TPO's goals, objectives, and performance measures and indicators reflects a comprehensive and forward-looking approach to transportation planning in Polk County.

GOALS AND OBJECTIVES

The driving vision of *Envision 2050* is as follows:

> *Develop and **maintain** an integrated **multi-modal** transportation system to provide **safe** travel for all users, the **efficient** movement of goods and services, and to promote **livable** communities and **economic** activity.*

The TPO is committed to developing a comprehensive and effective transportation strategy and has established a series of goal elements that guide the planning and decision-making processes. Each goal element is accompanied by measurable objectives designed to ensure accountability and track progress. These objectives are further supported by specific performance measures and indicators, which provide quantifiable metrics for evaluating success.

Each element of the goal is detailed below with their respective objectives, performance measures, and performance indicators to monitor the plan's outcomes. This structured approach not only facilitates transparency but also fosters continuous improvement in local transportation initiatives, ultimately leading to a safer, more efficient, and sustainable transportation system for Polk County communities.

Goal 1 – Safety

Support safe movement for all users

- Objective 1.1 – Strive for safe and fatality-free travel conditions on all Polk County roads.
  - Performance Measure: 0 Nonmotorized Fatalities and Serious Injuries
  - Performance Measure: 0% Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
  - Performance Measure: 0% Rate of Serious Injuries per 100 million VMT
  - Performance Target: 0 Fatalities
  - Performance Target: 0 Serious Injuries
- Objective 1.2 – Facilitate safe and secure travel conditions on public transportation
  - Performance Indicator: Maintain zero traffic-related fatalities on public transportation system
  - Performance Indicator: Annually reduce injuries and accidents/incidents on public transportation system



Goal 2 – Mobility

Enhance connectivity for seamless travel options

- Objective 2.1 – Maintain stable traffic flow on major roads, especially those facilitating intercity travel and freight movement (arterial roads)
    - Performance Measure: Interstate Level of Travel Time Reliability (LOTTR)/75% of Reliable Person-Miles (2-year target)
    - Performance Measure: Non-Interstate NHS LOTTR/50% of Reliable Person-Miles (4-year target)
- Objective 2.2 – Support stable flow of truck traffic on the freight network
    - Performance Measure: Interstate Truck Travel Time Reliability (TTTR)/1.75 TTTR Ratio (2-year target)
- Objective 2.3 – Expand transportation options for both intercity and local travel.
    - Performance Indicator: Provide fixed-route transit service to all municipalities in the County.
    - Performance Indicator: Consider potential future regional travel opportunities including express bus and rail options.
    - Performance Indicator: Provide regional multi-use trail connections to all municipalities in Polk County
- Objective 2.4 – Improve access to the Regional Multi-Use Trails Network
    - Performance Indicator: 90% of Polk County population within five miles of the Regional Multi-Use Trails Network (Within three miles = 80%)
    - Performance Indicator: 40 continuous miles on the Regional Multi-Use Trails Network
- Objective 2.5 – Incorporate future transportation technologies, including automated, connected, electric, and shared mobility options
    - Performance Indicator: Incorporate future-ready technology when improving or building new system facilities

Goal 3 – Livability

Foster vibrant communities and high quality of life

- Objective 3.1 – Provide travel options for persons of all ages and abilities
    - Performance Indicator: 50% of Complete Street Network with bicycle facilities
    - Performance Indicator: 50% of Complete Street Network with sidewalks
    - Performance Indicator: Overall average Transit Connectivity Index (TCI) score of 175 for Polk County Census block groups
    - Performance Indicator: 75% of senior residents (age 65+) with high or moderate access to fixed-route transit services based on the Transit Connectivity Index
- Objective 3.2 – Develop transportation infrastructure and services that support livable communities and aim to enhance mobility for all residents
    - Performance Indicator: 100% sidewalk coverage within one mile of elementary, middle and high schools (sidewalk on at least one side of collector or arterial roads)
    - Performance Indicator: Mobility Index score of 10 or greater in neighborhoods with a concentration of traditionally underserved populations

Goal 4 – Economy

Drive growth through efficient transportation

- Objective 4.1 – Enhance transportation infrastructure and services to support economic vitality and job creation
    - Performance Indicator: The plan improves access to major employment hubs and freight distribution facilities
    - Performance Indicator: The plan completes street projects in residential and commercial areas to promote economic development

Goal 5 – Sustainable Resources

Maintain infrastructure and minimizing environmental impacts

- Objective 5.1 – Maintain highway infrastructure in a state of good repair (Non-CMP Objective)
    - Performance Measure: ≥ 60.0 % Interstate Pavements in Good Condition
    - Performance Measure: ≥ 40.0% Non-Interstate NHS Pavements in Good Condition
    - Performance Measure: ≥ 50.0% NHS Bridges Condition
    - Performance Measure: Transit Asset Management Plan (TAM) / Various Targets
- Objective 5.2 – Minimize environmental impacts from transportation projects
    - Performance Indicator: Limit impacts to jurisdictional wetlands or critical habitat to less than 5% of the total footprint or acreage for transportation projects
    - Performance Indicator: Meet or exceed National Ambient Air Quality Standards in Polk County
- Objective 5.3 – Improve transportation resiliency
    - Performance Indicator: Does the plan identify key vulnerabilities and identify resiliency priorities on the major transportation network to enable the programming of resiliency funds?
- Objective 5.4 – Improve air quality and reduce carbon emissions
    - Performance Indicator: Does the plan identify the types of projects that should be considered for carbon reduction funding?
    - Performance Indicator: Does the plan reduce per capita vehicle miles of travel (VMT)?

Goal 6 – Implementation

Transform plans into impactful action

- OBJECTIVE 6.1 – Ensure that projects identified can be implemented in a reasonable time frame, given anticipated funding.
    - Performance Indicator: The plan will identify projects that can be funded for implementation within a 5–10 year period.
    - Performance Indicator: The plan will identify planning studies to prepare future projects for funding and implementation.

WHY MEASURE PERFORMANCE?

The Long Range Transportation Plan developed by the Polk TPO is required to address the transportation planning requirements set forth in federal law and regulations. The Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021, and represents a significant shift in federal transportation funding and planning priorities. This legislation emphasizes the importance of performance measurement as a foundation for planning and funding transportation system improvements.

WHAT ARE THE BENEFITS OF PERFORMANCE MEASUREMENT?

Perhaps the best way to respond is to acknowledge, “You do what you measure!” Transportation planning has a rich history of balancing the technical/analytical approach to transportation planning with the engagement of the public and elected leaders in the decision-making process. However, there is often a disconnect between public policy and the analytical approaches to transportation planning. This can make it difficult to evaluate how well the transportation system addresses the community’s needs or how well future transportation projects may improve the quality of life in the community. The funding for transportation projects is limited, and we need to ensure the right projects and programs are being implemented.

WHEN WILL PERFORMANCE MEASUREMENT BE USED?

Performance Measurement is used in all the major transportation planning efforts and guides the planning process for all the major modes of travel, including automobile, public transportation, bicycle, pedestrian, truck (freight/goods movement), and other emerging modes such as shared and connected vehicles. Performance measurement is an ongoing effort that guides long- and short-term planning efforts of the TPO, as well as the selection for funding of transportation projects and programs, and the annual evaluation of performance of the transportation system in the County.

2.3 PERFORMANCE STANDARD REQUIREMENTS AND GUIDANCE

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

The IIJA provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA builds upon and expands programs included in the Fixing America's Surface Transportation (FAST) Act. Additionally, establishing a performance- and outcome-based program requires investment of financial resources in projects that will collectively make progress toward achieving national multimodal transportation goals. *Envision 2050* has been developed to ensure compliance with the requirements of the IIJA and includes a performance-based approach to the transportation decision-making process.

In alignment with the priorities of the IIJA, the Carbon Reduction Program (CRP) was established to support projects that reduce transportation-related carbon emissions. This funding opportunity encourages investment in strategies that promote cleaner, more efficient mobility options. Eligible projects include improvements to traffic flow through signal optimization and roundabouts, expansion of public transit services, development of bicycle and pedestrian infrastructure, deployment of electric vehicle charging stations, and implementation of advanced transportation technologies. *Envision 2050* incorporates these priorities by identifying projects that not only enhance mobility and safety but also contribute to long-term environmental sustainability and climate resilience.

IIJA (FEDERAL) GOALS

The IIJA maintains and expands upon the national goals established in previous legislation. These goals are as follows:

- **Safety -** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition -** To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction -** To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability -** To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality -** To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability -** To enhance the performance of the transportation system while protecting and enhancing the natural environment, with a new emphasis on reducing transportation-related carbon emissions.
- **Reduced Project Delivery Delays -** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

A matrix showing consistency between *Envision 2050* Goals and the IIJA Goals is shown in **Table 2-1**.

Table 2-1. Envision 2050 Goals and IIJA Goals

IIJA (Federal) Goals	*Envision 2050* Goals					
	Safety	Mobility	Livability	Economy	Sustainable Resources	Implementation
Safety	•		•		•	•
Infrastructure Condition	•	•			•	•
Congestion Reduction	•	•		•	•	•
System Reliability	•	•	•	•		•
Freight Movement and Economic Vitality		•		•	•	•
Environmental Sustainability	•		•		•	•
Reduced Project Delivery Delays		•		•		•

IIJA (FEDERAL) PLANNING FACTORS

Further, the federal legislation has established planning factors that address the relationship between transportation, land use, and economic development. The federal planning factors are applied to *Envision 2050* and include the following:

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the **safety** of the transportation system for motorized and non-motorized users.
- Increase the **security** of the transportation system for motorized and non-motorized users.
- Increase **accessibility and mobility** of people and freight.
- Protect and enhance the **environment**, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
- Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- Promote **efficient** system management and operation.
- Emphasize the **preservation** of the existing transportation system.
- Improve **resiliency and reliability** to improve preparedness and response to natural disasters and other emergencies.
- Enhance travel and **tourism**.

A matrix showing consistency between Envision 2050 Goals and the IIJA Planning Factors is shown in **Table 2-2**.

Table 2-2. Envision 2050 Goals and IIJA Planning Factors

IIJA (Federal) Planning Factors	Envision 2050 LRTP Goals					
	Safety	Mobility	Livability	Economy	Sustainable Resources	Implementation
Economic Vitality		•	•	•	•	•
Safety	•		•			•
Security	•		•			•
Movement of People and Freight	•	•	•	•	•	•
Environment and Quality of Life	•		•		•	•
Integration/Connectivity		•		•	•	•
Efficiency		•		•		•
System Preservation					•	•
Resiliency	•	•	•		•	•
Tourism	•	•		•	•	•

FDOT GUIDANCE

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. The FTP was created by, and provides direction to, FDOT and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. The FTP Policy Element is a component of Florida's long-range transportation plan as required by both state and federal law. This element points toward a future transportation system that embraces all modes of travel, innovation, and change.

NOTE THAT *ENVISION 2050* ADDRESSES THE GOALS INCLUDED IN THE 2045 FTP. AT THE TIME OF POLK TPO'S *ENVISION 2050* LRTP UPDATE, THE 2055 FTP HAS NOT BEEN ADOPTED. THEREFORE, THE GOALS INCLUDED IN *ENVISION 2050* INCLUDE THE FOLLOWING FROM THE 2045 FTP POLICY ELEMENT (DECEMBER 2020):

- **Safety and Security** – using emerging technologies and address land use and socioeconomic factors to improve safety and security for all modes
- **Infrastructure** – evaluating and adopting infrastructure to become more resilient to risks and take advantage of innovations; expand definition of infrastructure to include technology
- **Mobility** - prioritize the movement of people and freight; accelerate new technologies and options to increase reliability and service
- **Accessibility and Equity** - enhancing access for all Floridians to jobs, education, health care, and other services, especially for those who need it most
- **Economy** - Supporting regional and local job creation and investment as well as global commerce; support a more resilient and diverse economy
- **Communities** - Supporting quality places Reflect community visions and values
- **Environment** - Proactively enhancing and restoring natural systems for future generations

TPOs must also incorporate any performance targets which may be included in the Statewide Freight Plan and Asset Management Plan. Current guidance from FDOT indicates that no additional performance targets will be included in these plans.

A matrix showing consistency between the *Envision 2050* and the Florida Transportation Plan Goals is shown in **Table 2-3**.

Table 2-3. Envision 2050 Goals and 2045 FDOT FTP Goals

2045 FDOT FTP Goals	Envision 2050 LRTP Goals					
	Safety	Mobility	Livability	Economy	Sustainable Resources	Implementation
Safety and security **for residents, visitors, and businesses**	•	•	•	•		•
Agile, resilient**, and quality infrastructure**	•				•	•
Connected, efficient, and reliable mobility for people and freight	•	•	•	•	•	•
Transportation choices **that improve equity and accessibility**		•	•		•	•
Transportation solutions that strengthen Florida's economy		•		•		•
Transportation solutions that enhance Florida's communities	•	•	•		•	•
Transportation solutions that enhance Florida's environment			•	•	•	•

LOCAL PLANS

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community. Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. Envision 2050 is consistent with the following plans adopted by partnering agencies and FDOT:

- The Florida Transportation Plan (FTP)
- FDOT Strategic Highway Safety Plan (SHSP)
- Comprehensive Plans for Polk County and Cities in the County
- Polk TPO Public Participation Plan (PPP)
- Polk TPO Transportation Improvement Program (TIP)
- Polk TPO Congestion Management Process (CMP)

2.4 POLK TPO SYSTEM PERFORMANCE REPORT

Pursuant to federal guidance, FDOT and TPOs must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

The FDOT is required to establish statewide targets for the required performance measures and TPOs have the option to support the statewide targets or adopt their own. Based on this information, the Polk TPO has adopted the transportation performance measure targets included in this section. In addition, local transit agencies must also adopt performance targets in their Transit Asset Management Plan (TAM) and the TPO must consider including the TAM targets in the LRTP and TIP updates.

On February 8, 2018, the TPO adopted Resolution 2018-06 to support the FDOT Performance Targets. The current TIP as adopted in June 12, 2025 reestablishes the TPO's support of the FDOT Performance targets as follows:

SAFETY PERFORMANCE TARGETS (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

On August 31, 2024, FDOT established statewide safety performance targets for calendar year 2025.

The TPO supports FDOT's Safety Performance Targets of a Vision Zero Policy. The Polk TPO and statewide PM1 targets are listed in **Table 2-4**.

Table 2-4. Polk TPO and Statewide PM1 Targets

Performance Measure	Florida Statewide Baseline Performance (Five-Year Rolling Average, 2020-2024)	FDOT Statewide Targets (Calendar Year 2025)	Polk County Conditions (Five-Year Rolling Average, 2020-2024)	Polk TPO Safety Targets (Calendar Year 2025)
Number of Fatalities	3,423.2	0	141.8	0
Number of Serious Injuries	15,564.2	0	423.0	0
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	1.510	0	1.761	0
Rate of Serious Injuries per 100 million VMT	6.868	0	5.227	0
Total number of nonmotorized fatalities and nonmotorized serious injuries	3,145.2	0	84.4	0

BRIDGE AND PAVEMENT CONDITION PERFORMANCE TARGETS (SYSTEM PRESERVATION) (PM2)

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

- Percent of Interstate NHS pavements in good condition
- Percent of Interstate NHS pavements in poor condition
- Percent of non-Interstate NHS pavements in good condition
- Percent of non-Interstate NHS pavements in poor condition
- Percent of NHS bridges (by deck area) classified as in good condition
- Percent of NHS bridges (by deck area) classified as in poor condition

On December 16, 2022, FDOT established statewide bridge and pavement targets for the second performance period ending in 2025.

The Polk TPO agreed to support FDOT's pavement and bridge condition performance targets on April 10, 2025. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. **Table 2-5** presents baseline performance for each PM2 measure for the State and for the Polk TPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Table 2-5. Polk TPO and Statewide PM2 Targets

Performance Measure	Statewide Baseline Performance (2024)	Florida 2-year Targets (2023)	Florida 4-year Targets (2025)	Polk County Conditions (2024)	Polk County 4-year Targets (2025)
Pavement Performance and Measures					
Percent of Interstate NHS pavements in good condition	65.3%	≥60.0%	≥60.0%	81.7%	≥60.0%
Percent of Interstate NHS pavements in poor condition	0.1%	≤5.0%	≤5.0%	0.0%	≤5.0%
Percent of non-Interstate NHS pavements in good condition	50.2%	≥40.0%	≥40.0%	34.6%	≥40.0%
Percent of non-Interstate NHS pavements in poor condition	0.5%	≤5.0%	≤5.0%	0.7%	≤5.0%
Bridge Targets and Measures					
Percent of NHS bridges by deck area in good condition	53.9%	≥50.0%	≥50.0%	69.7%	≥50.0%
Percent of NHS bridges by deck area in poor condition	0.8%	≤10.0%	≤5.0%	0.0%	≤5.0%

SYSTEM PERFORMANCE AND FREIGHT MEASURES (PM3)

FHWA's System Performance/Freight Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and TPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

- Percent of person-miles traveled on the Interstate NHS that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable

National Highway Freight Program (NHFP)

- Truck Travel Time Reliability Index (TTTR)

The first two performance measures assess the percent of person-miles traveled on the interstate or the non-interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times compared to a normal travel time over all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The third performance measure assesses the reliability of truck travel on the interstate system. The TTTR assesses how reliable the interstate network is by comparing the worst travel times for trucks against the travel time they typically experience.

On Dec. 16, 2022, FDOT established 2023 and 2025 statewide performance targets, and in September 2024, adjusted the 2025 targets for percentage of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable.

The Polk TPO agreed to support FDOT's PM3 targets on April 10, 2025. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. **Table 2-6** presents baseline performance for each PM3 measure for the state and for the TPO planning area as well as the two-year and four-year targets established by FDOT for the state.

Table 2-6. Polk TPO and Statewide PM3 Targets

Performance Measure	Statewide Baseline Performance (2024)	Florida 2-year Targets (2023)	Florida 4-year Targets (2025)	Polk County Conditions (2024)	Polk County 4-year Targets (2025)
Percent of person-miles on the Interstate system that are reliable	80.7%	≥75.0%	≥75.0%	79.5%	≥75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	90.0%	≥50.0%	≥50.0%	96.8%	≥60.0%
Truck travel time reliability	1.54	≤1.75	≤2.00	1.81	≤2.00

TRANSIT ASSET MANAGEMENT TARGETS

The Polk TPO's planning area is served by the Lakeland Area Mass Transit District (LAMTD) Citrus Connection which is considered a Tier II provider. Citrus Connection is subject to the Federal Transit Administration's regulations related to public transportation capital assets. On June 8, 2023, the Polk TPO agreed to support Citrus Connection's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets. **Table 2-7** shows the FTA's TAM performance measures used to assess performance across each asset category. **Table 2-8** through **Table 2-10** present LAMTD's performance by asset category.

Table 2-7. FTA TAM Performance Measures

Asset Category	Performance Measure
Equipment	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Rolling Stock (Revenue Vehicles)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale

Table 2-8. Performance Measures for Transit Vehicles

Asset Category	Asset Class	% that have met or exceeded Useful Life Benchmark (ULB)	
		FY 2023 Asset Condition	FY 2028 Target
Revenue Vehicles	Bus	56%	50%
	Cutaway Bus	47%	40%
	Van	0%	50%

Table 2-9. Performance Measures for Transit Equipment

Asset Category	Asset Class	FY 2023 Asset Condition	FY 2028 Target
Equipment	Non-Revenue/Service Automobile	52%	30%

Table 2-10. Performance Measures for Transit Facilities

Asset Category	Asset Class	% of Facilities with a TERM Rating below 3.0 on the FTA Transit Economic Requirements Model (TERM Scale)	
		FY 2023 Asset Condition	FY 2028 Target
Facilities	Administration	3.46%	3.50%
	Maintenance	3.22%	3.50%
	Parking Structures	3.98%	4.00%
	Passenger Facilities	3.27%	3.50%
	Shelter	3.50%	3.75%

TRANSIT SAFETY PERFORMANCE

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on April 9, 2024. This rule requires providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode
- Total number of reportable injuries and rate per total vehicle revenue miles by mode
- Total number of reportable safety events and rate per total vehicle revenue miles by mode
- System reliability – mean distance between major mechanical failures by mode

The PTASP rule took effect on July 19, 2019. Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than December 31, 2020. (The LAMTD/Citrus Connection's PTASP was adopted November 18, 2020.) TPOs then have 180 days to establish transit safety targets for the TPO planning area. Once the public transportation provider establishes targets, it must make the targets available to TPOs to aid in the planning process. The Polk TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021. The Citrus Connection established the safety performance targets listed below in **Table 2-11** on December 1, 2024.

Table 2-11. Transit Safety Performance

Mode of Service	Fatalities (Total)	Fatalities (per 100,000 miles)	Injuries (Total)	Injuries (per 100,000 miles)	Safety Events (Total)	Safety Events (per 100,000 miles)	System Reliability (VRM/Failures)
Fixed Route	0	0	7	0.26	10	0.38	7,950
ADA/Paratransit	0	0	4	0.57	4	0.57	8,395

PLANNING ASSUMPTIONS

CHAPTER 3

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3.0 PLANNING ASSUMPTIONS

3.1 INTRODUCTION

The purpose of the Polk TPO's *Envision 2050* Long Range Transportation Plan LRTP is to identify needed transportation improvements within the county and a cost feasible plan for funding the highest priority improvements. One of the first steps in the LRTP process is to develop a forecast of the geographic distribution of the county's population and employment over the LRTP timeframe. These "socioeconomic" data document anticipated population and employment concentrations are at a traffic analysis zone level and are used to forecast future travel patterns. **Figure 3-1** illustrates the traffic analysis zone geographic structure for Polk County used for this forecast effort. The forecast data represents a cooperative effort among the Polk TPO, FDOT District One, and the local government jurisdictions in Polk County.

The local government Comprehensive Plans guide public policy in terms of land use through the Future Land Use Element. In addition to these policy documents, attempts were made to maintain an appropriate degree of consistency between the 2050 forecasts and the 2045 forecasts prepared five years ago.

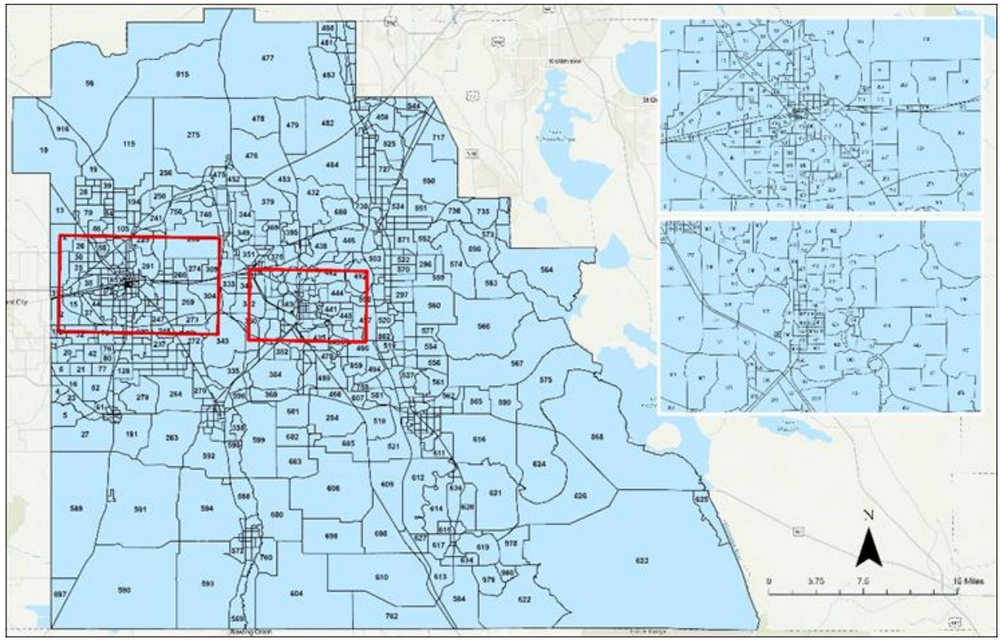


Figure 3-1. Polk Transportation Analysis Zones (TAZs)

3.2 POPULATION CONTROL TOTALS

The development of population control was one of the first steps in the 2050 socioeconomic data forecast. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts by county. These forecasts, prepared for each county, provide three countywide forecasts:

- Low: The low range of the forecasts
- Medium: The average of all forecasts (Typically used for planning forecasts)
- High: The High range of the forecasts

BEBR's forecasts have been significantly impacted/reduced by the Great Recession, which lasted from late 2007 through 2009. Historically, the BEBR Medium forecast has underestimated growth in high growth counties. This experience with the BEBR Medium forecast coupled with other factors, including Polk County's continued economic recovery from the recession, the rapid growth of the Lakeland-Winter Haven metropolitan area, the county's strategic logistics and manufacturing benefits as a gateway between the Orlando and Tampa markets, and its similar appeal for commuters, support the use of a population control total higher than the BEBR Medium forecast. The 2050 population forecast will assume a population control total based on the average of the 2023 BEBR Florida Estimates of Population Medium and High forecasts, resulting in a 2050 forecast of 1,233,050 persons. Polk County's population is forecasting to grow to nearly 1.2 million persons by the year 2050. This reflects an increase of over 471,500 persons from 2019 to 2050 as shown in **Table 3-1**. Employment is also forecasted to increase significantly from 222,666 employees in 2019 to 364,963 in 2050, an increase of 142,297 employees. This includes robust growth in the service sector employment and industrial/warehousing employment.

For the purposes of use with the Transportation Demand Model, only the permanent population—residents living in Polk County for more than six months per year—was forecasted. The permanent population includes Household population and Group Quarters population. The U.S. Census Bureau defines Household population as "all the people who occupy a housing unit as their usual place of residence." A housing unit, according to the U.S. Census Bureau is, "a house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall...." The U.S. Census Bureau also describes "all people not living in households as living in group quarters. There are two types of group quarters: institutional (for example, correctional facilities, nursing homes, and mental hospitals) and non-institutional (for example, college dormitories, military barracks, group homes, missions, and shelters)."

Table 3-1. Polk County BEBR Population Forecast

Scenario	BEBR Forecast							Growth
	2021	2025	2030	2035	2040	2045	2050	21→50
BEBR Low	770,019	768,800	799,500	816,000	822,400	821,900	819,200	49,181
BEBR Medium	770,019	817,800	888,400	946,100	993,900	1,033,800	1,070,900	300,881
BEBR High	770,019	866,900	977,200	1,076,200	1,165,300	1,245,700	1,322,500	552,481
BEBR Avg of Medium and High	770,019	842,350	932,800	1,011,150	1,079,600	1,139,750	1,196,700	426,681

3.3 EMPLOYMENT CONTROL TOTALS

The employment control totals for each of the scenarios were developed based on a total employees/population ratio and an assumption that unemployment will stable through 2050. Total employment was broken out into Industrial, Commercial, and Service employment categories. The categories are based on the Standard Industrial Classification (SIC) Manual, published by the U.S. Department of Commerce and described as follows:

- **Industrial Employment** - All full-time and regular part-time employees, and self-employed persons by job location, whose job is in an industry classified in Standard Industrial Classification (SIC) categories 01 to 39 (i.e., agriculture, forestry, fisheries, mining, contract construction, and manufacturing).

- **Commercial Employment** - All full-time and regular part-time employees and self-employed persons, by job location, whose job is in an industry classified in SIC categories 50 to 59 (retail trade and wholesale trade are commonly located in areas zoned for commercial land use activities.
- **Service Employment** - All full-time and regular part-time employees, and self-employed persons, by job location, whose job is in an industry classified in SIC categories 40 to 49 and 60 to 93 (i.e., transportation, communication and utilities services; finance, insurance and real estate services; selected personal services; tourism and recreational services, health and educational services; government services.

It is forecasted that Polk County's 2050 total population will be 1,233,050 persons with an employment total of approximately 1,196,700 employees. This represents an increase in population of 410,348 persons and employment of 153,648 employees from 2019 to 2050. The forecasted population and employment for Polk County from 2019 to 2050 represents a growth of nearly 65 percent for population and almost 79 percent for employment. The employment-to-population ratio is forecasted to increase from 2020 to 2025 and then remain consistent through the forecast horizon. This initial increase and subsequent stabilization reflect an economy enjoying the accelerated growth of post-recession recovery early on and then calming to settle at a consistent employment ratio through 2050. A graph showing the change in employment from 2019 to 2050 is shown in **Figure 3-2** below.

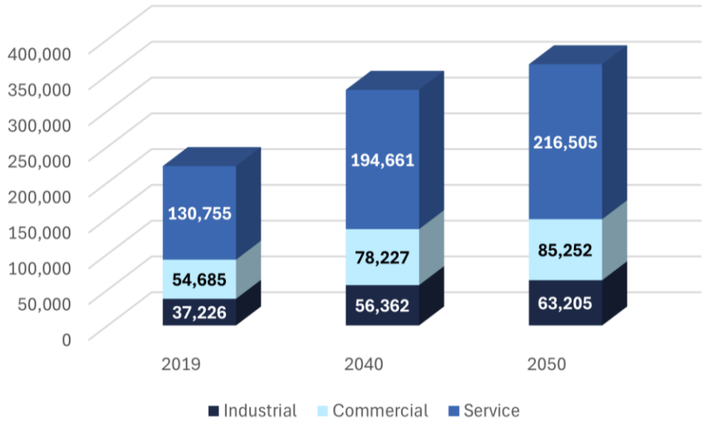


Figure 3-2. Change in Employment from 2019 to 2050

3.4 SCHOOL ENROLLMENT TOTALS

The projected school enrollment totals for Pre K to Grade 12 and College/University students are presented in **Table 3-2**.

Table 3-2. School Enrollment Projections

	Students		Growth
	2019	2050	19→50
Pre K to Grade 12	115,689	191,115	75,426
College/University	39,287	64,901	25,614

3.5 HOTEL/MOTEL CONTROL TOTALS

The forecasted hotel/motel units are shown in **Table 3-3**.

Table 3-3. Projected Hotel/Motel Units

	Units		Growth
	2019	2050	19→50
Hotel/Motel	6,814	11,257	4,443

3.6 PLANNING AREA ALLOCATION SUMMARY

The land use policies that guided the 2045 forecast, also strongly influenced the 2050 forecast. The county was delineated into three Planning Areas identified by the Polk TPO staff. Similar to other communities with a historically high growth rate, the economic recession that started in 2008 delayed the growth forecasted between 2008 and 2015 that was considered when developing the 2050 forecast. Attention was directed throughout the forecast in maintaining relative consistency between the allocation of growth by planning areas between the 2045 and 2050 forecasts.

The resulting growth forecasts by planning area are summarized in

Table 3-4 through **Table 3-10** for each of the major forecast categories (single-family dwelling units, multi-family dwelling units, industrial employment, commercial employment, and service employment). The Planning Areas are illustrated in **Figure 3-3**.

The primary criteria used to develop the forecasts include the following:

- Existing land use
- Future land use
- Existing population and employment
- Location of cities
- Major roadway corridors
- Character of areas
- Functional relationship of land uses

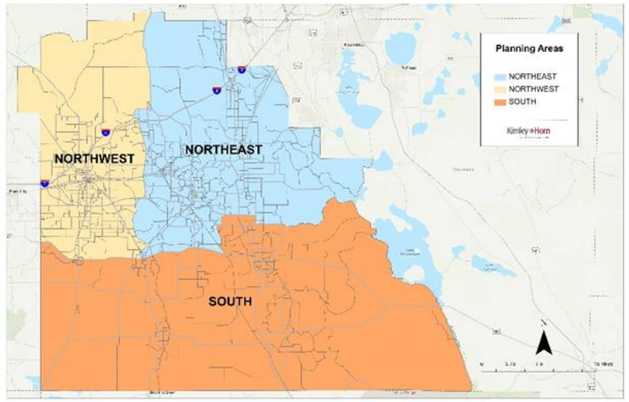


Figure 3-3. Polk County Planning Areas

Table 3-4. Planning Area Allocation Summary Table (Single Family Dwelling Units)

Planning Area	Single Family Dwelling Units			Single Family Dwelling Unit %		
	2019	2050	19→50	2019	2050	19→50
Northeast	94,741	146,192	51,451	48%	49%	52%
Northwest	74,963	106,641	31,678	38%	36%	32%
South	26,559	43,133	16,574	14%	15%	16%
Countywide	196,263	295,966	99,703	100%	100%	100%

Table 3-5. Planning Area Allocation Summary Table (Multi Family Dwelling Units)

Planning Area	Multi Family Dwelling Units			Multi Family Dwelling Unit %		
	2019	2050	19→50	2019	2050	19→50
Northeast	45,051	72,985	27,934	40%	40%	40%
Northwest	49,758	82,061	32,303	44%	45%	47%
South	17,791	26,959	9,168	16%	15%	13%
Countywide	112,600	182,005	69,405	100%	100%	100%

Table 3-6. Planning Area Allocation Summary Table (Total Household Population)

Planning Area	Total Household Population			Total Household Population %		
	2019	2050	19→50	2019	2050	19→50
Northeast	327,395	567,745	895,140	46%	48%	47%
Northwest	296,500	454,394	750,894	41%	38%	40%
South	91,077	158,972	250,049	13%	14%	13%
Countywide	714,972	1,181,111	1,896,083	100%	100%	100%

Table 3-7. Planning Area Allocation Summary Table (Industrial Employment)

Planning Area	Industrial			Industrial %		
	2019	2050	19→50	2019	2050	19→50
Northeast	12,514	23,179	35,693	34%	37%	36%
Northwest	18,462	23,033	41,495	50%	36%	41%
South	6,250	16,993	23,243	16%	27%	23%
Countywide	37,226	63,205	100,431	100%	100%	100%

Table 3-8. Planning Area Allocation Summary Table (Commercial Employment)

Planning Area	Commercial			Commercial %		
	2019	2050	19→50	2019	2050	19→50
Northeast	19,087	35,057	15,970	35%	41%	52%
Northwest	29,632	39,596	9,964	54%	46%	33%
South	5,966	10,627	4,661	11%	13%	15%
Countywide	54,685	85,280	30,595	100%	100%	100%

Table 3-9. Planning Area Allocation Summary Table (Service Employment)

Planning Area	Service			Service %		
	2019	2050	19→50	2019	2050	19→50
Northeast	47,874	90,956	43,082	37%	42%	50%
Northwest	65,742	94,789	29,047	50%	44%	34%
South	17,139	30,767	13,628	13%	14%	16%
Countywide	130,755	216,512	85,757	100%	100%	100%

Table 3-10. Planning Area Allocation Summary Table (Total Employment)

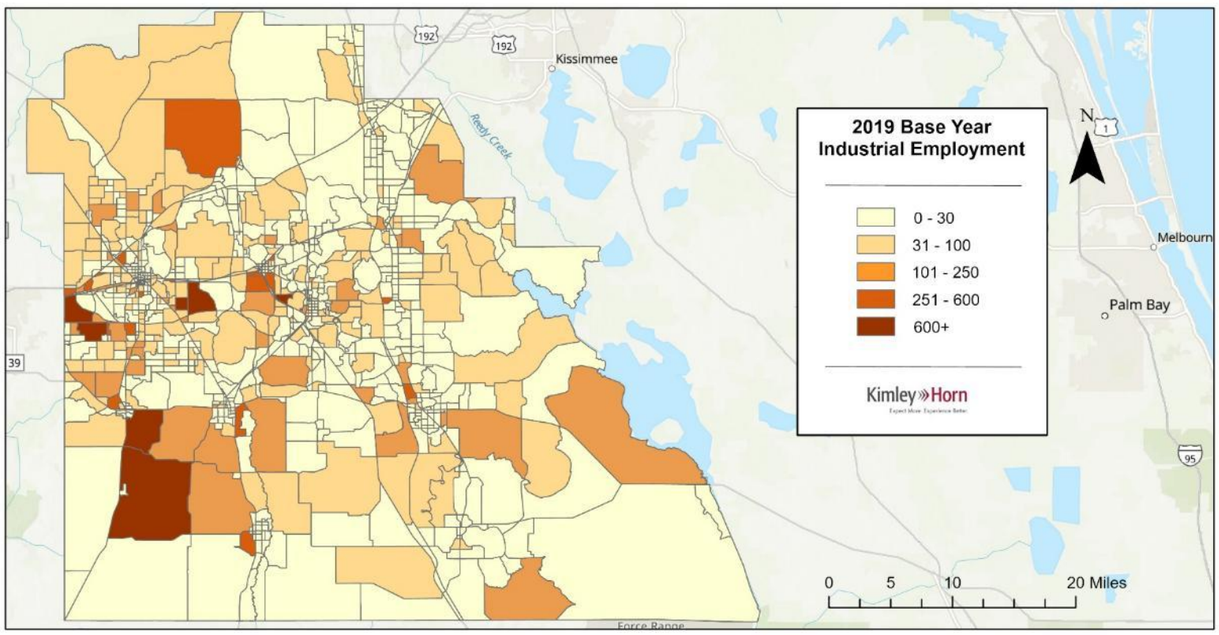
Planning Area	Employees			Employees %		
	2019	2050	19→50	2019	2050	19→50
Northeast	79,475	149,192	69,717	36%	41%	49%
Northwest	113,836	157,391	43,555	51%	43%	31%
South	29,355	58,387	29,032	13%	16%	20%
Countywide	222,666	364,969	142,304	100%	100%	100%

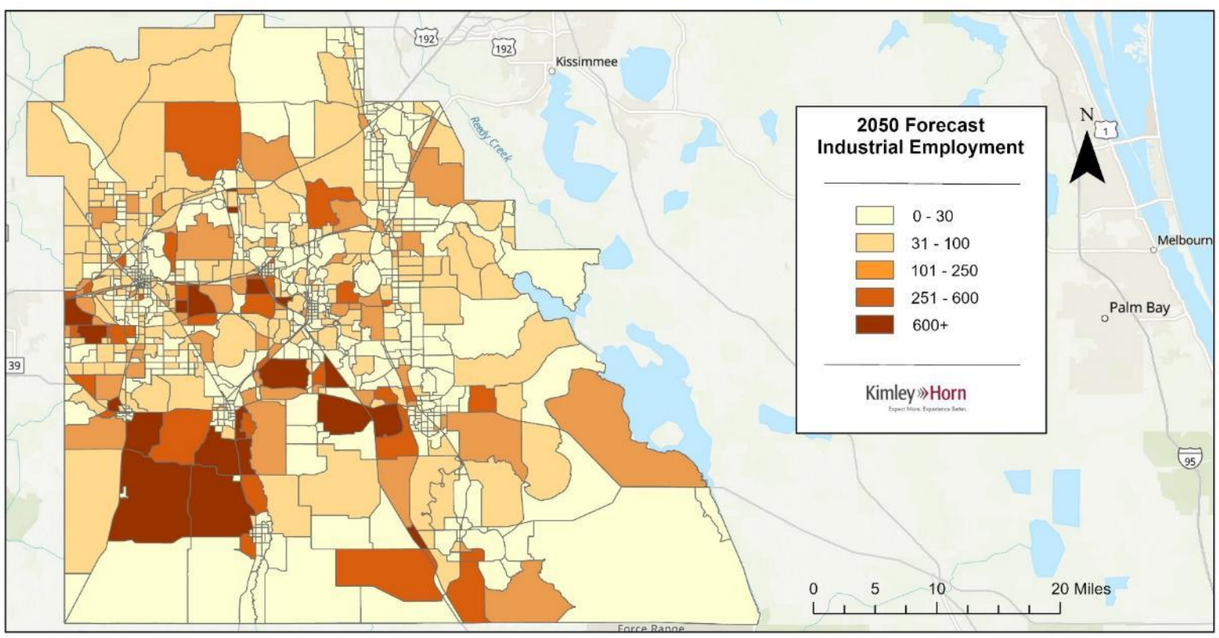
Figure 3-4 through **Figure 3-8** illustrate the projected total population, industrial employment, commercial employment, service employment, and total employment by TAZ.



Polk Parkway and South Florida Avenue

Figure 3-4. Projected Total Population Map by TAZ (2019-2050)





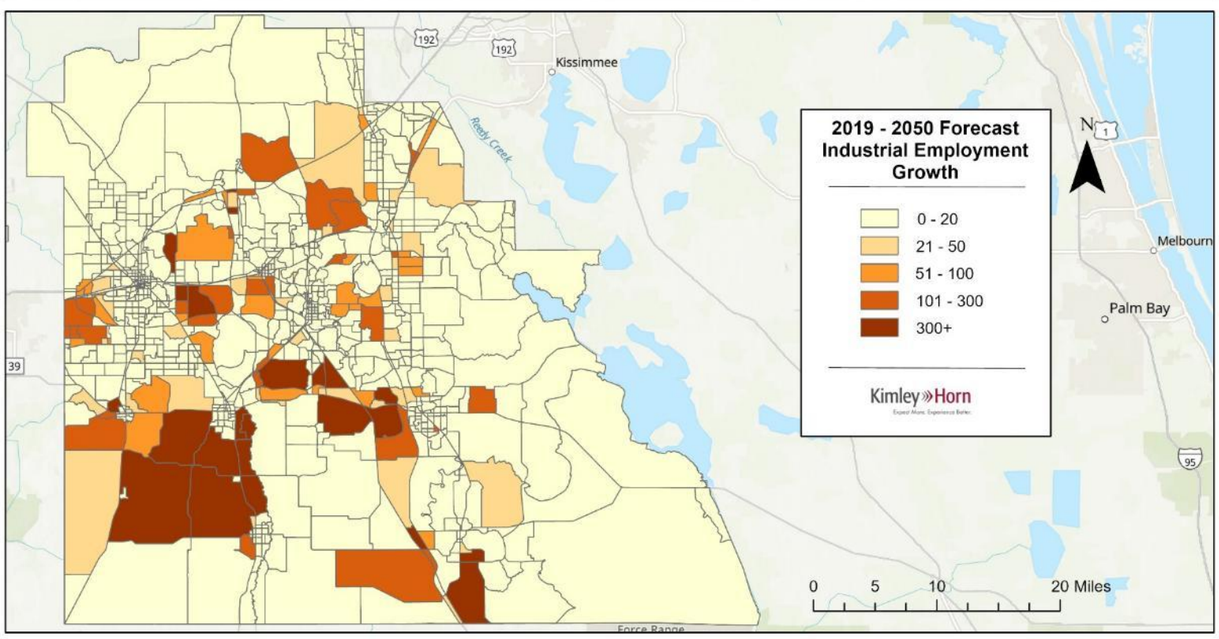


Figure 3-5. Projected Industrial Employment by TAZ (2019-2050)

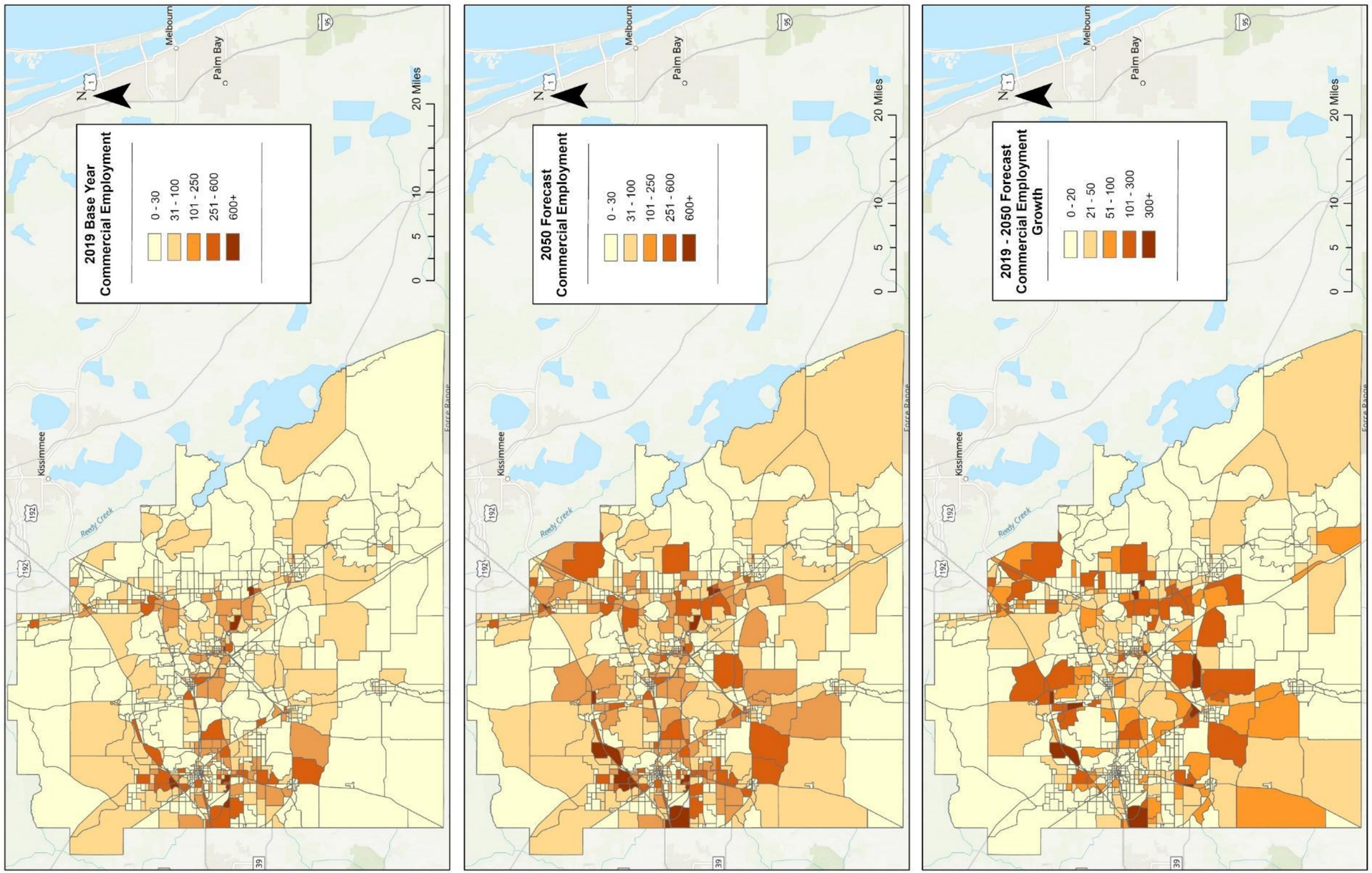


Figure 3-6. Projected Commercial Employment by TAZ (2019-2050)

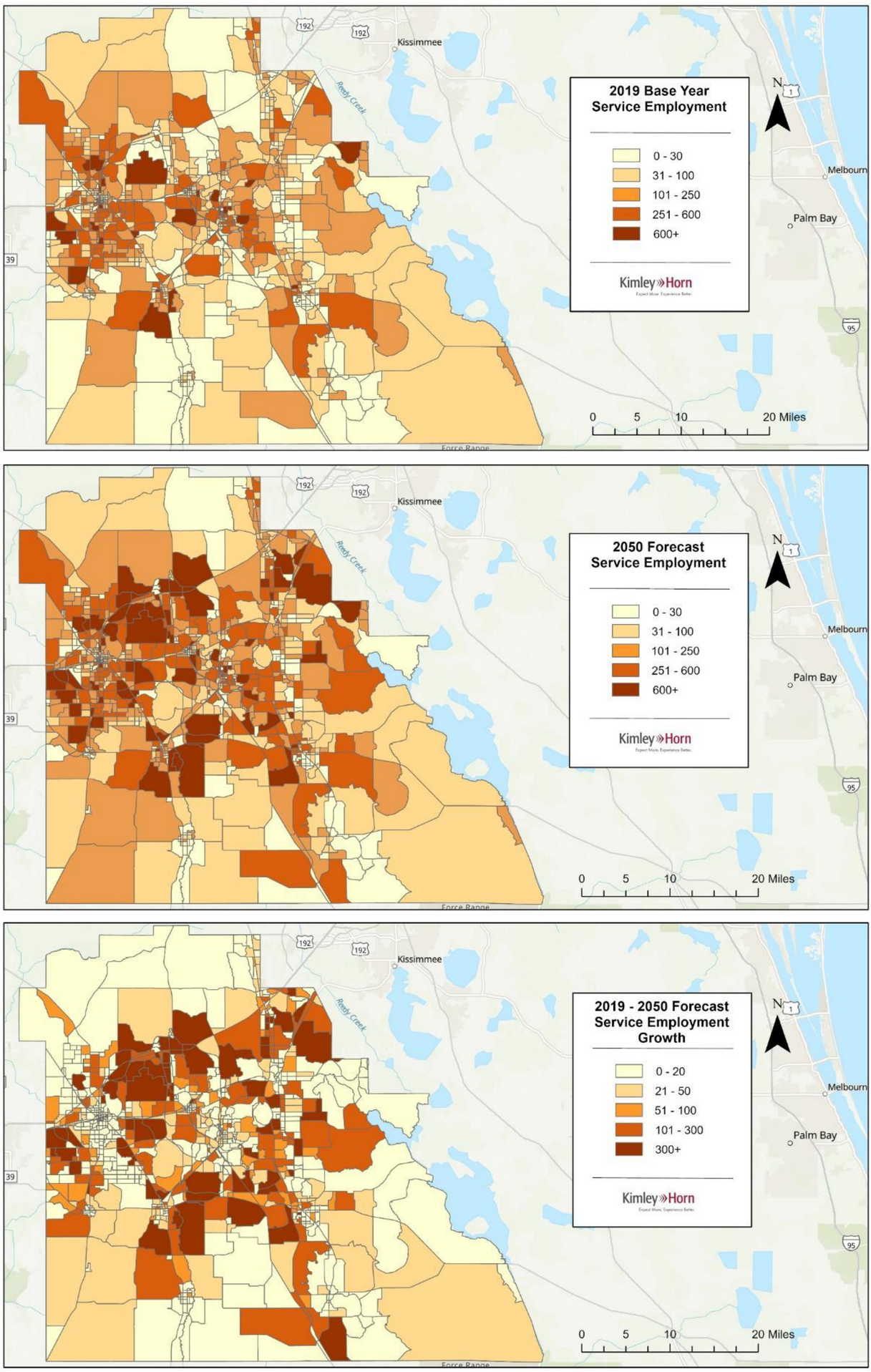


Figure 3-7. Projected Service Employment by TAZ (2019-2050)

Figure 3-8. Projected Total Employment by TAZ (2019-2050)

3.7 TRAVEL DEMAND MODEL

The key purpose of the forecasted population and employment data is to develop a forecast of the travel demand for the year 2050. This is accomplished by using a travel demand forecast model that converts the population and employment data into trips which are subsequently assigned to a roadway and/or transit network. The *Envision 2050* Plan makes use of the District One Regional Planning Model (D1RPM) which was developed by one of Polk TPO's partners, the Florida Department of Transportation.

The D1RPM is one of the larger models in the state of Florida with 5,288 traffic analysis zones (TAZ) covering 12,400 square miles in a twelve-county area and is used to represent the travel characteristics of a population of approximately 4.1 million. The D1RPM is a 'traditional' Florida Standard Urban Transportation Structure (FSUTMS) four-step, trip-based model that has been updated with many of the recommendations provided by the FDOT Transit Model Update project to improve the preparation of transit demand forecasts to a point consistent with federal expectations, and to incorporate state of the practice techniques and tools through a prototype model application.

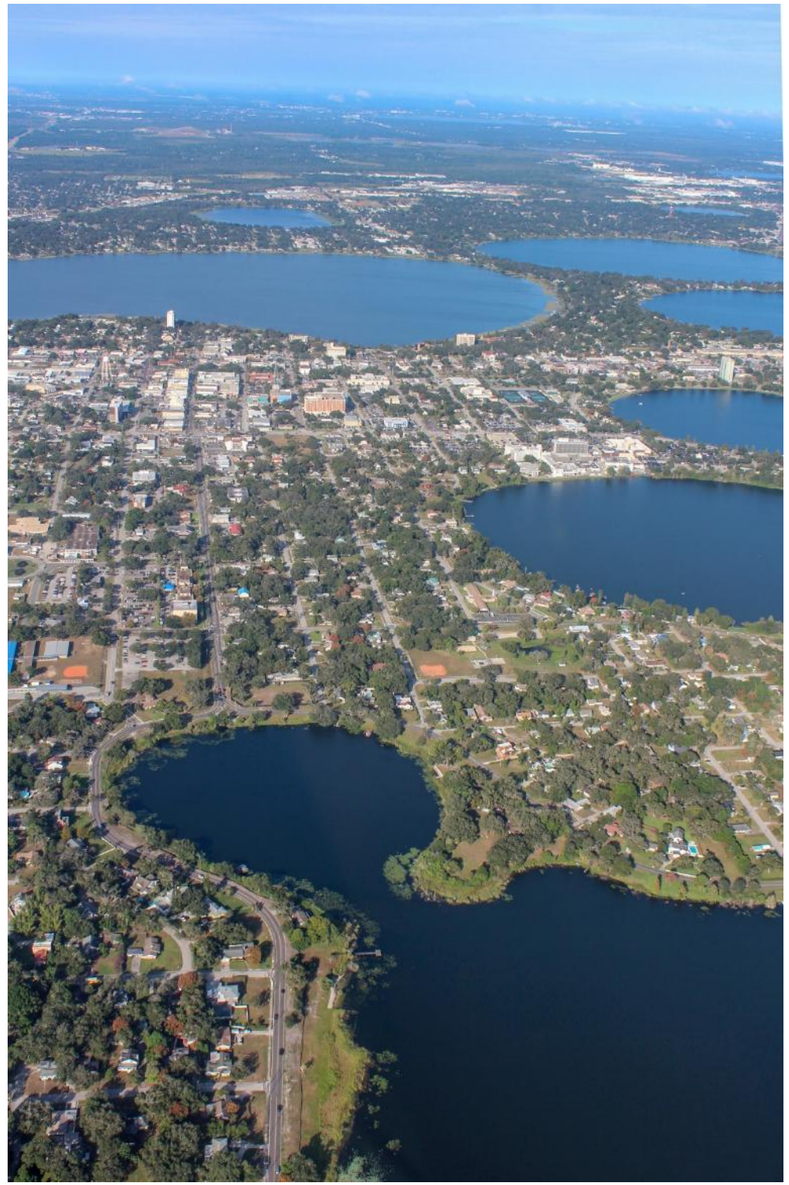
A map showing the results of the travel demand model is provided in **Figure 3-9** on the next page. Roadway segments are color-coded based on their Volume-to-Capacity (V/C) ratio—a basic indicator of traffic congestion. The V/C ratio compares the amount of traffic a road carries (volume) to the amount it can handle (capacity). Segments with a V/C ratio greater than 1.0 are considered over capacity and are likely to experience delays.

3.8 REGIONAL COORDINATION

In Central Florida, there has and continues to be a need for regional transportation planning due to the amount of growth that the region has experienced and the expectation that this trend will continue. For more than ten years, the TPO has maintained strong regional alliances with our counterparts in the Tampa Bay and Orlando urbanized areas in Central and west Central Florida. The TPO has interlocal agreements with the West Central Florida Chairs Coordinating Committee (CCC) and Central Florida MPO Alliance (CFMPOA) regarding regional transportation planning and coordination. The TPO provided regular updates to these groups as the *Envision 2050* Plan was being developed. The TPO will ensure that the regional projects contained in *Envision 2050* are reflected in the regional transportation plan for both the CCC and CFMPOA.

Throughout the development of the D1RPM, Polk TPO also coordinated with FDOT District One as well as the other five MPOs/TPOs within District One, especially the Heartland TPO which is comprised of the six counties south of Polk. The Polk TPO recognizes there are several regional transportation corridors that link our regions and there may be opportunities in the future for coordination between the Polk TPO and Heartland TPO.

The D1RPM was prepared as one regional model for all twelve counties in District One to be used by each the MPOs/TPOs for their LRTPs. A substantial amount of coordination was required between FDOT and each MPO/TPO through each of the major steps in building the D1RPM, as each MPO/TPO provided data and input in support of the model validation, population and employment forecast, and subsequent model runs as various alternatives were tested for the LRTPs.



Downtown Winter Haven and Surrounding Lakes

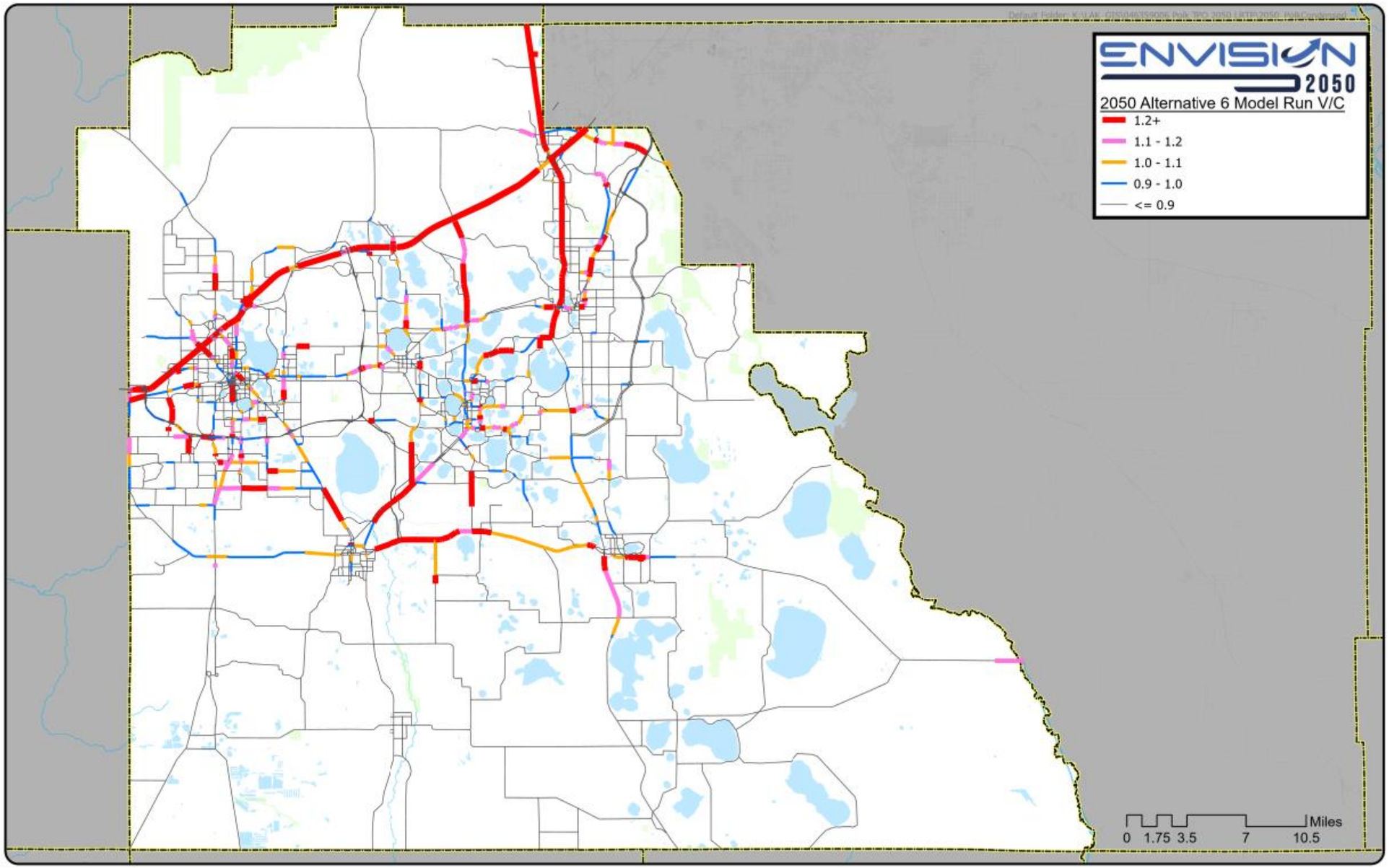


Figure 3-9. Travel Demand Model Results

TRANSPORTATION NEEDS

CHAPTER 4

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4.0 TRANSPORTATION NEEDS

4.1 INTRODUCTION

A key aspect of long-range transportation planning involves estimating the revenues that can be reasonably expected, which helps prioritize the Needs Plan and shape a Cost Feasible Plan. These revenue projections represent a snapshot of the current financial landscape and anticipated trends. Another critical component of the forecast is identifying how transportation funds are allocated between capital investments and operations and maintenance. Ensuring the continued upkeep of transportation infrastructure will remain a vital priority moving forward. However, compared to 20 years ago, when needs and revenues were more closely aligned, the cost of meeting transportation needs has risen dramatically while available revenues have remained relatively flat—widening the gap and creating increasing challenges in balancing investment priorities over time. **Figure 4-1** illustrates this by comparing the costs of needs in 2005 to the cost of needs in 2025 and the anticipated revenue available to address those needs. Note that the revenues shown in **Figure 4-1** only shows revenues for 2025, whereas **Table 4-1** and **Table** 4-2 show revenues for 2031 through 2050.

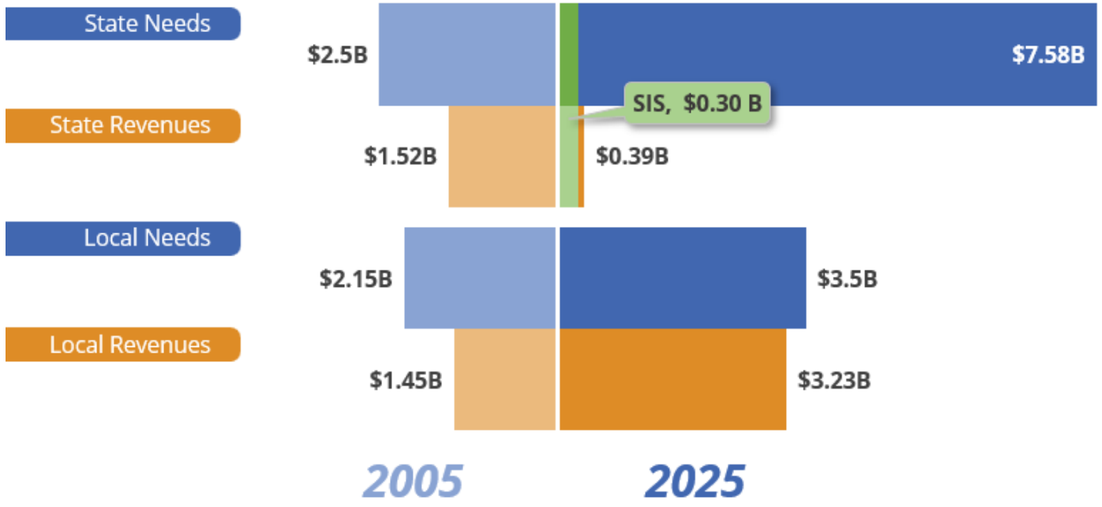


Figure 4-1. Transportation Needs and Revenues in 2005 vs. 2025

4.2PROJECTED REVENUES

Table 4-1 provides a summary of the roadway revenue totals by revenue source available for capital projects by timeframe through the year 2050. The revenues are shown in Year of Expenditure (YOE), which is the estimated value of the dollars at the time of spending in the future, including inflation.

Table 4-1. Federal and State Revenue Summary in Year of Expenditure (YOE)

Revenue	2031-2035	2035-2040	2041-2050	2050 LRTP Total
Surface Transportation Block Grant – Urbanized Area (SU)	$33,780,000	$33,780,000	$67,560,000	$135,120,000
Transportation Alternatives – Urbanized (TALU)	$6,170,000	$6,170,000	$12,340,000	$24,680,000
State Highway System (non-SIS)	$21,320,000	$22,160,000	$45,110,000	$88,590,000
State Highway System (non-SIS) SHS Product Support*	$4,690,000	$4,875,000	$9,924,000	$19,489,000
Other Roads (Non-SIS, Non-SHS)	$14,060,000	$14,630,000	$29,780,000	$58,470,000
Other Roads (Non-SIS, Non-SHS) Product Support*	$3,093,000	$3,219,000	$6,552,000	$12,864,000
Subtotal	$88,233,000	$89,954,000	$181,516,000	$359,703,000
Strategic Intermodal System (SIS)	$147,357,000	$0	$358,206,000	$505,563,000
Surface Transportation Block Grant (SN, SM, SL)*	$13,764,000	$14,021,000	$28,391,000	$56,176,000
Transportation Alternatives (TALT, TALN, TALM, TALL)*	$8,146,000	$8,210,000	$16,613,000	$32,969,000
TRIP (Transportation Regional Incentive Program)*	$8,966,000	$9,445,000	$19,511,000	$37,922,000
Total State and Federal	**$349,579,000**	**$206,464,000**	**$775,503,000**	**$1,331,546,000**

Note: Estimated allocation of Districtwide funding based on Polk TPO's proportion of projected total population within District One
Note: Source for State and Federal Revenue Data: FDOT 2050 Revenue Forecast
Note: Planned SIS projects are sources from the SIS Funding Strategy document set (*https://www.fdot.gov/planning/systems/programs/mspi/plans/default.shtm*), where the project list is not in priority order.
*Includes years 2030 to 2050 (21 years)
**In addition to TALU, other competitive funding sources include:
TALL (Transportation Alternatives for areas with populations between 5,000 and 200,000), TALT (Transportation Alternatives for any area of the state), TRIP (Transportation Regional Incentive Program), TLWR (SUN Trail), CIGP (County Incentive Grant Program), SCOP (Small County Outreach Program)

Locally generated revenues are also considered and are summarized in **Table 4-2**.

Table 4-2. Polk County Revenue Summary in Year of Expenditure (YOE)

Polk County Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	2050 LRTP Totals
County Gas Tax - 1¢ of 1¢	$25,084,050	$30,334,200	$75,446,600	**$130,864,850**
Constitutional Gas Tax - 2¢ of 2¢	$56,726,460	$68,599,440	$170,621,060	**$295,946,960**
Local Option Gas Tax - 6¢ of 6¢	$102,277,650	$123,684,600	$307,625,800	**$533,588,050**
Second Local Option Gas Tax 5¢ of 5¢	$64,712,850	$78,257,400	$194,640,200	**$337,610,450**
9th Cent Gas Tax 1¢ of 1¢	$18,576,000	$22,464,000	$55,872,000	**$96,912,000**
Transportation Millage Fund (Ad Valorem Tax)	$1,039,238,190	$1,387,559,160	$4,481,520,280	**$6,908,317,630**
Road Impact Fees	$158,541,000	$128,341,200	$627,784,000	**$914,666,200**
Total Polk County Revenues	**$1,465,156,200**	**$1,839,240,000**	**$5,913,509,940**	**$9,217,906,140**

Out of a total anticipated revenue amount of over $10.5 billion (year of expenditure) throughout the life of the plan, only a portion of that is available for capital projects, totaling about $5.5 billion. Not all revenue sources are eligible for every type of project, as some funds can only be applied to certain improvements, such as transit, operations and maintenance, or specific roadway classifications. Within the available capital funding, there is further division regarding how much can be allocated to different types of roads and projects.

4.3 ROADWAY PLAN

PHASING OF PROJECTS

Roadway and Highway projects in *Envision 2050* are grouped into one of six different tiers. These tiers identify the relative level of priority and funding status as indicated in **Figure 4-2** below. Tier 1 through Tier 3 projects are fully funded, high priority, and included in the cost feasible plan. Tier 4 through Tier 6 projects are unfunded. Tier 4 projects are high priority and will be added to the cost feasible projects should funds become available.

	TIER 1	TIER 2	TIER 3	TIER 4	TIER 5	TIER 6
	Existing and Committed Roadway Improvements	Interim Cost Feasible Plan (2031-2040)	Cost Feasible Plan (2041-2050)	Illustrative Projects / Other Priority Projects	Other Unfunded Needs	Vision Roadway Improvements
Needs Assessment?	Yes	Yes	Yes	Yes	Yes	
High Priority?	Yes	Yes	Yes	Yes		
Cost Feasible?	Yes	Yes	Yes	Should funds become available		

Figure 4-2. Phasing Tiers

PRIORITIZATION CONSIDERATIONS

The selection of projects for the cost feasible plan was consistent with the prioritization criteria identified in **Figure 4-3**. A detailed summary of the cost feasible projects is provided in Appendix B and Appendix C. Appendix B presents project costs in terms of Year of Expenditure and Appendix C presents project costs in terms of Present Day Value (PDV). The total unfunded needs include nearly $6.2 billion of roadway improvements in YOE costs. These tables ensure that the Cost Feasible Plan and the proposed improvements are described in sufficient detail to develop cost estimates per 23 C.F.R. 450.322(f)(6).





Figure 4-3. Prioritization Criteria

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The first five years of the cost feasible Long Range Transportation Plan make up the Transportation Improvement Program (TIP), which is included in Appendix A. While the federal regulations call for a TIP that includes four years of improvements, Florida requires and recognizes a full five years. Because the TIP document is frequently amended, the current TIP is available on the Polk TPO website. Amendments and major changes to the TIP go through a formal process which includes a public hearing for major changes. Revenue sources for TIP projects are included in Appendix A.

Projects listed in the TIP are shown in **Table 4-3**. A map showing the locations of the existing and committed roadway network is presented in **Figure 4-4**.

Table 4-3. Projects Listed in TIP FY 2025/2026-2029/2030

ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27	AT US 27	INTERSECTION/INTERCHANGE
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	INTERSECTION/INTERCHANGE
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	INTERSECTION/INTERCHANGE
CR 557	US 17/92	I-4	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	INTERSECTION/INTERCHANGE
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	INTERSECTION/INTERCHANGE
SR 33	AT MOUNT OLIVE ROAD	AT MOUNT OLIVE ROAD	INTERSECTION/INTERCHANGE
US 27	AT FOUR CORNERS BLVD	AT FOUR CORNERS BLVD	INTERSECTION/INTERCHANGE
US 98	HALL RD	PASCO COUNTY LINE	WIDEN 2 TO 4 LANES
US 98	N OF WEST SOCRUM LOOP ROAD	HALL RD	WIDEN 2 TO 4 LANES
WEST PIPKIN RD	HARDEN BLVD	SR 37	WIDEN 2 TO 4 LANES

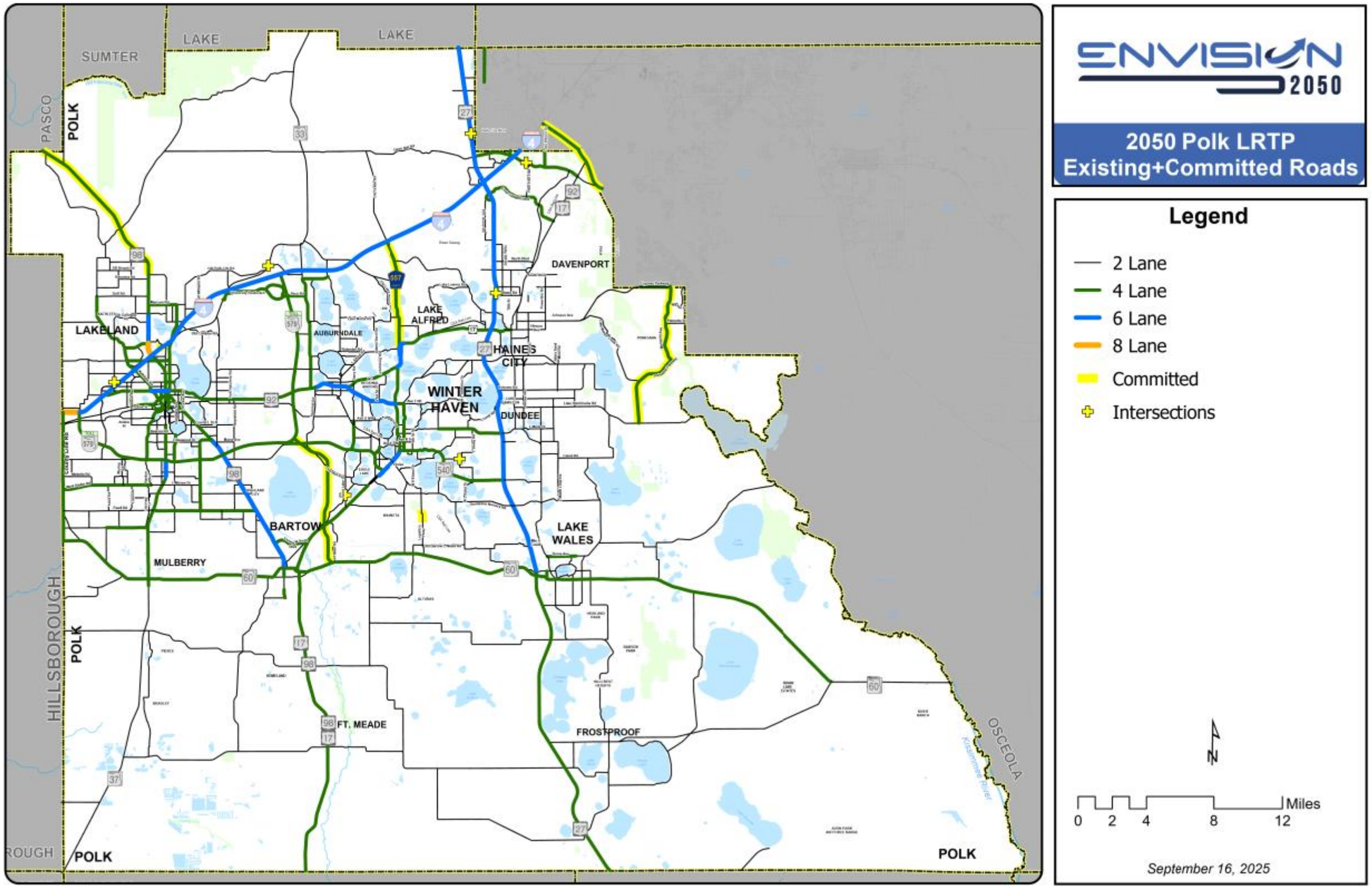


Figure 4-4. Existing + Committed Roadway Network

FREIGHT CORRIDORS

Polk County plays a critical role as an inland freight logistics hub in Florida, largely due to its advantageous position between the Tampa and Orlando metropolitan areas and its proximity to key highway routes—US 17, US 27, and SR 60—which connect to both southeast and southwest Florida. Recognizing this strategic location, CSX Transportation has established a major Intermodal Logistics Center in Winter Haven, adjacent to SR 60. In recent years, companies such as Amazon and Wal-Mart have significantly expanded their operations across the county.

Freight movement and warehousing have long been central to Polk County's economic strength and continue to drive growth. As a result, the Polk TPO places strong emphasis on freight corridors when setting project priorities and defining performance measures and objectives. Identifying major corridor upgrades is just one method used to address freight-related challenges.

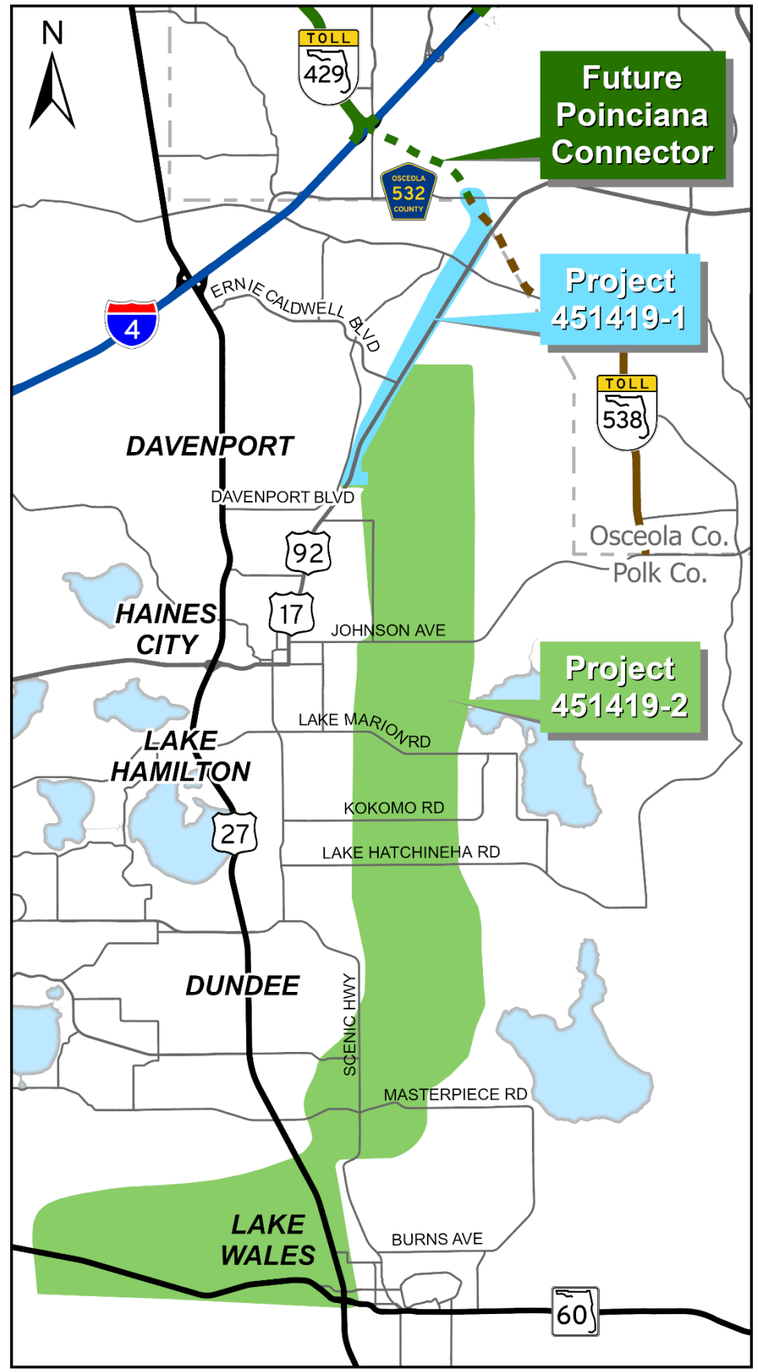
REGIONAL PROJECTS

Central Polk Parkway East

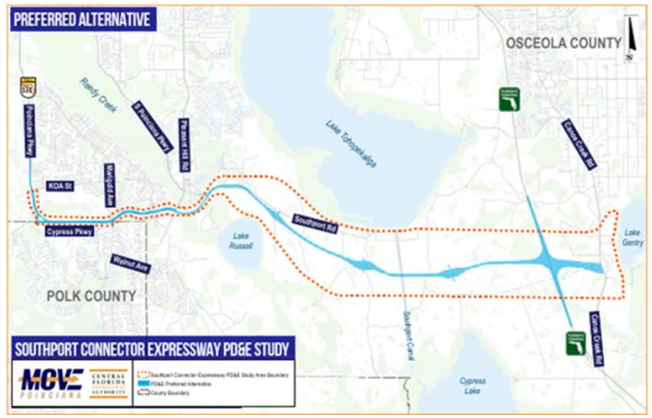
FDOT and Florida's Turnpike Enterprise (Enterprise) are conducting a PD&E study to evaluate corridor alternative for a new tolled, limit access highway from SR 60 to US 17/92. The proposed facility would provide a direct link to Interstate 4 and SR 429 through the future Poinciana Connector. The proposed corridor would provide some relief to the existing US 27 corridor in northeast Polk, which has become increasingly congested in recent years and is projected to worsen in the future due to forecasted population growth. The study is scheduled to be completed in late 2025.

A ladder-rung consensus-building exercise was conducted to determine the benefits, connectivity, impacts, barriers, and environmental justice of expanding east-west corridors to support connectivity to the planned Central Polk Parkway East roadway. The five east-west corridors most suitable for expansion and their proposed improvements, as determined during the consensus-building exercise include:

- Ernie Caldwell Boulevard – Interchange with Central Polk Parkway East
- Bates Road – Widen to four-lanes and extend east to connect to Powerline Road
- Marion Road (SR 544) – Widen to four-lanes to proposed interchange with Central Polk Parkway East
- Kokomo Road/CR 546E – Widen to four-lanes from US 27 east to Powerline Road
- Lake Hatchineha Road East – Widen to four-lanes east of Polk Parkway east to Powerline Road and construct interchange with Central Polk Parkway East



Southport Connector Expressway



The Southport Connector Expressway is a proposed regional transportation corridor intended to improve mobility and relieve congestion in the rapidly growing Poinciana area of Osceola and Polk counties. Originally studied by the Central Florida Expressway Authority (CFX) through a Concept, Feasibility, and Mobility (CF&M) Study, the corridor would extend approximately 13 miles from the southern terminus of the Poinciana Parkway at Cypress Parkway eastward to Florida's Turnpike. While the CFX Board opted not to advance the project beyond the feasibility phase in 2018 due to funding limitations and community concerns, the corridor remains under periodic review as growth and transportation needs evolve. The project continues to be referenced in planning discussions as a potential long-term solution for regional connectivity, multimodal access, and improved hurricane evacuation routes.

SPECIAL STUDIES

SR 600 (US 17/92) Downtown Lake Alfred PD&E Study

This PD&E Study, which started in late 2024, evaluates potential improvements to SR 600 (US 17/92) through downtown Lake Alfred, focusing on enhancing mobility, safety, and multimodal access. The study includes engineering and environmental analyses of various alternatives, including a no-build option, and considers impacts to natural, cultural, and community resources. Public involvement and agency coordination are integral to the process, with the goal of identifying a preferred alternative that meets transportation needs while minimizing environmental impacts. The study supports long-range planning and positions the corridor for future funding and implementation.

Lakeland Area Alternatives Analysis

The Lakeland Area Alternatives Analysis (LAAA), completed in early 2020, conducted by FDOT in partnership with the City of Lakeland and the Polk TPO, is a multimodal planning study focused on improving safety, mobility, and connectivity across key corridors in north-central Lakeland. The study evaluated travel demand and developed corridor action plans for SR 539/Kathleen Road, US 92/Memorial Boulevard, US 98, and SR 33/Lakeland Hills Boulevard. Recommendations included lane eliminations, intersection redesigns, and enhanced pedestrian and bicycle infrastructure. The City of Lakeland formally endorsed the study through Resolution #5495, and its findings have been integrated into broader planning efforts such as the Midtown CRA and the City's Comprehensive Plan. The LAAA supports complete streets principles and aligns with transit expansion initiatives, including the Peach Line circulator route, reinforcing the region's commitment to context-sensitive and multimodal transportation solutions.

Lakeland Intermodal Center Feasibility Study

The Lakeland Intermodal Center project, led by FDOT in partnership with the City of Lakeland, is currently in the Planning Phase following the completion of its Feasibility Study in 2020. Envisioned as a multimodal mobility center, the facility is planned to integrate local and intercity bus service, passenger rail (Amtrak and future SunRail), rideshare, and full bicycle and pedestrian access. The initial study completed Tier 1 and Tier 2 screenings, culminating in the formal selection of the Downtown West, Option B site (located near the RP Funding Center) via Lakeland City Commission Resolution No. 19-081. FDOT, the City of Lakeland, and the Polk County TPO are now working on advancing the project through the required next steps, which are expected to include the National Environmental Policy Act (NEPA) environmental analysis, design work, and property acquisition for the estimated $27 million facility. The project remains a key component of future regional mobility planning, serving as a critical hub for connecting downtown Lakeland with major transit systems.

South Florida Avenue (SR 37) Road Diet Pilot Project

The South Florida Avenue (SR 37) Road Diet Pilot Project is a transformative initiative launched by FDOT in partnership with the City of Lakeland to improve safety, multimodal access, and corridor aesthetics along the one-mile Dixieland segment between Ariana Street and Lime Street. Implemented in April 2020, the pilot reconfigured the corridor from five lanes to three—one lane in each direction with a center turn lane—allowing lane widths to meet FDOT standards and creating space for future pedestrian, bicycle, and streetscape enhancements. Extensive public engagement, including surveys, storefront design studios, and charrettes, informed the pilot's evaluation. FDOT deployed over 90 sensors and cameras to monitor traffic performance and safety impacts. As of early 2025, the project was in the design phase.

US 17 Vision and Action Plan (Winter Haven)

The US 17 Vision and Action Plan is a corridor planning initiative developed by FDOT District One in collaboration with Renaissance Planning and local stakeholders to guide future transportation and land use decisions along the US 17 corridor in Winter Haven. Covering the segment from Motor Pool Road to Cypress Gardens Boulevard, the plan was developed through FDOT's Planning Studio framework and emphasizes early community engagement, multimodal mobility, and context-sensitive design. The two-phase process included a Corridor Context Report and a Vision and Action Plan, which identified operational improvements, infrastructure investments, and land use strategies to support safety, connectivity, and economic development. The plan aligns with Winter Haven's broader redevelopment goals and reflects a commitment to placemaking and multimodal accessibility.

US 17/92 Hinson Avenue PD&E Study

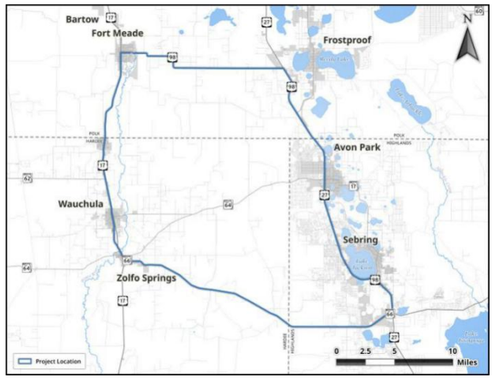
The US 17/92 Hinson Avenue PD&E Study, led by FDOT, has been completed. The study evaluated alternatives to improve congestion, safety, and multimodal connectivity in downtown Haines City along a corridor from South 1st Street to 17th Street. It considered options such as reconstructing the existing underpass to maintain grade separation with the rail line and Haines City Trail or adding new at-grade lanes north of the current structure, though the latter option raised safety and clearance concerns due to the rail bridge's limited vertical clearance. FDOT conducted public workshops and released concept plans to gather community input, most recently with a virtual public workshop in December 2020. While a public hearing was initially considered for Winter 2024 or Spring 2025, no such hearing was held as part of the now-complete PD&E study phase. Completion of the PD&E phase allows the project to advance into the design and construction stages, with future funding identified.

US 17/92 Vision and Action Plan (Haines City and Davenport)

The US 17/92 Vision and Action Plan is a corridor planning initiative developed by FDOT District One in partnership with Renaissance Planning and local stakeholders to guide future transportation and land use decisions along a 12-mile segment of US 17/92 from US 27 to the Polk/Osceola County Line. Developed through FDOT's Planning Studio framework, the plan emphasizes early community engagement and context-sensitive design to support multimodal mobility, safety, and economic development. The planning process included a Corridor Context Report and a Vision and Action Plan that identified operational improvements, infrastructure investments, and land use strategies aligned with community goals. The plan reflects a commitment to placemaking and integrated transportation solutions that enhance connectivity and support revitalization efforts in both Haines City and Davenport.

SR 66 to US 98 PD&E Study

FDOT District One is conducting a PD&E study for a new four-lane limited access roadway west of US 27 and east of US 17 between SR 66 and US 98. The purpose of this project is to improve network connectivity in unincorporated Hardee, Polk, and Highlands Counties by providing an additional north-south road from SR 66 to US 98. The new roadway is also anticipated to improve freight movement and enhance roadway network safety conditions. The project is currently undergoing the PD&E process and is anticipated to receive future funds for advancement.



Vision Roadway Improvements

Vision Roadway Improvements (Tier 6) include public and private collector roads that are needed to serve long-term growth and development in Polk County. These roads are needed to provide adequate access to developing areas and surrounding arterial roads. In many cases these vision collector roads will help form a grid network that will relieve parallel corridors.

The need and suitability of each project should be considered in the preparation and review of land development plans or projects. Where possible, collector roads should be designed and constructed as part of, or in conjunction with, new development. Additional funding for these projects will be pursued through public-private partnerships. The proposed road alignments should be considered conceptual and subject to change until a more detailed alignment and engineering study can be completed. TPO staff will coordinate with local governments to include propose collector roads in local land use plans.

Lakeland Linder International Airport Master Plan

Lakeland Linder International Airport's (LAL) 2020 Master Plan provides a comprehensive roadmap for the airport's development through 2040, focusing on meeting projected aviation demand in a safe, efficient, and environmentally responsible manner. The plan is based on a detailed inventory of existing facilities, environmental considerations, and robust aviation activity forecasts. These forecasts, approved by the FAA, anticipate significant growth: based aircraft are projected to increase from 247 in 2017 to 390 by 2038, with annual operations expected to reach 223,200 by 2038—an average annual growth rate of 3.1%. The plan also recognizes the unique role of LAL as a reliever airport for Tampa and Orlando, as well as its growing importance as a cargo hub, particularly with the arrival of Amazon Air.

To accommodate this growth, the Master Plan identifies a series of phased facility improvements. Key airside projects include the eventual extension of the primary runway (09/27) to 10,000 feet, construction of a new 7,400-foot parallel runway, and upgrades to navigational aids and taxiway geometry to meet evolving FAA standards and the needs of larger aircraft such as the Boeing 767-300F. Landside improvements focus on expanding hangar and apron capacity, enhancing general aviation terminal facilities, and providing for future commercial passenger service. The plan also addresses the need for expanded fuel storage, improved access roads, and additional support infrastructure.

Environmental stewardship is a core component of the plan, with strategies to minimize impacts on wetlands, wildlife, and surrounding land uses. The plan includes a recycling and waste reduction program and outlines steps to ensure compliance with federal and state environmental regulations for all major projects. Public involvement and coordination with local agencies, including the Polk TPO, are emphasized throughout the planning process to ensure that airport development aligns with regional transportation and economic goals.

The Capital Improvement Plan (CIP) prioritizes projects into short-, medium-, and long-term phases, with an estimated total investment of over $427 million through 2040. Funding will be sourced from a combination of federal, state, and local resources. The Master Plan positions LAL to support continued economic growth in Polk County and the Central Florida region, while maintaining flexibility to adapt to changes in the aviation industry and community needs. **Table 4-4** provides a list of the projects included in the CIP.

Building on this comprehensive airport-wide vision, the Lakeland Linder International Airport Terminal Master Plan (TAMP), covered in the next section, provides a focused strategy for the terminal area, emphasizing next-generation mobility and multi-modal connectivity.



A GROWING SIS AND CARGO HUB

Lakeland Linder International Airport continues to expand its role within Florida's SIS, driven by rapid growth in cargo, passenger service, and overall aviation activity.

Major Cargo Growth

- In 2024, LAL rose to Florida's third busiest Florida cargo airport, surpassing Tampa and ranking among the top cargo airports nationwide.
- Amazon Air has operated a major regional hub at LAL since 2020, and is continuing to expand both airfield and ramp operations.

Increasing Passenger Activity

- Commercial passenger service resumed in 2024, and passenger volumes continue to increase thanks in part to new destination offerings. This directly spurs regional economic activity.

A Diverse and Resilient Airport

- LAL's operations include NOAA's Hurricane Hunters, Draken International tactical aviation services, aviation schools, general aviation tenants, and expanding commercial service. The diversity of operations provides a balanced and resilient foundation for long-term growth.

Preparing for Future Demand

- The Terminal Area Master Plan outlines a long-range vision that includes new terminal capacity, airfield improvements, and strengthened SIS access via Drane Field Road and County Line Road, ensuring the airport can meet future regional and statewide mobility needs.

Table 4-4. Lakeland Linder International Airport Capital Improvement Plan Projects

Project	Federal Fiscal Year	Project Description	Project Cost	Funding		
				Federal	State	Local
Short-Term (Federal FY 2020-2025)						
A1	2021	Runway 9 Improvements	$19,843,900	$17,895,510	$992,195	$992,195
L1	2021	Relocate Airport Maintenance Building	$5,378,800	-	$2,689,400	$2,689,400
A2	2021	Rehabilitate Taxiways A, B, C	$6,563,400	$5,907,060	$328,170	$328,170
A3	2021	Construct Taxiway Connector A4	$1,924,400	$1,731,960	$96,220	$96,220
L2	2022	Construct Conventional Hangars on Taxilane H	$18,485,900	-	$9,242,950	$9,242,950
A4	2022	Taxiway E Enhancements	$10,561,100	$9,504,990	$528,055	$528,055
A5	2023	Shift Taxiway D	$13,562,000	$12,205,800	$678,100	$678,100
L3	2024	Construct Executive Aviation Center Access Road	$4,300,300	$3,870,360	$215,020	$215,020
A6	2024	Construct Taxiway A Shoulders	$9,318,500	$8,386,650	$465,925	$465,925
L4	2025	Construct Executive Aviation Center	$40,380,200	$4,939,110	$17,720,545	$17,720,545
A7	2025	Construct Run-Up Apron (Taxiway A)	$3,324,700	$2,992,230	$166,235	$166,325
L5	2025	Construct GA Hangar Access Road	$2,156,600	$1,940,940	$107,830	$107,830
Medium-Term (Federal FY 2026-2030)						
L6	2026	Construct 5,625 SF Hangar (West of Taxilane G)	$9,424,200	-	$4,712,100	$4,712,100
L7	2027	Expand Taxilane H (Future Taxilane F) Nested T-Hangars	$1,415,600	-	$707,800	$707,800
L8	2028	Construct T-Hangars	$7,031,200	-	$3,515,600	$3,515,600
L9	2028	Fuel Farm Expansion	$7,063,000	-	$3,531,500	$3,531,500
A8	2028	Airport Master Plan Update	$1,462,100	$1,315,890	$73,105	$73,105
A9	2022	Construct South Parallel Runway 10R/28L	$45,679,100	$41,111,190	$2,283,955	$2,283,955
L10	2029	East Terminal Expansion	$48,409,900	$26,141,346	$11,134,277	$11,134,277
A10	2028	Construct South Parallel Taxiway to Runway 10R/28L (Future Taxiway B)	$28,282,500	$25,454,250	$1,414,125	$1,414,125
L11	2029	Construct 5,625 SF Hangars (Southwest of existing FBO Apron)	$15,065,200	-	$7,532,600	$7,532,600
L12	2030	Construct 8,100 SF Hangar	$23,696,300	-	$11,848,150	$11,848,150
A11	2030	Remove Runway 5/23	$10,156,100	$9,140,490	$507,805	$507,805
Long-Term (Federal FY 2031-2040)						
A12	2030	Runway 09/27 Extension	$28,078,300	$25,270,470	$1,403,915	$1,403,915
L13	2031	West Terminal Expansion	$60,101,200	$32,454,648	$6,458,009	$6,458,009
A13	2035	Construction of Ground Run-Up Enclosure (GRE)	$4,222,900	-	$2,111,450	$2,111,450
A14	2037	Airport Master Plan Update	$1,738,000	$1,564,200	$86,900	$86,900
		Short-Term Total	**$135,799,900**	**$69,338,610**	**$33,230,645**	**$33,230,645**
		Medium-Term Total	**$197,685,200**	**$103,163,166**	**$47,261,017**	**$47,261,017**
		Long-Term Total	**$94,140,400**	**$59,289,318**	**$10,060,274**	**$10,060,274**
		Full Program Total	**$427,625,500**	**$231,791,094**	**$90,551,936**	**$90,551,936**

Lakeland Linder International Airport Terminal Area Master Plan

The Lakeland Linder International Airport (LAL) Terminal Area Master Plan (TAMP) advances the airport's vision by focusing on the terminal's integration into Florida's Strategic Intermodal System (SIS). Notably, the TAMP introduces new designations for Drane Field Road and County Line Road as SIS connector roads, enhancing regional connectivity and supporting the airport's evolving role in Central Florida's transportation network.

The TAMP is guided by three primary goals: (1) enhancing the passenger experience, (2) attracting airlines to add new routes, and (3) achieving sustainable growth. To enhance the passenger experience the plan emphasizes modern terminal amenities, efficient passenger flows, and seamless connections to ground transportation. Attracting new airline service is supported by flexible terminal design and infrastructure that can accommodate a range of carriers and aircraft types. Sustainable growth is addressed through phased development, environmental stewardship, and the integration of advanced air mobility (AAM) technologies.

A key innovation in the TAMP is the proactive integration of advanced air mobility AAM into future development. The Preferred Development Alternative site plan establishes an "Advanced Air Mobility Zone," positioning LAL to support emerging aviation technologies such as electric vertical takeoff and landing (eVTOL) aircraft. This zone is incorporated into the phased development strategy, ensuring that infrastructure and operational planning will accommodate AAM services as the industry evolves. The plan's multimodal center further supports this vision by providing a hub for ground transportation, ride-share, and future mobility options, facilitating seamless connections between traditional air travel and advanced air mobility platforms.

By embracing AAM and multi-modal integration, the TAMP ensures that LAL remains adaptable, competitive, and aligned with SIS priorities—ready to serve both conventional and advanced.

Congestion Management Process

The Polk TPO's updated Congestion Management Process (CMP) reflects a data-driven and performance-based approach to identifying and addressing congestion across the metropolitan transportation network. The CMP integrates operational and management strategies aimed at improving the efficiency of existing facilities, enhancing safety, and maximizing mobility for both people and goods. It supports the LRTP by informing project prioritization and investment decisions, particularly for single-occupancy vehicle (SOV) projects and multimodal enhancements. The CMP also aligns with federal requirements under 23 C.F.R. 450.324, ensuring consistency with FAST Act guidance and emphasizing the role of intercity transit, transportation demand management (TDM), and emerging mobility technologies. The updated process incorporates corridor-level analysis, travel time reliability metrics, and stakeholder input to guide strategic improvements and support regional resilience planning.

4.4 PUBLIC TRANSPORTATION

CITRUS CONNECTION 2025 TRANSIT DEVELOPMENT PLAN UPDATE

The 2025 Citrus Connection Transit Development Plan (TDP), prepared by the Polk Transportation Planning Organization in partnership with Citrus Connection, presents a comprehensive 10-year vision for public transit in Polk County, Florida. The TDP includes public engagement, demographic analysis, and coordination with local, regional, and state agencies. Some key themes of the plan include rapid population growth, evolving travel patterns, and the need for enhanced regional connectivity. Extensive outreach—including stakeholder interviews, public workshops, and surveys—revealed strong community support for expanded service hours, increased frequency, improved regional connections (including future SunRail and Brightline extensions), and upgraded amenities such as shelters, Wi-Fi, and alternative-fuel vehicles. The TDP also emphasizes the importance of serving transit-dependent populations, supporting economic development, and integrating land use strategies that foster transit-supportive growth.

The TDP outlines a phased 10-year program of service and capital improvements designed to enhance mobility, reduce congestion, and support sustainable growth. Key recommendations include extending weekday service hours, increasing frequency on high-demand routes, introducing new local and regional services (such as express and microtransit options), and implementing premium Bus Rapid Transit (BRT) on major corridors like Florida Avenue and US 98. The plan prioritizes investments in infrastructure, including new and upgraded transit centers, park-and-ride facilities, and technology enhancements to improve rider experience and operational efficiency. Financial projections and a prioritized project list ensure that improvements are both ambitious and achievable, with funding strategies leveraging federal, state, local, and public-private partnerships. The TDP positions Citrus Connection to meet the county's growing and diversifying mobility needs, while supporting broader LRTP goals for a connected, accessible, and resilient transportation network.

Consistent with the TDP, costs and revenues were forecasted out to 2050. **Table 4-5** provides an overview of costs and revenues forecasted for transit needs. **Table 4-6** provides an overview of transit needs by time band. An excerpt from the TDP showing the comprehensive transit costs, revenues, and needs by time band is provided in Appendix D.

Table 4-5. Transit Costs and Revenues

Transit Needs 2026-2050				
	From 2025 TDP Major Update			
Cost/Revenue	**2026-2030**	**2031-2035**	**2036-2040**	**2041-2050**
Operating Costs	$144,763,927	$228,627,222	$271,139,896	$629,878,375
Capital Costs	$36,226,209	$20,395,685	$13,215,838	$41,559,249
Federal/State Revenues	$135,628,254	$141,997,120	$149,472,821	$360,452,624
Local Revenues	$71,630,870	$81,415,866	$92,765,124	$223,702,425
Rollover	$--	$26,268,988	-$25,609,921	-$42,117,790
Surplus/Shortfall	**$26,268,988**	**-$25,609,921**	**-$42,117,790**	**-$87,282,575**

Note: Cost and Revenue projections for Fiscal Years 2026-2035 are derived from the adopted 2025 Transit Development Plan (TDP) and reflect a balanced funding outlook during this period. Using assumptions consistent with those used in the TDP, Fiscal Years 2036-2050 project a funding deficit as operating and capital costs are anticipated to outpace currently identified revenue sources. For purposes of the LRTP, the Polk TPO assumes that future revenue adjustments, new funding sources, or policy actions will be identified and implemented to address potential funding shortfalls in the later years of the planning horizon.

Table 4-6. Transit Needs by Time Band

Needs	From 2025 TDP Major Update			
	2026-2030	**2031-2035**	**2036-2040**	**2041-2050**
Operational Needs				
Citrus Connection Network	X	X	X	X
Existing ADA Paratransit Service	X	X	X	X
Enhancements to Existing Service	X	X	X	X
New Transit Services - Local Services	X	X	X	X
New Transit Services - Microtransit	X	X	X	X
New Transit Services - Regional Services	X	X	X	X
New Transit Services - Premium Services	X	X	X	X
Capital Needs				
New Vehicles		X		
Replacement Vehicles - Existing Fixed-Route	X	X	X	X
Replacement Vehicles -Paratransit and microtransit vehicles		X		X
Expand Transit Marketing/UAP	X	X	X	X
Additional Bus Stop Infrastructure		X		
Queue Jumps		X		
Transit Signal Priority		X		

Needs	From 2025 TDP Major Update			
	2026-2030	2031-2035	2036-2040	2041-2050
New Transit Center	X			
Super Stop	X			
Bus Facilities Repair and Enhancement	X			
Farebox Replacement and System Upgrades	X		X	
Mobile App/ Fare Options	X	X	X	X
Lakeland Intermodal PD&E Study	X			
Park-and-Ride Studies	X			
New Technology Upgrades	X	X		

TDP SERVICE IMPROVEMENTS

The TDP includes service improvement recommendations, which were developed to improve transit access to jobs and services in and next to Polk County and help reduce traffic congestion in core areas and corridors. These include strategies to enhance existing services and new services. New services include premium transit options, new express and local routes, and technology-based microtransit services. Service improvements identified in the TDP are listed in Error! Reference source not found. and explained i n greater detail on the following pages.

Enhancements to Existing Network

The TDP identified a need to improve the existing network by extending service and increasing frequency. The map in **Figure 4-5** below shows the recommended improvements to enhance existing service.

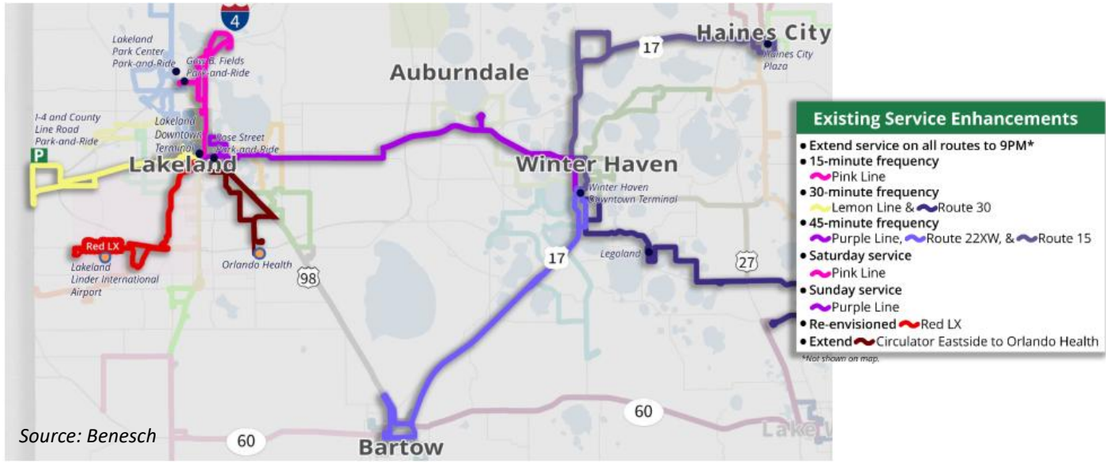


Figure 4-5. Enhancements to Existing Network

New Local Service

The TDP identified a need to expand service to potentially mitigate worsening traffic congestion resulting from the county's rapid growth. The recommended new local service expansions are shown in **Figure 4-6** below.

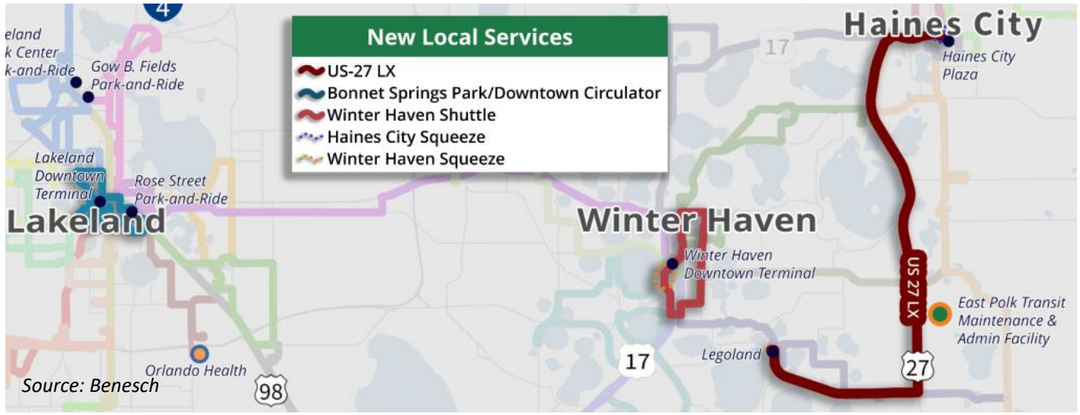


Figure 4-6. New Local Service

New Regional and Rail Services

The TDP identified regional and rail services as needed in order to support growth and enhance connectivity within and beyond Polk County. The recommended regional and rail services improvements are shown in **Figure 4-7**.

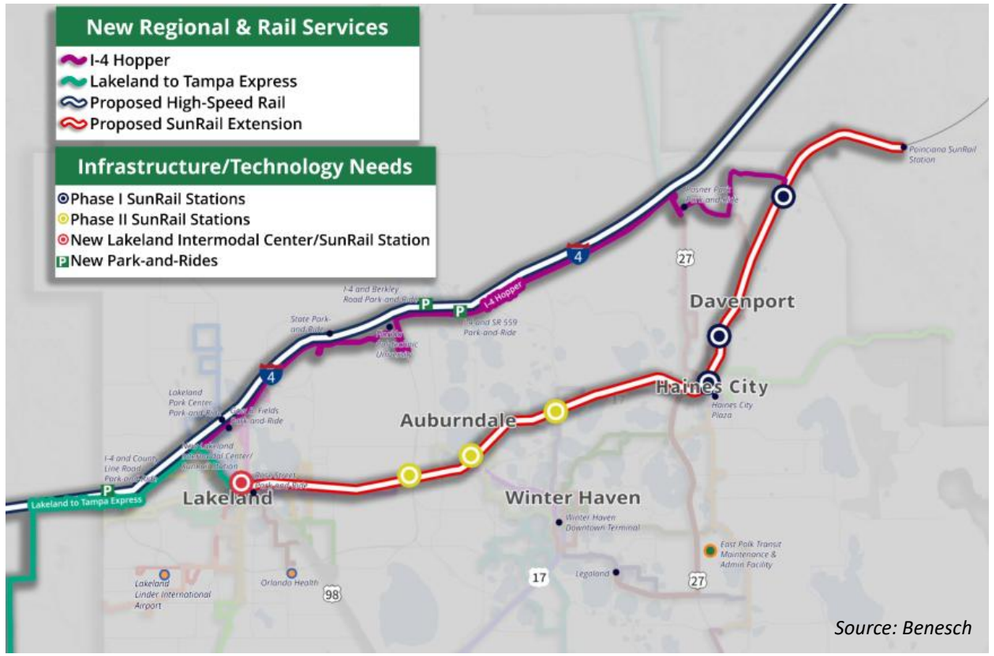


Figure 4-7. New Regional and Rail Services

New Premium Service

The TDP identified a need to add premium service on high demand corridors/areas in order to attract new customer and improve the quality of service for current customers. Key features of the expanded premium service include TSP/queue jumps at needed/applicable intersections, branded stations with enhanced amenities (covered/sheltered bus stops with real-time passenger information, WiFi, information kiosks, etc.) and branded low-floor BRT vehicles. The recommended new premium services are shown in **Figure 4-8** below.

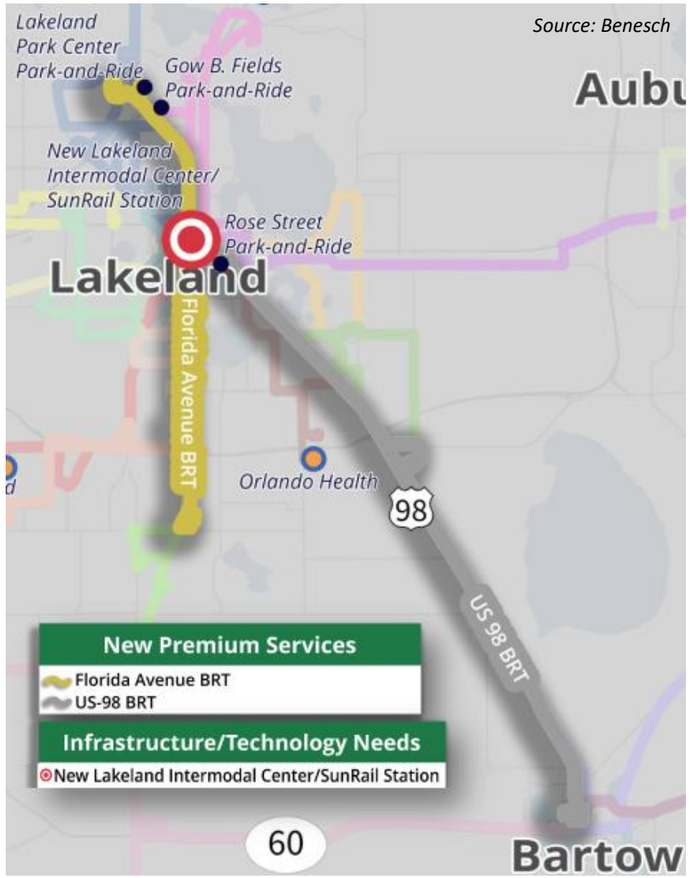


Figure 4-8. New Premium Services

New Microtransit Service

The TDP identified a need to provide microtransit service to increase accessibility and improve convenience, particularly in low-density areas where traditional bus service may be inefficient. The recommended new microtransit service is shown in **Figure 4-9** below.

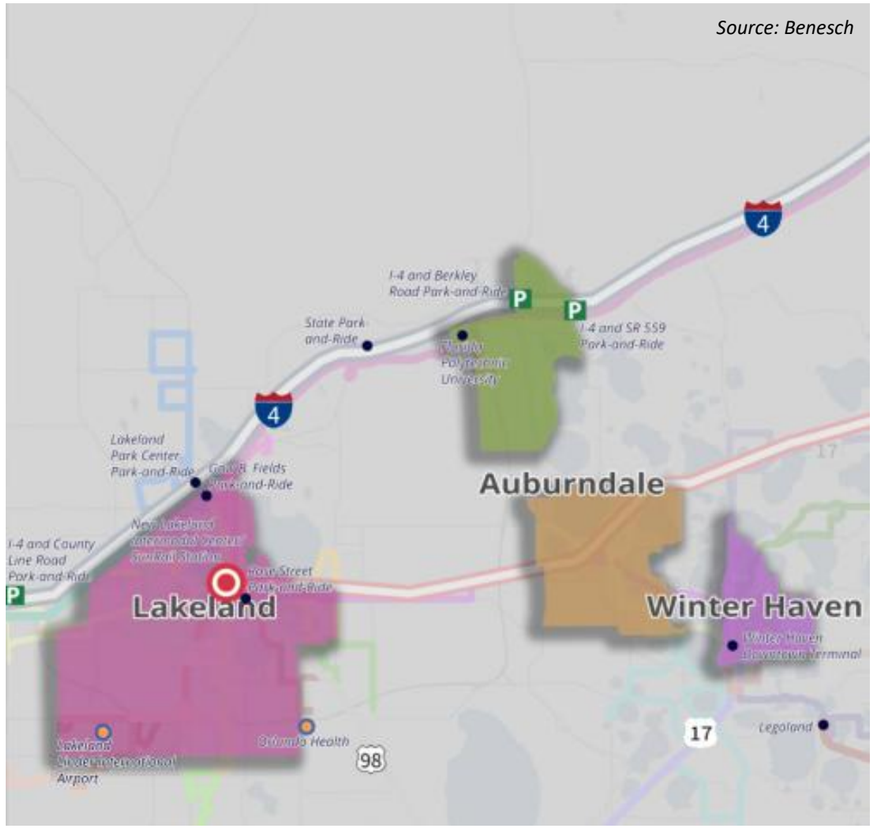


Figure 4-9. New Microtransit Service

The complete list of service projects in the 10-year schedule for the TDP are provided in **Table 4-7**.

GREYHOUND

Greyhound Lines is a privately-operated bus operator that provides intercity bus service connecting Indian River County to major cities across Florida and the broader United States. While Greyhound does not operate local fixed-route service within the county, it offers regional and national connectivity through its stop in Vero Beach. The Vero Beach stop is located at the Sunoco gas station on 20th Street, near I-95 Exit 170. This service compliments the county's local transit system, GoLine, by offering residents and visitors access to long-distance travel options. There are no plans for Greyhound terminals in the county, but future planning efforts may consider opportunities to enhance intercity bus travel.

Table 4-7. 10-Year Schedule of Projects for TDP (Service)

Project	Description/Location	Type of Service	Level of Service			Associated Costs (2025 Dollars)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
Enhancements to Existing Services									
Extended weekday service until 9:00 PM	Throughout Polk County	Local	Various	Various	Monday-Friday	$3,951,176*	N/A	2-3 years	Local
15-minute Frequency on Pink Line	Along SR 33, Parkview Place, and Florida Avenue	Local	15	6:15 AM – 6:08 PM	Monday-Friday	$570,673*	$1,400,000	2-5 years	Local
30-minute Frequency on Lemon Line	Along George Jenkins Boulevard, US 92, and County Line Road	Local	30	5:45 AM – 5:38 PM	Monday-Friday	$397,109*	$700,000	2-5 years	Local
30-minute Frequency on Route 30	Along Central Avenue, Cypress Gardens Boulevard, Waverly Road, and Scenic Highway	Local	30	6:15 AM – 7:00 PM	Monday-Friday	$871,520*	$1,400,000	2-5 years	Local
45-minute Frequency on Purple Line	Along Main Street, US 92, Havendale Boulevard, and US 17	Local	45	5:45 AM – 6:53 PM	Monday-Friday	$551,851*	$1,400,000	2-5 years	Local
45-minute Frequency on Route 15	Along 6th Street, Lake Alfred Road, and US 17	Local	45	5:45 AM – 7:10 PM	Monday-Friday	$440,171*	$700,000	2-5 years	Local
45-minute Frequency on Route 22XW	Along US 17, US 98, and Main Street	Local	45	5:45 AM – 7:04 PM	Monday-Friday	$439,139*	$700,000	2-5 years	Local
Saturday service on Pink Line	Along SR 33, Parkview Place, and Florida Avenue	Local	30	7:00 AM – 3:00 PM	Saturday	$103,533*	N/A	5-10 years	Local
Sunday service on Purple Line	Along Main Street, US 92, Havendale Boulevard, and US 17	Local	90	9:00 AM – 3:00 PM	Sunday	$77,650*	N/A	5-10 years	Local
Convert Red Line to Limited Express	Along Sikes Boulevard and Drane Field Road	Local	30	5:45 AM – 5:35 PM	Monday-Friday	N/A	N/A	2-3 years	Local
Extend Circulator Eastside to Orlando Health	Along Lakeland Highlands Road	Local	60	6:15 AM – 6:15 PM	Monday-Saturday	$86,236*	N/A	1-2 years	Local
New Local Service									
US 27 LX	Along US 301 and Eiland Boulevard	Local	45	6:00 AM – 7:00 PM	Monday-Friday	$689,888	$1,400,000	5-10 years	Local
Bonnet Springs Park/Downtown Circulator	Along Kathleen Street, 5th Street, Martin Luther King Jr Boulevard, George Jenkins Boulevard, Lake Morton Drive, Bonnet Springs Boulevard	Local	45	7:30 AM – 6:45 PM	Monday-Friday	$208,768	$250,000	1-2 years	Local

Project	Description/Location	Type of Service	Level of Service			Associated Costs (2025 Dollars)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
Winter Haven Shuttle	Along 6th Street, 1st Street, Martin Luther King Jr Boulevard, 7th Street, Avenue O, and Cypress Gardens Boulevard	Local	30	9:00 AM – 5:00 PM	Monday-Friday	$148,457	$250,000	1-2 years	Local
Haines City Squeeze	Along Main Street, 4th Street, Oak Avenue, Ledwith Avenue, and 8th Street	Local	10	11:00 AM – 2:00 PM	Monday-Friday	$37,800	$75,000	5-10 years	Local
Winter Haven Squeeze	Along Lake Howard Drive, Avenue C, 1st Street North, and Avenue E	Local	10	11:00 AM – 2:00 PM	Monday-Friday	$37,800	$75,000	2-3 years	Local
New Regional and Rail Services									
I-4 Hopper	Along I-4 from US 98 to Loughman Rail Station	Express	60	6:00 AM – 9:00 AM / 3:00 PM – 6:00 PM	Monday-Friday	$376,303	$1,400,000	5-10 years	Local, Regional
Lakeland – Tampa Express	Along I-4 from downtown Lakeland to SR 60 in Dover	Express	90	6:00 AM – 9:00 AM / 3:00 PM – 6:00 PM	Monday-Friday	$188,151	$700,000	5-10 years	Local, Regional
Haines City – Posner Express (Pre-SunRail)	Along US 27 from 17th Street to Ernie Caldwell Boulevard	Express	60	6:00 AM – 9:00 AM / 3:00 PM – 6:00 PM	Monday-Friday	$188,151	$700,000	2-5 years	Local
Lakeland – Haines City Express (Pre-SunRail)	Along US 92 from downtown Lakeland to Poinciana SunRail Station	Express	60	6:00 AM – 11:00 AM / 3:00 PM – 8:00 PM	Monday-Friday	$1,254,342	$2,800,000	2-5 years	Local
New Premium Service									
Florida Avenue BRT	Along Florida Avenue from downtown Lakeland to Lake Miriam Shopping Center	BRT	15	6:00 AM – 6:00 PM	Monday-Friday	$1,121,591*	$2,800,000	5-10 years	Local, Regional, State
US 98 BRT	Along US 98 from downtown Lakeland to downtown Bartow	BRT	20	6:00 AM – 6:00 PM	Monday-Friday	$3,469,350*	$4,200,000	5-10 years	Local, Regional, State
New Microtransit Service									
Auburndale	In Auburndale from Lake Ariana Boulevard to K-Ville Avenue between Berkley Road and Lynchburg Road	Microtransit	On-Demand	9:00 AM – 5:00 PM	Monday-Friday	$201,600	$500,000	1-2 years	Local
Innovation District/Polk City	In central Polk County adjacent to I-4 and Polk Parkway	Microtransit	On-Demand	9:00 AM – 5:00 PM	Monday-Friday	$201,600	$500,000	2-5 years	Local
Lakeland/Airport	In Lakeland, west of County Road 33A along Drane Field Road	Microtransit	On-Demand	9:00 AM – 5:00 PM	Monday-Friday	$403,200	$1,000,000	1-2 years	Local
Winter Haven	In central Winter Haven from US 17 to Buckeye Loop, north of Dundee Road	Microtransit	On-Demand	9:00 AM – 5:00 PM	Monday-Friday	$108,000	$250,000	1-2 years	Local

**Incremental cost*

Note: The High Speed Rail project and SunRail extension to Polk County are not included in the TDP Schedule of Projects. The SunRail extension continues to be studied by FDOT.

TDP CAPITAL IMPROVEMENTS

The TDP includes capital improvements recommendations such as technological and infrastructure improvements that will enhance rider experience. Key capital improvements identified in the TDP are described below.

Lakeland Intermodal Center/SunRail Station

The TDP has determined that the existing Lakeland Downtown Terminal is inadequate to accommodate expanded transit service improvements. It is anticipated that the Lakeland Intermodal Center will be relocated to one of the potential site locations as identified in the Lakeland Intermodal Feasibility Study, which is available under separate cover. The proposed facility will include bus based, park-and-ride facilities, multimodal amenities, a drop-off and pick-up area, and other amenities. A Project Development and Environment (PD&E) study will be conducted to support this effort. The potential locations for the proposed facility are shown in **Figure 4-10**. A conceptual rendering of the proposed facility is shown in **Figure 4-11**.

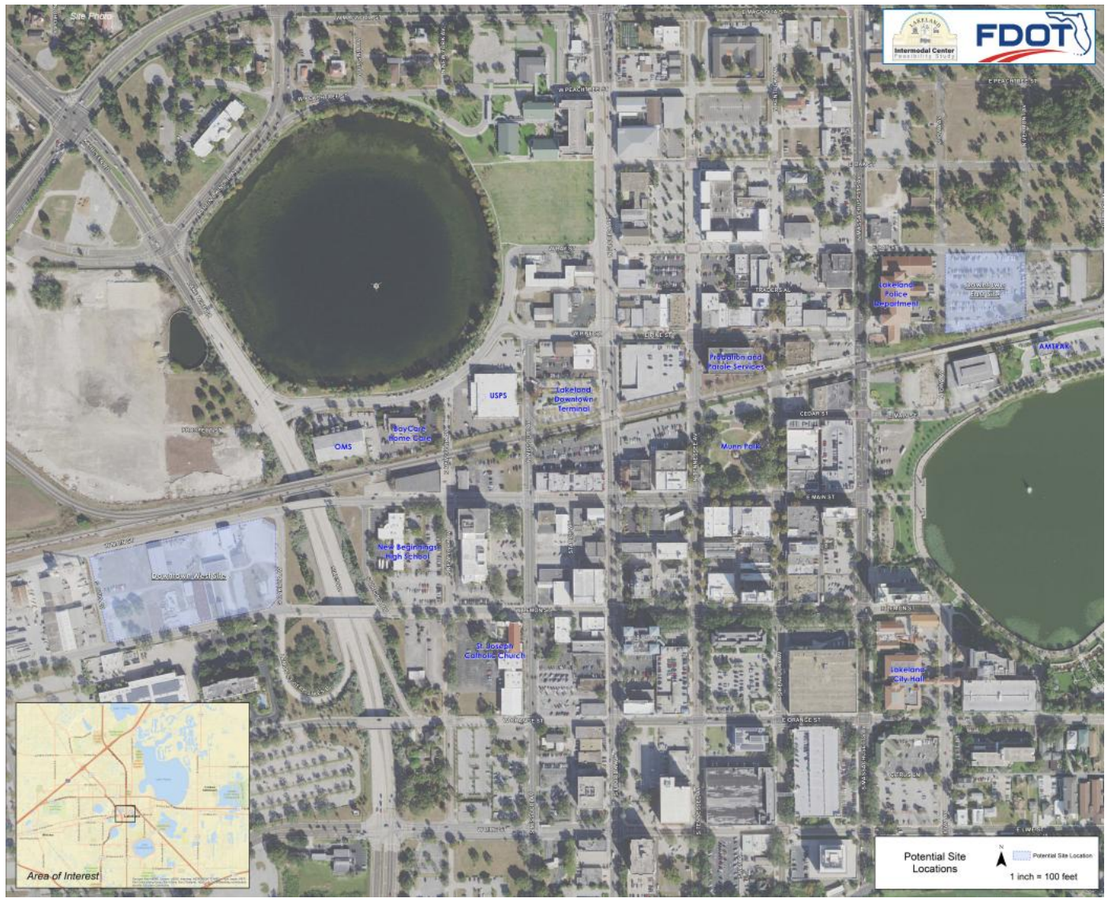


Figure 4-10. Lakeland Intermodal Center Potential Site Locations

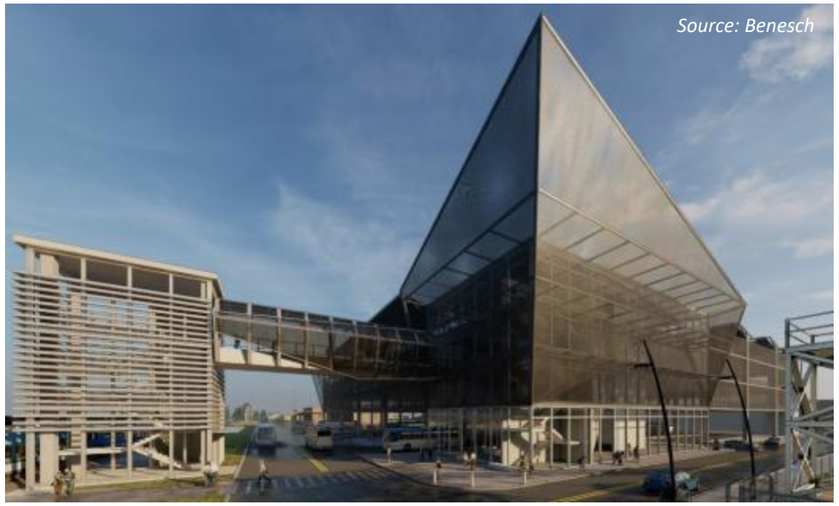


Figure 4-11. Lakeland Intermodal Center Conceptual Rendering

East Polk Transit Maintenance and Administrative Facility

This facility has been planned to reduce deadhead mileage for services in east Polk County, to support increasing the system's efficiency. This facility will be utilized to consolidate administration, maintenance, and vehicle storage for routes in east Polk County. A site has been acquired for this proposed facility, located on Lincoln Avenue.

Proposed New Transit Center and Super Stop

The TDP identified a need for a transit center and super stop to support the growing Citrus Connection network. The new transit center is proposed to serve Lakeland International Airport, connecting passengers and workers to and from the airport. The super stop is proposed at the new Orlando Health location adjacent to Lakeland Highlands Road to provide quality experience for customers with comfort and ease to access services.

New Park and Ride Facilities

There are currently five park-and-ride facilities serving Polk County. The TDP identified the need for additional park-and-ride facilities at the following locations to support the new regional/express services and the extended route network growth:

- I-4 and Berkley Road
- I-4 and SR 559
- I-4 and County Line Road

Implement Alternative Fuel Vehicles

Citrus connection continues to relace its fleet and add new vehicles to provide service improvements. With the proposed on-demand and Squeeze services, the TDP recommends that Citrus Connection consider acquiring alternative fuel vehicles as replacements, when possible.

Additional/Enhanced Facilities and Bus Stop Infrastructure

The TDP recommends that Citrus Connection should continue to enhance its infrastructure with amenities such as bus shelters, benches, and bike racks. These infrastructure enhancements will support the existing and proposed routes, enhance the customer experience, and potentially attract new customers.

TSP/Queue Jumps

The TDP recommends implementing bus preferential treatments on critical corridors such as Florida Avenue and US 98 to mitigate the effects of increased traffic. TSP and queue jumps are strategic enhancements designed to create more efficient transit travel, particularly during periods of peak congestion. These enhancements are essential to the successful implementation of BRT services. The TDP recommends that Citrus Connection reviews the 2024 FDOT District One Districtwide BRT Feasibility Study to plan for potential TSP and queue jump implementation, in coordination with the appropriate local agencies. **Figure 4-12** illustrates a conceptual TSP with Queue Jump that could be used to support BRT.

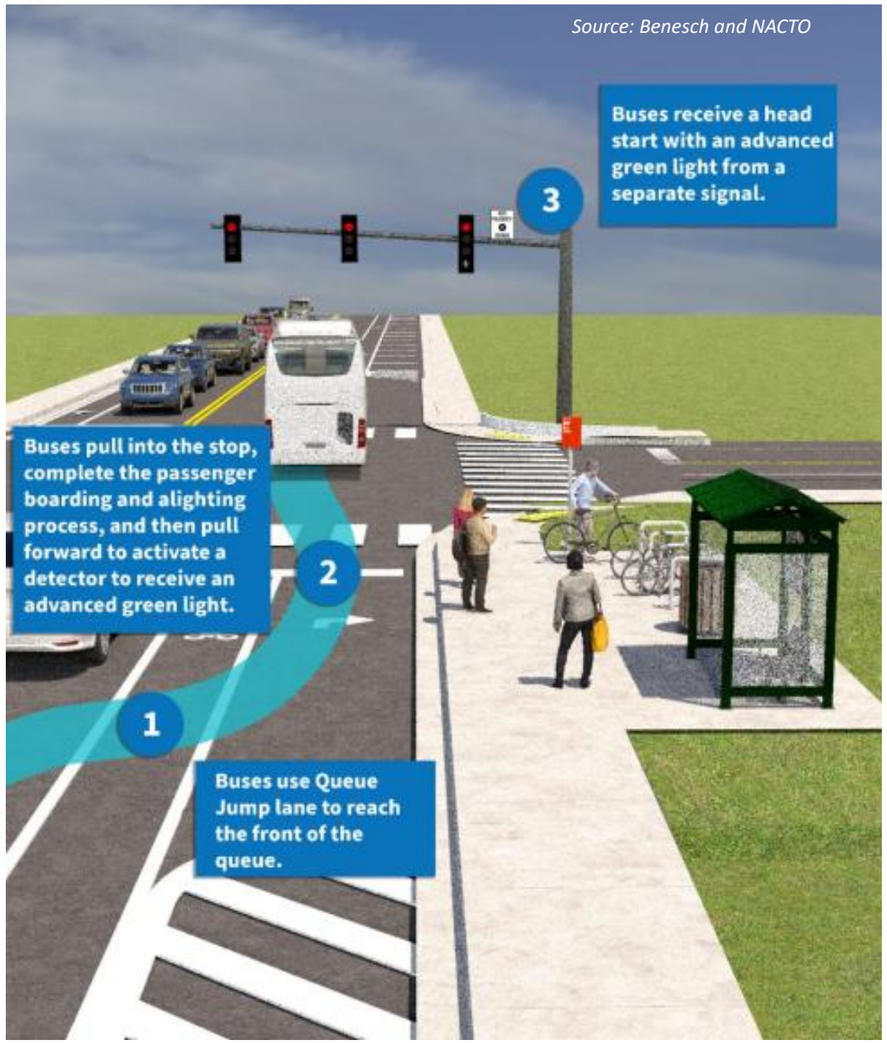


Figure 4-12. TSP with Queue Jump Concept to Support BRT

Expand Pass Sale Location and Implement Mobile Payment

The TDP recommends expanding the locations where customers can buy bus passes and allowing bus passes to be purchased via the Citrus Connection mobile app. This recommendation is supported by strong demand for these services, which was identified through the public outreach efforts for the TDP.

Enhance Marketing and Promote UAP Partnerships

The TDP recommends that Citrus Connection broadens its marketing reach by engaging major employers and higher education centers and implementing targeted social media campaigns to reach specific audiences. Doing so will help attract new customers and help educate the community as a whole about the services offered by Citrus Connection. **Figure 4-13** shows a photo of an effort to engage the public as part of the TDP.



Figure 4-13. TDP Public Engagement

The 10-year schedule of capital projects for the TDP are listed in **Table 4-8**. A map of the schedule of projects for the TDP is provided in **Figure 4-14**. A map of the 2050 transit service needs are shown in **Figure 4-15**.

Table 4-8. 10-Year Schedule of Projects for TDP (Capital)

Project	Description/Location	Type of Service	Level of Service			Associated Costs (2025 Dollars)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
Capital Improvements									
Lakeland Intermodal Center/SunRail Station	Intermodal facility in downtown Lakeland	Intermodal Center	N/A	N/A	N/A	N/A	$30,000,000	5-10 years	Local
East Polk Transit Maintenance and Administration Facility	Maintenance and Administration in Dundee, Florida	Maintenance/Administration Facility	N/A	N/A	N/A	N/A	$13,500,000	5-10 years	Local
Proposed New Transit Center/Super Stop	At the Lakeland Linder International Airport and Orlando Health Facility	Infrastructure	N/A	N/A	N/A	N/A	$500,000 / $250,000	2-5 years	Local
I-4 and County Line Road Park-and-Ride	Park-and-Ride facility adjacent to I-4 and County Line Road	Park-and-Ride	N/A	N/A	N/A	$12/parking spot**	TBD*	5-10 years	Local
I-4 and Berkley Road Park-and-Ride	Park-and-Ride facility adjacent to I-4 and Berkley Road	Park-and-Ride	N/A	N/A	N/A	$12/parking spot**	TBD*	5-10 years	Local
I-4 and SR 559 Park-and-Ride	Park-and-Ride facility adjacent to I-4 and SR 559	Park-and-Ride	N/A	N/A	N/A	$12/parking spot	TBD*	5-10 years	Local
Transit Signal Priority	Florida Avenue and US 98	Technology	N/A	N/A	N/A	N/A	$32,000 each	5-10 years	Local, State
Queue Jumps	Florida Avenue and US 98	Technology	N/A	N/A	N/A	N/A	$150,000 each	5-10 years	Local, State
Alternate-Fuel Vehicles	Throughout Polk County	Technology	N/A	N/A	N/A	N/A	$1,000,000 each	5-10 years	Local
Lakeland Intermodal Center PD&E Study	Intermodal facility in downtown Lakeland	Study	N/A	N/A	N/A	N/A	$2,000,000	1-2 years	Local
Additional/Enhanced Facilities and Bus Stop Infrastructure	Throughout Polk County	Infrastructure	N/A	N/A	N/A	N/A	$250,000**	5-10 years	Local
Expand Pass Sale Locations/Mobile Payment/Fare Options	Throughout Polk County	Technology	N/A	N/A	N/A	N/A	$25,000	2-5 years	Local
Expand Transit Marketing/UAP	Throughout Polk County	Marketing	N/A	N/A	N/A	N/A	$150,000**	2-5 years	Local

**The cost will be determined based on the cost of land and development. This cost will be explored in a later study.*

***Annually*

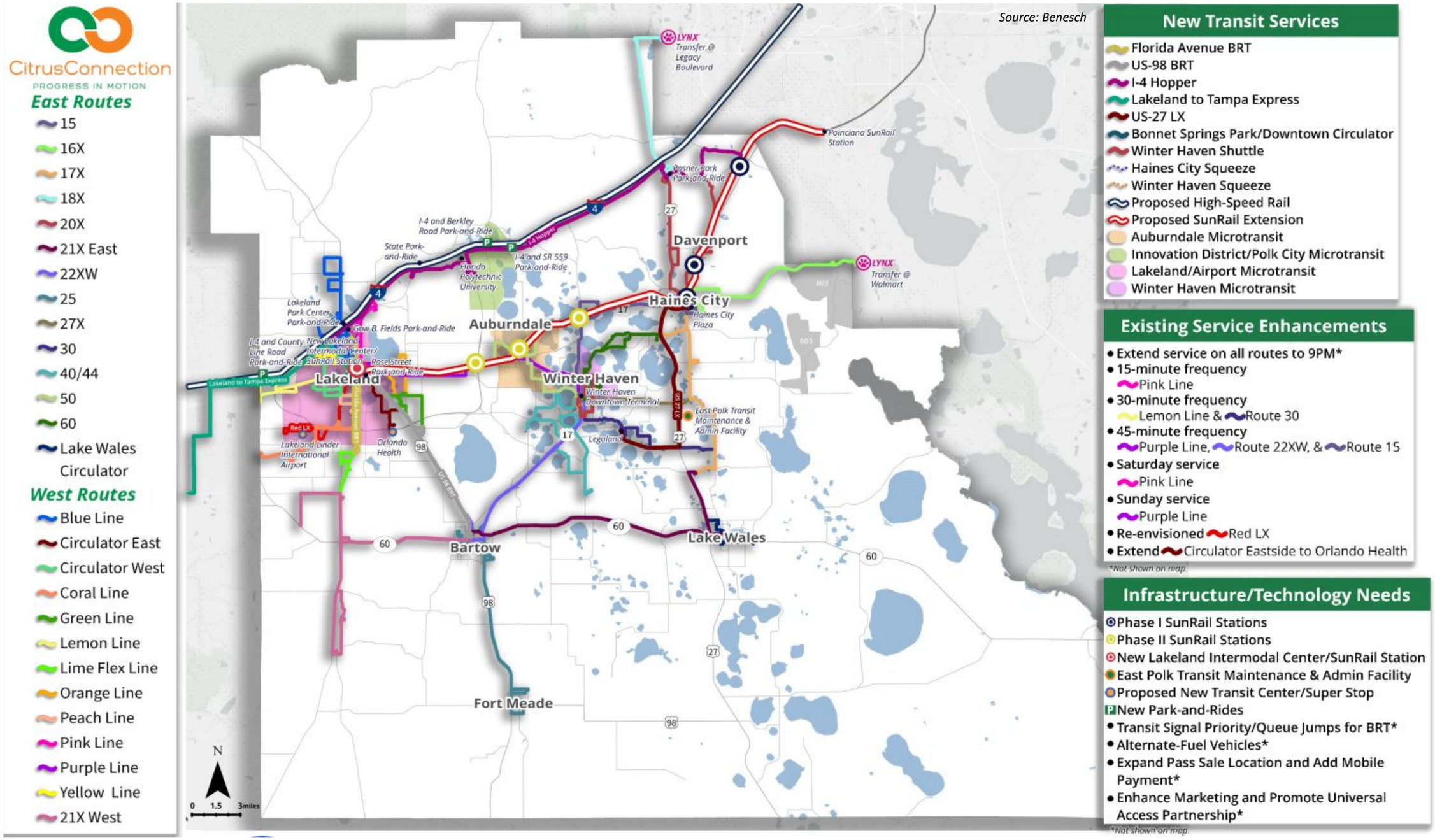


Figure 4-14. Schedule of Projects (Service and Capital) for TDP

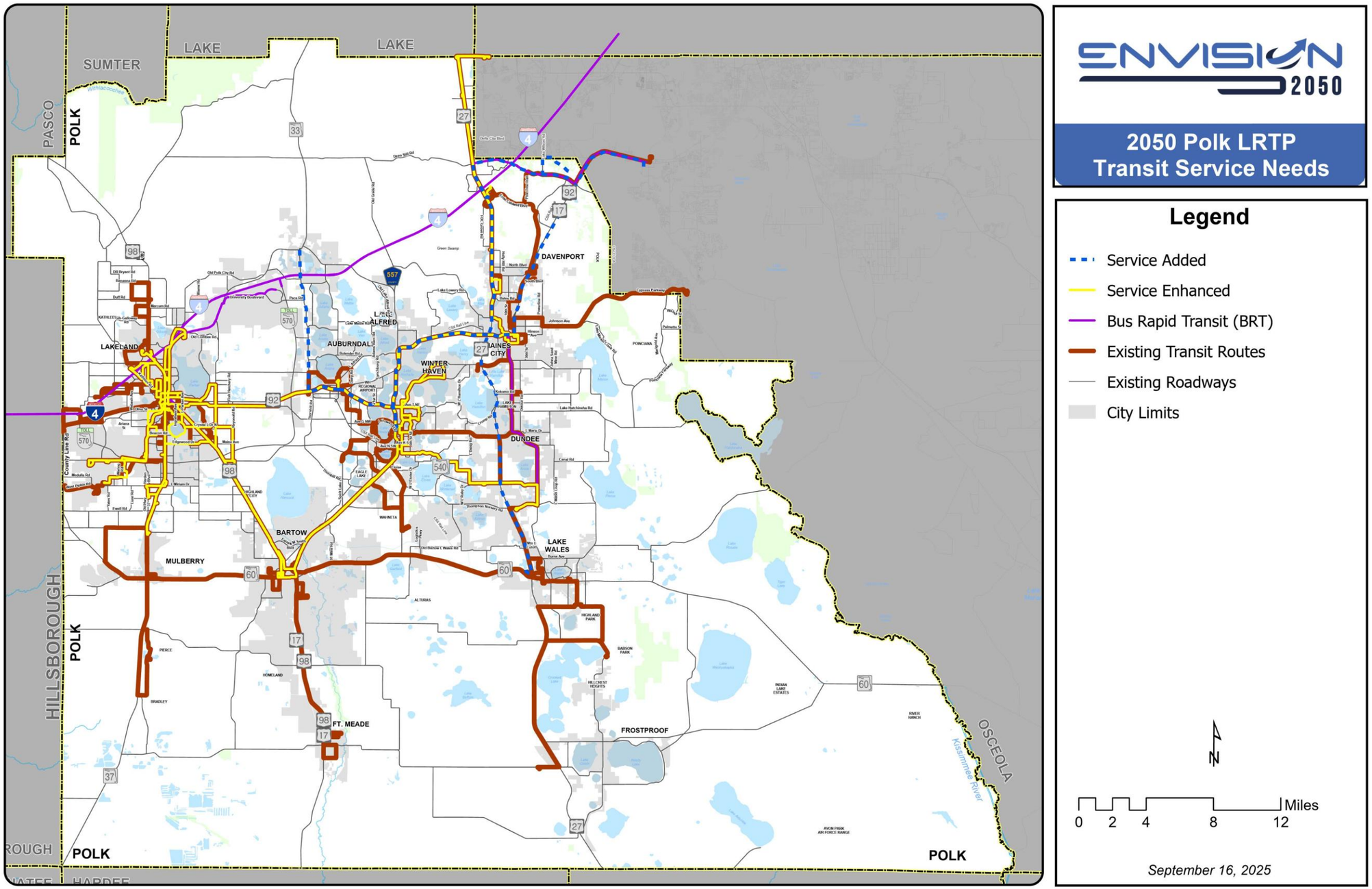


Figure 4-15. 2050 Transit Service Needs

SUNRAIL

SunRail is a commuter rail system that currently operates over 61 miles with 17 stations, connecting DeLand in Volusia County to Poinciana in neighboring Osceola County. FDOT completed the Sunshine Corridor Transit Concept and Alternatives Review (TCAR) study, finalized in 2024, evaluated an east-west passenger rail expansion to connect SunRail to major activity centers in Central Florida, concluding that a rail option was the most viable alternative. Based on these findings, Phase 1 of the expansion into Polk County is currently in the PD&E phase. Phase 1 of the proposed extension would continue service southwest into Polk County with possible stations in the Loughman area, Davenport, and Haines City as shown in **Figure 4-16**.

Polk County is one of the fastest-growing counties in the country, with population projected to reach nearly 1.2 million by 2050. Much of this growth will occur in the northeastern portion of the county, directly along the I-4 corridor. Expanding SunRail service into Polk would provide new mobility options to support this growth, reduce pressure on congested highways, and improve access for both residents and visitors.

The PD&E Study will examine alternatives, environmental considerations, conceptual costs, ridership and revenue potential, and possible funding strategies. It will also assess how the extension could generate economic development and enhance regional connectivity. The study is scheduled to run through late 2026, with a locally preferred alternative recommended at its conclusion. A newsletter describing the PD&E process is shown as **Figure 4-17**.

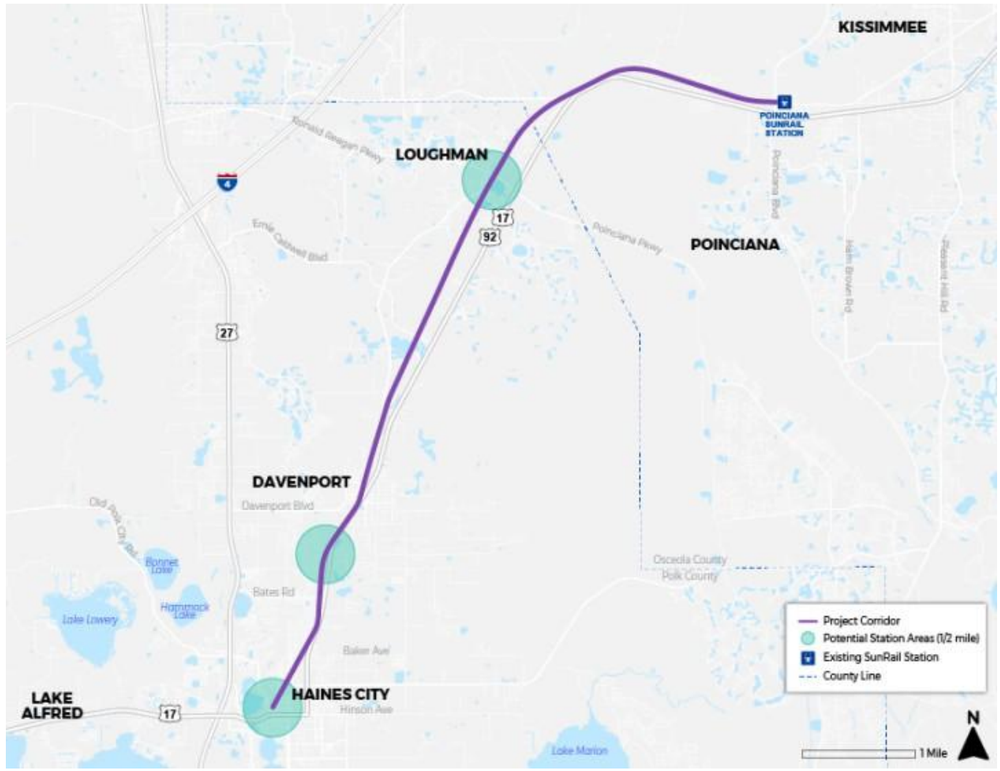


Figure 4-16. SunRail Expansion Study Area

Looking ahead, Polk TPO and its partners are closely monitoring and supporting the study as part of the region's long-range vision. If advanced, the expansion could begin operating as early as the mid-2030s. Stations would be designed as multimodal hubs, connecting SunRail service with local bus routes, the LYNX transit network, bicycle and pedestrian facilities, and roadway access. This would further position Polk County as a critical link in Florida's transportation system.

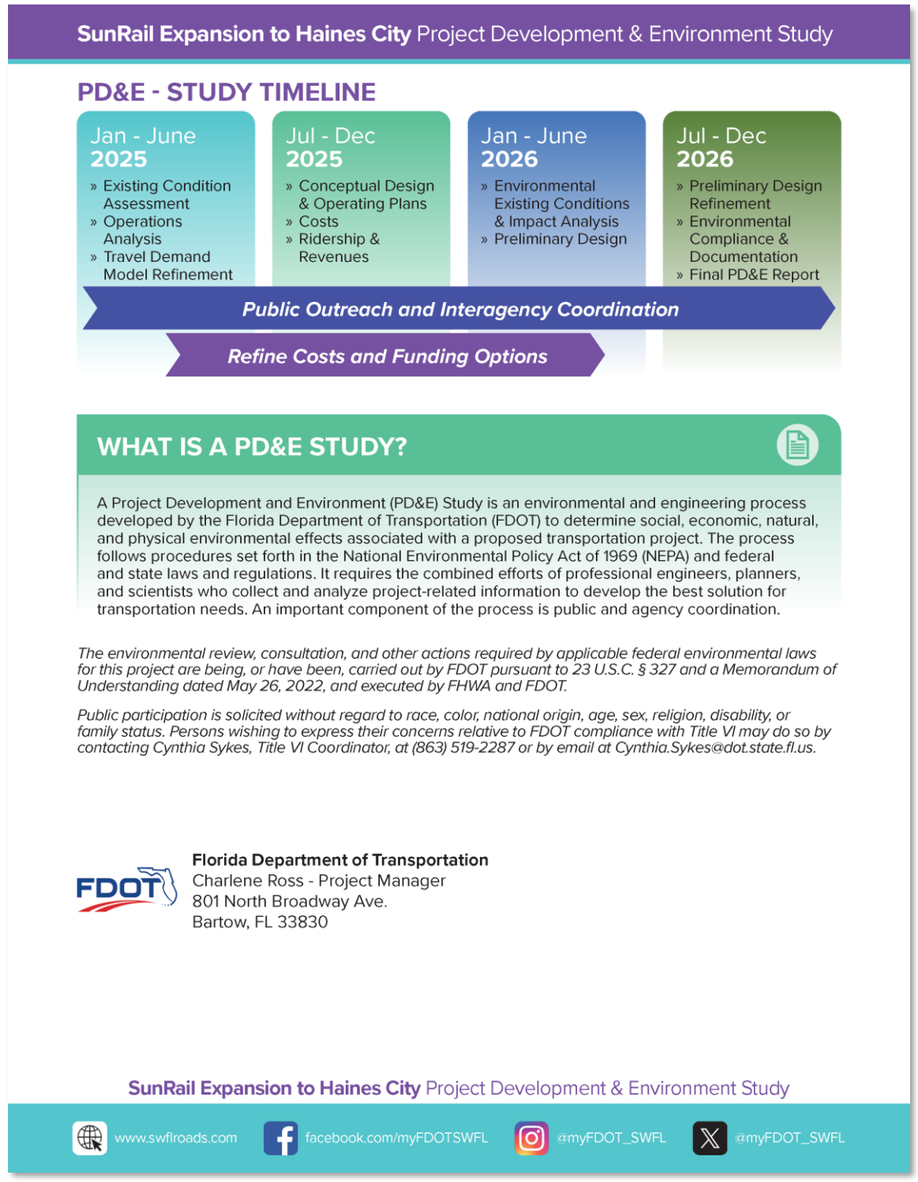


Figure 4-17. SunRail Expansion Newsletter

HIGH SPEED RAIL

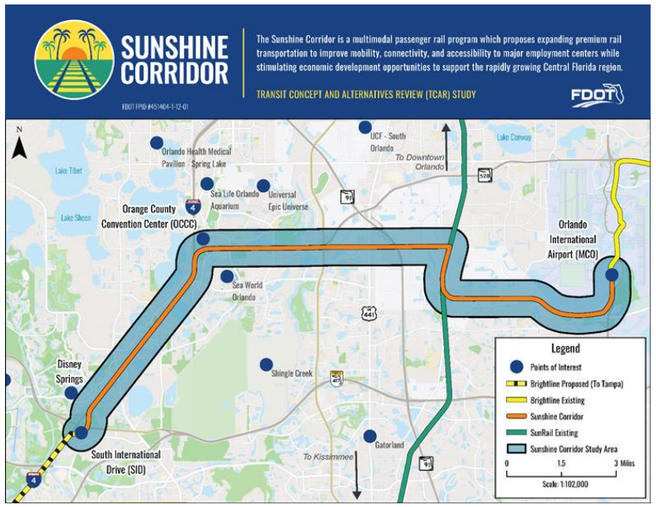
High-speed rail (HSR) has long been discussed as a transformative mobility option for Central Florida, particularly along the I-4 corridor between Tampa and Orlando. While earlier efforts were discontinued in 2011, interest in regional and statewide passenger rail continues to resurface as population growth, tourism, and economic activity place new pressures on the transportation system. The private-sector Brightline service has expanded operations in Florida, demonstrating the viability of higher-speed passenger rail and renewing discussion of potential future extensions westward toward Tampa and eastward toward Orlando International Airport.

Looking toward 2050, Polk TPO and its regional partners are committed to monitoring and supporting opportunities for HSR or similar advanced intercity passenger rail service as part of a balanced long-term transportation system. Such a service could provide an alternative to automobile travel on one of the state's most congested corridors while enhancing regional connectivity, economic development, and environmental sustainability. Should opportunities advance, potential station locations and supporting access investments would be reevaluated with an emphasis on multimodal connections to local transit, bicycle and pedestrian networks, and roadway access.

Sunshine Corridor Transit Concept and Alternatives Review (TCAR)

FDOT completed the Sunshine Corridor Study (shown in **Figure 4-18**), which evaluated new passenger rail service opportunities to improve regional mobility, focused on major employment centers, attractions, and transportation hubs in Central Florida. The recommended alternative—commuter rail expansion—would enhance connectivity between Polk County and key destinations such as Orlando International Airport, downtown Orlando, the Orange County Convention Center, and major theme parks. The expanded rail service would provide Polk County residents and workers with more reliable and efficient transportation options, reducing dependence on single-occupancy vehicles and alleviating congestion on I-4. The study projects significant increases in ridership and improved access to jobs, education, and entertainment, supporting both local economic development and regional travel needs.

Additionally, the Sunshine Corridor's proposed alignment and station locations are designed to complement existing and future land use plans in Polk County, encouraging transit-oriented development and supporting the county's long-term growth strategy. By leveraging investments in SunRail and Brightline, the project aims to deliver environmental benefits, promote sustainable growth, and enhance the overall quality of life for Polk County residents.



4.5 BICYCLE, PEDESTRIAN, AND TRAILS

Envision 2050 continues Polk TPO's strong emphasis on bicycle, pedestrian, and trail investments as part of a balanced multimodal transportation system. The Adopted 2024 Priority Transportation Projects reflect this commitment, with nearly $20 million in candidate Surface Transportation Program (TMA SU), Transportation Alternatives (TAP), and SUN Trail projects identified for construction in the coming years.

At the countywide scale, Polk TPO has prioritized regional multi-use trail projects that connect communities into the statewide SUN Trail network. The Dixie Trail between Auburndale and Haines City will provide a regional east–west trail corridor linking Lake Alfred, Winter Haven, and Haines City. Combined with the Ingraham Avenue Trail, these investments represent more than $17 million in regional trail projects. Additional priorities identified through the Lakeland Area Alternatives Analysis include the Kathleen Road Complete Street and intersection improvements and the Lake Beulah-Bonnet Springs Park bicycle/pedestrian tunnel at Sloan Avenue, both designed to improve multimodal access to emerging destinations in Lakeland.

Several projects focus on Complete Streets improvements that enhance safety and accessibility for people walking and biking. These include sidewalk and streetscape enhancements along Hall Mill Drive, West Central Avenue, and Lake Martha Drive, as well as the Roselawn Avenue/SW Complete Street Enhancement in Winter Haven. Collectively, these projects address missing sidewalks, add crosswalks and pedestrian-scale lighting, improve intersections, and create safer conditions for non-motorized users. The Ingraham Avenue Trail Project will provide a ten-foot-wide shared-use trail extending through Bartow, offering a safe and direct bicycle and pedestrian corridor.

Haines City has advanced additional priorities, including the Johnson Avenue Complete Street project and Peninsular Drive sidewalks, which will expand pedestrian access and safety in growing residential areas. The City of Davenport is pursuing the North Lake Fitness Trail, adding a dedicated trail connection near North Boulevard. Regional connectivity is also reinforced by the US 92 (Memorial Boulevard) Bridge Improvement project, which will reconstruct a critical bridge crossing in Lakeland with multimodal accommodations.

Beyond these candidate projects, Polk County has begun construction on the 2.4-mile Fort Fraser Trail extension between US 98 and Lakeland Highlands Road (CR 37B). Once complete, this facility will connect more than 36 miles of paved and unpaved multi-use trails, linking Lakeland's Lake-to-Lake system of trails to Circle B Bar Reserve and Bartow. Future priorities also include the Fort Fraser Trail SR 60 Bridge Project, which will span SR 60 in Bartow to create a safe and continuous trail connection into Downtown Bartow. Additional trail improvements are planned for Glendale Street and Lakeland Highlands Road, strengthening the county's interconnected network of trails.

Together, these projects demonstrate the scale of Polk TPO's investment in bicycle, pedestrian, and trail infrastructure. By advancing Complete Streets, filling sidewalk gaps, expanding the trail system, and improving multimodal safety, *Envision 2050* supports a future where walking and biking are safer, more accessible, and more fully integrated into the region's transportation system. **Table 4-9** lists the adopted bicycle, pedestrian, and trail projects.

Figure 4-19 and **Figure 4-20** illustrates the needs for multi-use trail facilities in Polk County, while **Figure 4-21** highlights bicycle and pedestrian facility needs.

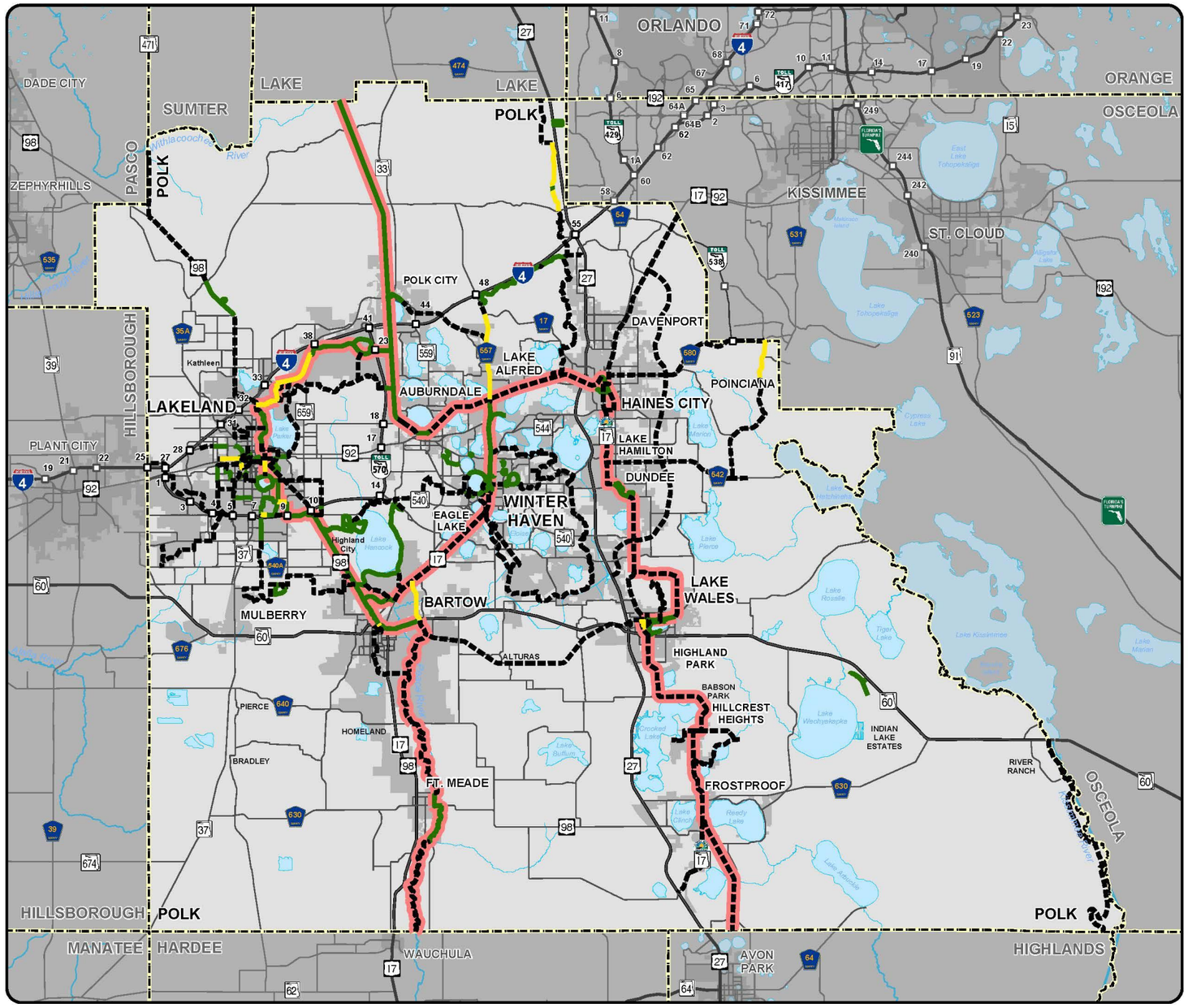


Source: Polk TPO



Table 4-9. Adopted Priority Bicycle, Pedestrian, and Trail Projects

Project	Location	Improvement	Status
Mall Hill Drive Sidewalk	North side of Mall Hill Drive, between Kathleen Pointe neighborhood and Kathleen Road intersection	Construct 0.28 miles of 5-ft sidewalk, street lighting improvements at Kathleen Road intersection	Design Underway
West Central Avenue Complete Streets Enhancement	South side of West Central Avenue from North Lake Howard Drive to 7th Street SW	Design and reconstruction of existing sidewalk, lighting, four on-street parking spaces, and sight lanes and 3-way stop at intersection with Lake Howard Drive	Design Committed
Lake Martha Drive Complete Street Enhancement	From Avenue F NE to Avenue H NE	Straightening the curve in the road and balance the ROW on both sides of the street (approximately 0.65 miles). After this is complete, then 6-ft sidewalks will be added to both sides of the street. Crosswalks and pavement markings will be installed at the side streets and other mid-block locations. Two transit stops will be replaced with ADA and safety provisions.	Design Committed
Roselawn Avenue Southwest Complete Street Enhancement	South side of Roselawn Street Southwest/Sheridan Street Southwest East side of Avenue O Southwest from North Lake Shipp Drive to Sheridan Street Southwest Intersection with Sheridan Street Southwest	6-ft sidewalk from Avenue O Southwest to 15th Street Southwest, including crosswalk markings and signage if necessary New sidewalk construction Roundabout configuration, potential parklet or landscaped green space, intersection realignments and adding streetlighting	Design Committed
Ingraham Avenue Trail Project	West side of Ingraham Avenue	Replace existing 5-ft sidewalk with 10-ft multi-use trail for 0.63 miles	Design Committed
Johnson Avenue Complete Street	Johnson Avenue from 12th Street to US 17/92	Construct sidewalks and bicycle lanes	All Phases Unfunded
North Lake Fitness Trail	North Lake	Construct recreational trail around North Lake	Design Funded
US 92 (Memorial Blvd) Bridge Improvements (Bridge #160068)	On or adjacent to US 92/Memorial Boulevard that spans CSX "S" Line and State Road 539 (Kathleen Road), just northwest of downtown Lakeland	PD&E and preliminary design phase for appropriate bicycle/pedestrian infrastructure	All Phases Unfunded
Peninsular Drive Sidewalks	From Grace Avenue to US 17/92	Sidewalk construction	All Phases Unfunded
Old Dixie Trail – Auburndale to Haines City FPN: 435391-2	From Auburndale to Haines City	Construct multi-use trail linking the Auburndale/Van Fleet Trail with the Lake Alfred/Chain of Lakes Trail	Design Funded
SR 539 (Kathleen Road)	From 8th to 14th Street	Pedestrian/complete street and intersection improvements	All Phases Unfunded
Lake Beulah-Bonnet Springs Park Bicycle/Pedestrian Tunnel – Sloan Avenue	From Bonnet Springs Park to Downtown Lakeland	Construct bicycle/pedestrian route	All Phases Unfunded



Multi-Use Trail Needs

Legend

Multi-Use Trail Status

- Existing Multi-Use Trail (127.76 mi.)
- Multi-Use Trail - (22.45 mi.) Under Construction/Committed
- Proposed Multi-Use Trail (312.69 mi.)

Regional Multi-Use Trail Network

- Florida SUN Trail Network (146.10 Mi.)

Other Map Features

- City Limits

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

DRAFT
November 24, 2025

Figure 4-19. 2050 Multi-Use Trail Needs

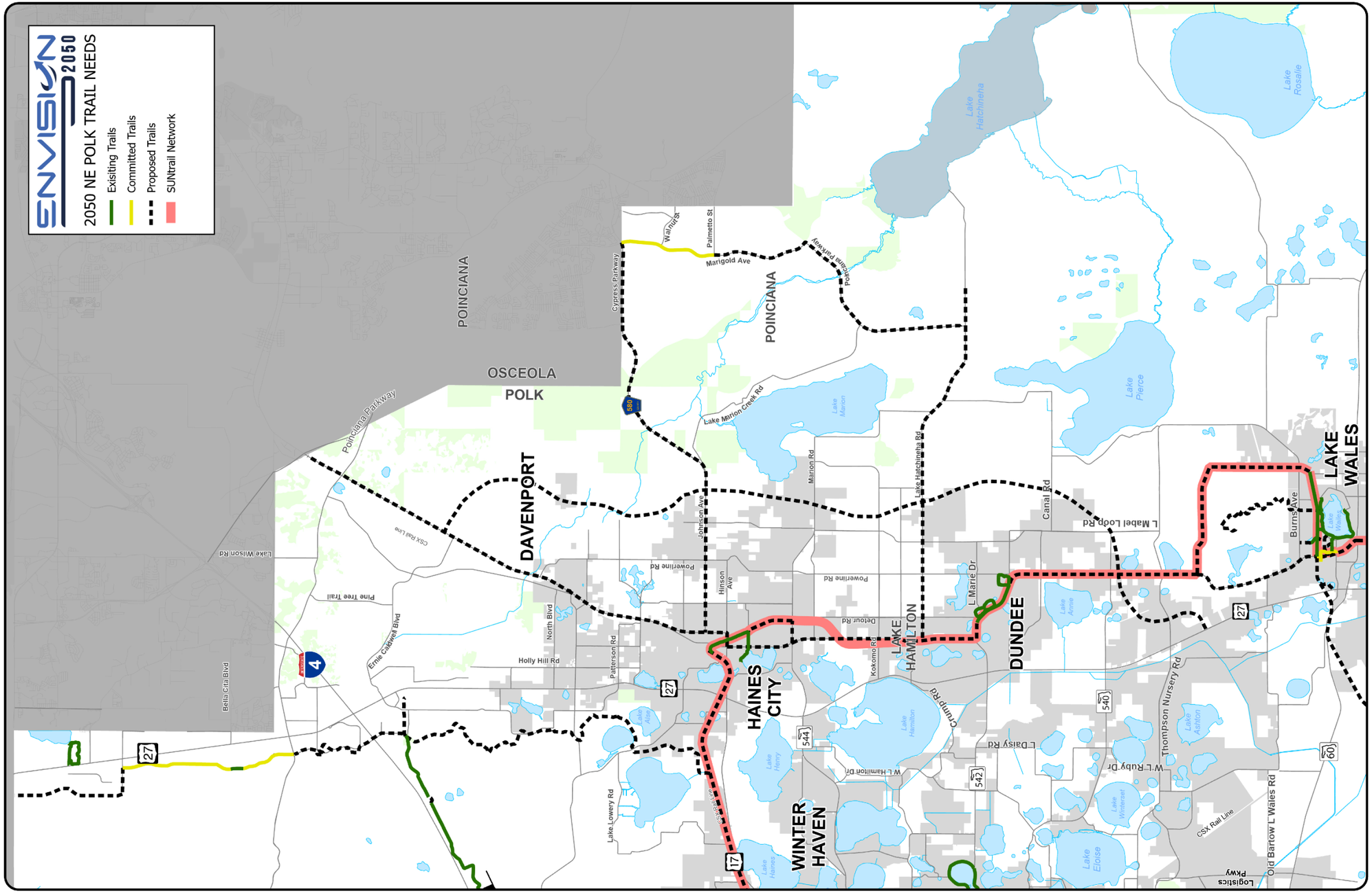


Figure 4-20. Northeast Polk 2050 Trail Needs

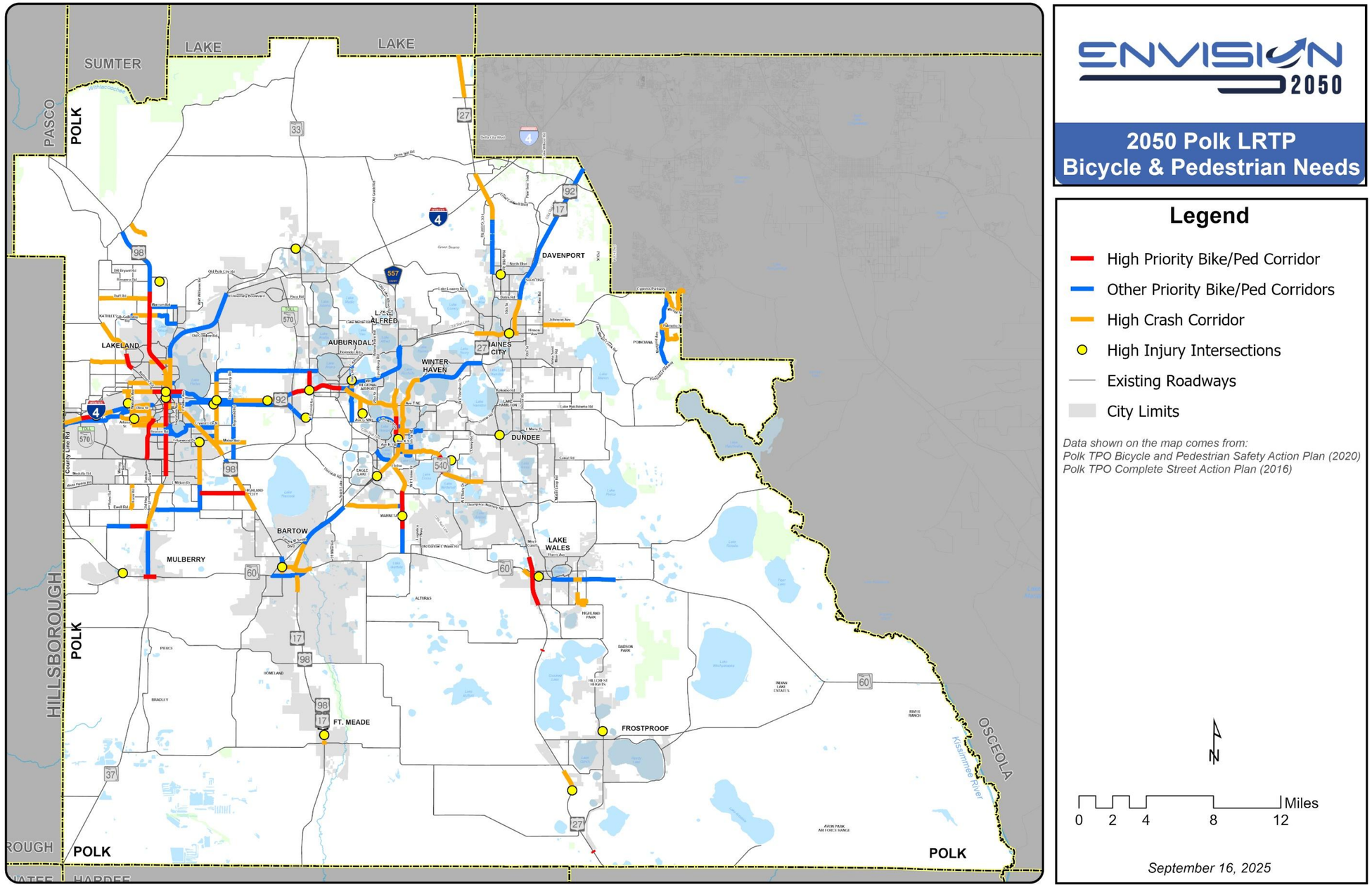
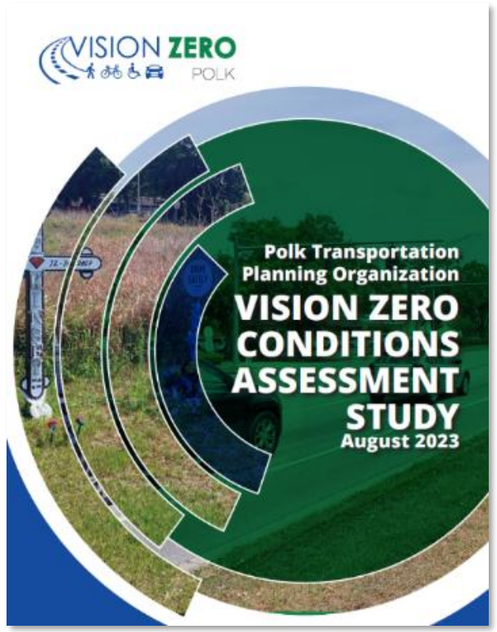


Figure 4-21. 2050 Bicycle and Pedestrian Needs

4.6 SAFETY

VISION ZERO CONDITIONS ASSESSMENT STUDY

Polk TPO completed a Vision Zero Conditions Assessment Study in 2023 which provides a comprehensive blueprint for eliminating traffic fatalities and serious injuries across the county. The study recognizes that human error is inevitable and focuses on designing roadways and policies that prevent fatal and severe crashes for all users—including drivers, pedestrians, and bicyclists. The assessment identifies Polk County's high-injury network and intersections using crash data from 2017–2021 revealing that vulnerable users and transportation-disadvantaged communities are disproportionately affected by severe crashes. Notably, over half of fatal and severe injury crashes occur in areas defined as transportation disadvantaged.



The study outlines a phased strategy of programs, policies, and projects to address key safety challenges, such as speeding, impaired driving, lack of seatbelt use, and poor roadway lighting. Recommended actions include updating design standards, implementing speed-calming measures, prioritizing investments in high-injury corridors, and expanding education and enforcement campaigns. The Vision Zero initiative is supported by a broad coalition of local agencies and community partners and is backed by federal funding opportunities such as the Safe Streets and Roads for All (SS4A) program.

The study identified 3 phases of action items to be implemented in order to work toward the goal of zero traffic deaths and serious fatalities in the county, which the following:

- **Phase 1 – Programs, Policies, and Projects to create new communication inroads between Polk TPO and Polk residents.**
  - Program Level Action Items
    - Update design standards: introduce target speeds, context-based design, safety-positive designs for new development; update standards to ensure safest designs are present
    - Develop and implement a toolbox of tactical/temporary improvements and initiate a quick-build program to support rapid deployment
    - Develop a comprehensive strategy and toolbox in place for traffic safety and behavior marketing/education
    - Train police officers in better data collection and appropriate language
    - Provide a Vision Zero portal for users in Polk County to share information/ideas/support/track fatal crashes/fatalities, and monitor Vision Zero progress and statistics/reporting
    - Develop mechanism to trigger "after" studies once projects are completed
    - Identify potential severe crash risk areas through a systemic approach based on crash history, roadway design, posted speeds, land-use context, and other common factors. Feed into model to identify corridors at risk for future severe crashes
    - Review posted speeds and/or implement speed calming measures on critical corridors, including transition zones to rural towns and areas with new development
    - Identify high-crash corridors to implement semiregular high-visibility enforcement
    - Work with transportation-disadvantaged communities to implement safety measures that work with their community
    - Initiate a rapid response multidisciplinary team to quickly respond to known crash locations and coordinate efforts amongst various departments and agencies. Hold monthly or bimonthly meetings with key staff, police and fire officers, plus other relevant staff or agencies to review recent fatal and severe injury crash reports collectively and identify if there are quick-turnaround treatments
    - Track fatal crashes on Vision Zero website
    - Identify Vision Zero champions from disadvantaged communities and translate educational materials into the Spanish Language
  - Policy Level Action Items
  - Encourage local agencies and municipalities to adopt Vision Zero resolutions and/or action plan
  - Require schools to ensure pedestrian facilities are in place within the radius where busing is provided
  - Update design standards to include requirements for lighting crosswalks
  - Develop roundabout-first policy for dealing with requests for new traffic controls
  - Incorporate safety improvements when roads are resurfaced
  - Make traffic signal operations changes to support City goals for safety, Complete Streets, and mobility, including but not limited to: retiming progression of traffic signals to support safe speeds and updated speed limits; restricting turn phases; improving pedestrian phases; and protecting turns during hours with highest crash rates. Consider new signal timings at signalized intersections with high-severity rear-end crashes, especially if occurring in coordinated systems.
  - Add safety measures and goals to common policies to positively influence safety.
  - Set target speeds for arterials and collectors to speeds posted at survivable rates.
  - Project Level Action Items
    - Use IIJA Grant Funds to implement a Vision Zero Plan for Polk County. Develop interim Vision Zero targets and milestones.
    - Provide a Vision Zero portal for users in Polk County to share information/ideas/support, track fatal crashes/fatalities, and monitor Vision Zero progress and statistics/reporting.
    - Establish a slate of quick-build projects with target dates.
    - Establish a list of larger-scale projects with target dates.
    - Make systemic curve improvements
    - Prioritize safety projects on the HIN and as identified in the Vision Zero Plan, and coordinate with FDOT, the county, and local cities to implement safety improvements on corridors under their jurisdiction. Perform safety audits on these corridors.
    - Focus on sidewalk gap projects and other low-cost safety solutions in C3C contexts.
    - Lower speeds to safer levels in C3C contexts. Many problems identified in this area may be solved with lower speeds.
    - Ensure speeds are appropriate in C4 contexts.
    - Determine what the contributing factors are in C3C areas and ensure design standards are appropriate.
    - Evaluate crash types specific to two-lane roadways and look for low-cost countermeasures to install.
    - Look at low-cost system countermeasures at high-crash intersections with signals.
    - Utilize the HIN to prioritize lighting projects that will reduce crashes where dark/unlit conditions are an observed crash factor; coordinate with power company.
    - Ensure sidewalks and protected crossings exist on the way to schools and places of employment.

- **Phase 2 – Programs, Policies, and Projects that seek to revise longstanding traffic precedents that do not serve county safety.**
    - Program Level Action Items
        - Conduct a campaign against DUIs in English and Spanish.
        - Implement campaign in Polk to influence higher usage of seatbelts.
        - Create bike/ped safety curriculum for schools – look at "Campaign in a Box."
        - Present the TPO's Bicycle and Pedestrian Safety Education Program and Vision Zero Action Plan recommendations to the School Board, County and City Commissions, Polk Vision Governing Board, and at other community forums.
        - Collaborate with Polk Vision, Polk County Public Schools, FDOT, and other agencies to conduct Vision Zero workshops and educational programs for students and agency staff.
        - Improve transit on higher-speed corridors to encourage use of transit in place of (or to augment) walking/biking higher-speed roads until appropriate physical accommodations can be built
        - Pilot project for safe vehicle technologies in fleet vehicles (driver assistance features, georeferenced speed limiting).
        - Review driver education materials and suggest updates.
        - Develop and implement a toolbox of tactical/temporary improvements and initiate a quick-build program to support rapid deployment. Allow smaller cities and towns in Polk to use contracts.
        - Look at opportunities to increase network connectivity instead of widening to accommodate travel modes.
        - Offer to partner with the State using county contracting methods to address certain safety problems more quickly on State and U.S. Roadways.
        - Proactively communicate speed limit changes as well as the connection between speed and safety outcomes to the community.
        - Collaborate with emergency responders to ensure balance of quick-response times and traffic-calming treatments. Identify priority emergency response routes in collaboration with Polk County Fire Rescue and local hospitals.
        - Hold focus groups with hospitals and trauma centers to identify ways to incorporate their data on severe injuries and fatalities related to traffic crashes while maintaining patient confidentiality.
        - Convene the Vision Zero Leadership Team semiannually to report on progress and provide relevant updates.
        - Form and convene a Vision Zero Task Force focused on implementing the Vision Zero Action Plan that meets monthly to share updates, plan projects, and track progress.
    - Policy Level Action Items
        - Strengthen development review standards/traffic study guidelines at the local level to incentivize more multimodal infrastructure (e.g. transit, crosswalks) or safety enhancements. Developers should participate in preventing safety issues. Encourage mixed-use development to reduce the length of trips, particularly by foot/bicycle.
        - Provide separated bike/golf cart paths to/from entertainment areas/bars/package stores to encourage use of slower/lower mass vehicles.
        - Require inspectors for work zones to ensure proper MOT is put in place and maintained, including a safe pedestrian route.
        - Add traffic-calming and multimodal-friendly requirements to land use code.
        - Establish a schedule for reviewing progress and updating objectives/strategies.
        - Focus on enforcing laws against risky driving behaviors.
        - Ensure all clear zone requirements are context and speed appropriate, and that roadways are assessed using these requirements. Ensure that obstructions are either cleared, frangible, or that protection has been installed for drivers.
        - Monitor and track legislation that impacts the County's Vision Zero efforts.
        - Secure a funding source or dedicated percent of money for Vision Zero projects. Advocate for Vision Zero earmarks during annual appropriations.
        - Utilize a score-based system to rank projects.
        - Work with cities to identify a Low-Stress Network; lower posted speeds to 20 mph on streets that overlap with the Low Stress Network.
        - Collaborate with various agencies and municipalities to prioritize Vision Zero infrastructure investments on HIN corridors and intersections as identified in the Vision Zero Action Plan. The plan recommends Vision Zero projects on HIN should be prioritized in the TPO's Annual List of Priority Transportation Projects, Long Range Transportation Plan, CIPs, and other planning documents.
    - Project Level Action Items
        - Construct separated bicycle facilities on HIN roadways.
        - Examine existing crosswalks for adequate lighting.
        - Evaluate all streets on the HIN over 30 mph to determine appropriate speed limits and make necessary improvements to the roads to make them self-enforcing.
        - Implement red light running safety cameras at two HIIs. Expand program to additional HIN following the pilot study.
        - Develop model codes for cities to draw from to support Vision Zero.
        - Evaluate severe rear-end locations and look for systemic low-cost countermeasures, such as dilemma zone detection or turn lanes.
        - Develop implementation plan for corridors that require lower posted speeds to match context.

- **Phase 3 – Programs, Policies and Projects that add longevity and sustainability to safe transportation measures in the county.**
    - Program Level Action Items
        - Partner with Uber, Lyft, local breweries, bars, businesses, etc. to provide free rides home or vouchers/certificates/coupons for designated drivers.
        - Offer education/training for municipal fleet drivers.
        - Streamline safety concern submissions through an equitable process to center high-priority issues. Update procedures for responding to community traffic safety requests to make responses more transparent, consistent, and equitable to maximize safety improvements.
        - Explore innovative funding strategies to direct existing and additional funds to multimodal and safety projects. Consider reallocating existing funds towards quick implementation, multimodal infrastructure, and safety improvements.
        - Perform visioning efforts in each city to ensure the context of the communities and the roadways match up as projects move forward in the future.
        - Explore the use of speed feedback signs to collect speed data; coordinate implementation of these data loggers and speed feedback signs.
        - Launch a Vision Zero campaign.
        - Establish and train Speakers Bureau to present to community groups on Vision Zero.

- Provide training and education outreach to users and staff when introducing new pedestrian or bicycle safety infrastructure; teach all users how to navigate the network.
- Give reports to elected officials on why crashes are happening and what their recommended fixes could be.
- Identify or create a position that holds responsibility for being a Vision Zero champion and for coordinating Vision Zero efforts.
- Explore corridors where a speed-management pilot would be applicable and could be deployed.

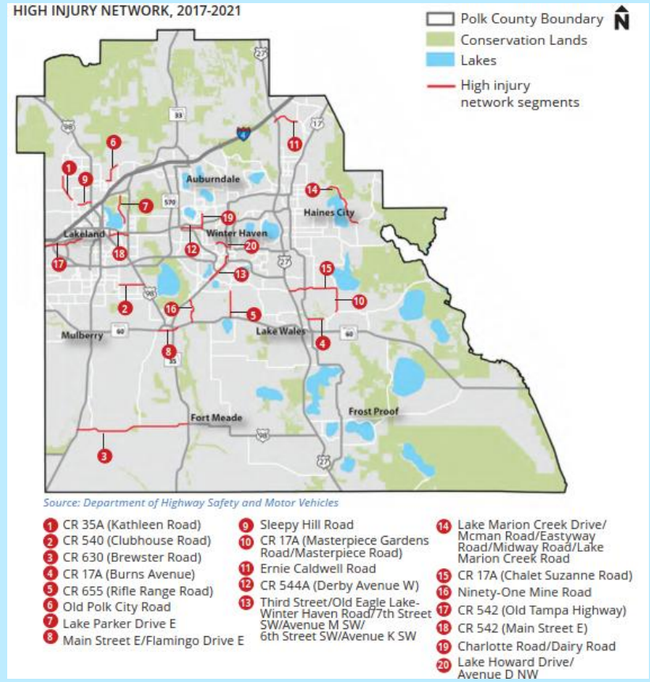
○ Policy Level Action Items
- Use USLimits2 or other appropriate method for setting reasonable speed limits based on road context.
- Lower statutory speed limits in CBD areas and on residential local roads.
- Consider crossing distances for pedestrians and increase midblock crossings to provide appropriate density of protected crossings.
- Design suburban commercial centers to accommodate pedestrians and bicyclists.
- Encourage municipalities to adopt Vision Zero policies.
- Review and work on any needed changes of State and local pedestrian and bicycle laws.
- Allow on-street golf cart use in designated areas (low-speed residential streets) to encourage use of lower-weight, lower-speed vehicles for shorter trips.
- Ensure ROW is available to bicyclists to use, especially in C4 contexts. Consider lane diets for cycle tracks if needed, or multiuse paths.

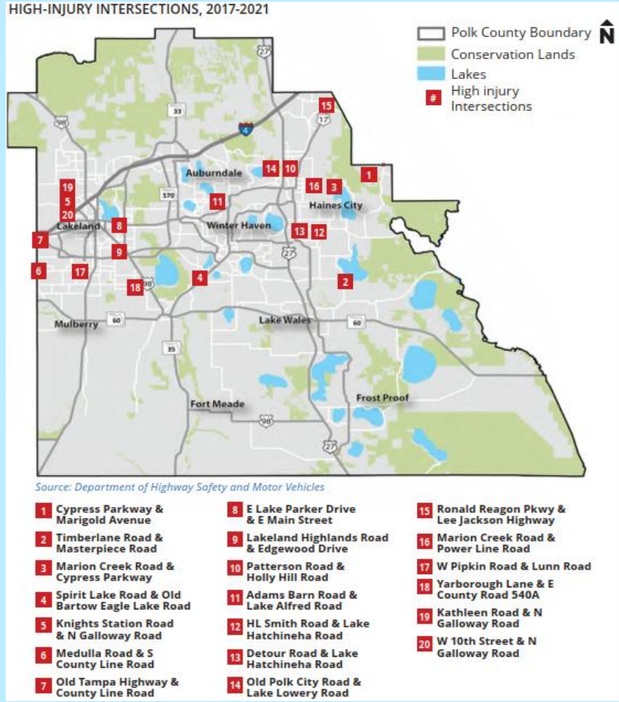
○ Project Level Action Items
- Investigate whether GPS preemption systems would improve response times.
- Implement new systemic countermeasures (rumble strips, chevrons, etc.)
- Create Polk Web Book of Safety and Speed Calming Resources that provides guidance and organizes recommendations based on functional classification and street typology.
- Hold one demonstration project in a city (ex. City of Lakeland on first Friday) that coincides with another event.
- Work with local electric companies to facilitate simpler and cheaper lighting projects.
- Evaluate corridors for LED retrofits if needed.

POLK VISION ZERO ACTION PLAN

Polk TPO is currently in the process of completing a Vision Zero Action Plan, which aims to create safe and livable streets for all, under the Federal Highway Administration (FHWA) Safe Streets and Roads for All (SS4A) FY 2022 Action Plan Grant. Polk County's Vision Zero Plan provides a roadmap for the county to reach its goal of zero traffic fatalities and serious injuries. A survey and interactive online map were held in effort to solicit input for the Vision Zero Action Plan, which will ultimately be incorporated into the plan.







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COST FEASIBLE PLAN

CHAPTER 5

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5.0 COST FEASIBLE PLAN

Detailed tables of the Cost Feasible projects are included in Appendix B and Appendix C of this document. Appendix B includes the projects in terms of Year of Expenditure (YOE) costs, while Appendix C includes the projects with the Present Day Value (PDV).

Envision 2050 LRTP identified projects include an estimated $4.07 billion (PDV) of roadway costs. Unfunded Needs account for approximately $3.2 billion. Many high-priority unfunded projects are on the SIS system and would be eligible for future funding based on statewide priorities. Polk County will also continue to consider opportunities to increase funding for transportation. The tables included in Appendices B and C ensure that the proposed improvements in the Cost Feasible Plan are identified sufficiently per 23 C.F.R. 450.322(f)(6).

There is a specific amount of projected revenue designated for the capital costs of roadway capital projects. Other roadway revenues are designated for operations and maintenance (O&M) of the county's roadways throughout the planning period of the LRTP. **Table 5-1** presents the demonstration of fiscal constraint.

Table 5-1. Demonstration of Fiscal Constraint

Demonstration of Fiscal Constraint (Year of Expenditure)				
Revenue Source	**2031-2035**	**2036-2040**	**2041-2050**	**2031-2050 Total**
SIS Revenue	$592,954,056	$453,991,040	$200,111,715	$1,247,056,811
Federal/State Revenue for Capital	$76,943,001	$78,664,000	$158,925,999	$314,532,999
Local Revenue for Capital	$838,586,301	$1,016,124,564	$3,351,067,536	$5,205,778,401
Subtotal for Capital Projects	$1,508,483,358	$1,548,779,604	$3,710,105,250	$6,767,368,211
Federally/State-Funded Capital Projects	($669,897,057)	($532,655,040)	($359,037,714)	($1,561,589,810)
Locally-Funded Capital Projects	($838,586,301)	($1,016,124,564)	($3,351,067,536)	($5,205,778,401)
Capital Revenue Balance	**$0**	**$0**	**$0**	**$0**
Federal/State Revenue for O&M	$13,764,000	$14,021,000	$28,391,000	$56,176,000
Local Revenue for O&M	$335,583,206	$434,598,871	$1,307,616,726	$2,077,798,803
Subtotal for O&M Projects	$349,347,206	$448,619,871	$1,336,007,726	$2,133,974,803
Federally/State-Funded O&M Projects	$13,764,000	$14,021,000	$28,391,000	$56,176,000
Locally-Funded O&M Projects	$335,583,206	$434,598,871	$1,307,616,726	$2,077,798,803
O&M Revenue Balance	**$0**	**$0**	**$0**	**$0**
Plan Balance	**$0**	**$0**	**$0**	**$0**

Fully committed roadway projects are presented in **Table 5-2**.

Table 5-2. Fully Committed Projects

Fully Committed Projects (2025 - 2030)			
ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27	AT US 27	INTERSECTION/INTERCHANGE
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	INTERSECTION/INTERCHANGE
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	INTERSECTION/INTERCHANGE
CR 557	US 17/92	I-4	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	INTERSECTION/INTERCHANGE
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	INTERSECTION/INTERCHANGE
SR 33	AT MOUNT OLIVE ROAD	AT MOUNT OLIVE ROAD	INTERSECTION/INTERCHANGE
US 27	AT FOUR CORNERS BLVD	AT FOUR CORNERS BLVD	INTERSECTION/INTERCHANGE
US 98	HALL RD	PASCO COUNTY LINE	WIDEN 2 TO 4 LANES
US 98	N OF WEST SOCRUM LOOP ROAD	HALL RD	WIDEN 2 TO 4 LANES
WEST PIPKIN RD	HARDEN BLVD	SR 37	WIDEN 2 TO 4 LANES

Tentative 2050 Cost Feasible projects are presented in **Table 5-3**. Maps showing the locations of Cost Feasible projects within Polk County are provided in **Figure 5-1** through **Figure 5-4**.

Table 5-3. 2050 Cost Feasible Projects

2050 Cost Feasible Projects						
PROJECT ID	ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	CST TIME
501	KATHLEEN RD EXT	W SOCRUM LOOP RD	US 98	2.40	NEW 4 LANES	2031 – 2035
706	KATHLEEN ROAD	DUFF RD	W SOCRUM LOOP RD	2.26	WIDEN 2 TO 4 LANES	2031 – 2035
312B	NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	NEW 4 LANES	2031 – 2035
47	FDC GROVE ROAD/NORTHRIDGE FLYOVER	FDC GROVE RD	NORTHRIDGE TRL	1.12	NEW 2 LANES	2031 – 2035
295	POWERLINE ROAD	HINSON AVENUE E	SOUTH BLVD	3.25	WIDEN 2 TO 4 LANES	2031 – 2035
312A	NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	NEW 2 LANES	2036 – 2040
133	SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	2036 – 2040
39	DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	2036 – 2040
88A	SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	2036 – 2040
88B	SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	WIDEN 2 TO 4 LANES	2036 – 2040
112	WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	NEW 2 LANES	2041 – 2050
93A	SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	WIDEN 2 TO 4 LANES	2041 – 2050
322B	FDC GROVE ROAD	US 27	SANDERS RD	1.44	NEW 2 LANES	2041 – 2050
43A	I-4	EAST OF FORBES BRANCH RD (HILLSBOROUGH CO)	POLK PARKWAY	0.98	MANAGED LANES	2041 – 2050
264A	POWERLINE ROAD EXTENSION	LAKE HATCHINEHA RD	HINSON AVENUE E	4.75	NEW 4 LANES	2041 – 2050
264B	POWERLINE ROAD SOUTH	SR 17 (N SCENIC HWY)/SOUTH OF LAKE MABEL LOOP RD	LAKE HATCHINEHA RD	2.22	WIDEN 2 TO 4 LANES	2041 – 2050
6	CR 547 EXTENSION	OLD POLK CITY RD	DIAMOND ACRES RD	1.27	NEW 2 LANES	2041 – 2050
32B	EWELL RD	CROSS CREEK ACRES WEST	SR 37	0.71	WIDEN 2 TO 4 LANES	2041 – 2050

2050 Cost Feasible Projects						
PROJECT ID	ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	CST TIME
502	KOKOMO RD	US 27	POWERLINE RD	5.81	WIDEN 2 TO 4 LANES	2041 – 2050
507	LAKE HATCHINEHA RD	POWERLINE RD	MARIGOLD AVE	6.08	WIDEN 2 TO 4 LANES	2041 – 2050
702	LAKE HATCHINEHA RD	SR 17	POWERLINE RD	1.55	WIDEN 2 TO 4 LANES	2041 – 2050
259B	H.L. SMITH ROAD (SUBSTANDARD GROVE ROAD)	LAKE MABEL LOOP ROAD	LAKE HATCHINEHA RD	2.02	IMPROVED 2 LANES	2041 – 2050
701	BATES RD EXT	US 17	POWERLINE RD	1.46	NEW 4 LANES	2041 – 2050
212	BATES ROAD	US 27	US 17/92	1.79	WIDEN 2 TO 4 LANES	2041 – 2050
504	LAKE MARION CREEK RD	MARIGOLD AVE	JOHNSON AVE	6.02	WIDEN 2 TO 4 LANES	2041 – 2050
22	CR 547	US 27	US 17/92/CSX LINE	2.28	WIDEN 2 TO 4 LANES	2041 – 2050
31	EWELL RD	COUNTY LINE RD	LUNN RD (WEST)	3.27	WIDEN 2 TO 4 LANES	2041 – 2050
32A	EWELL RD	LUNN RD (WEST)	CROSS CREEK ACRES WEST	1.31	WIDEN 2 TO 4 LANES	2041 – 2050
136	CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	WIDEN 2 TO 4 LANES	2041 – 2050
232	CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	WIDEN 2 TO 4 LANES	2041 – 2050
57B	CR 544	SR 17	POWERLINE RD	1.54	WIDEN 2 TO 4 LANES	2041 – 2050
357	CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	2041 – 2050
319	HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	NEW 2 LANES	2041 – 2050
321.1	HOLLY HILL RD	PATTERSON RD	CR 547 (BAY ST)	1.01	NEW 2 LANES	2041 – 2050
321.2	HOLLY HILL RD	CR 547 (BAY ST)	FL DEVELOPMENT RD	1.99	NEW 2 LANES	2041 – 2050
321.3	HOLLY HILL RD	FL DEVELOPMENT RD	RIDGEWOOD LAKES BLVD.	0.43	NEW 2 LANES	2041 – 2050

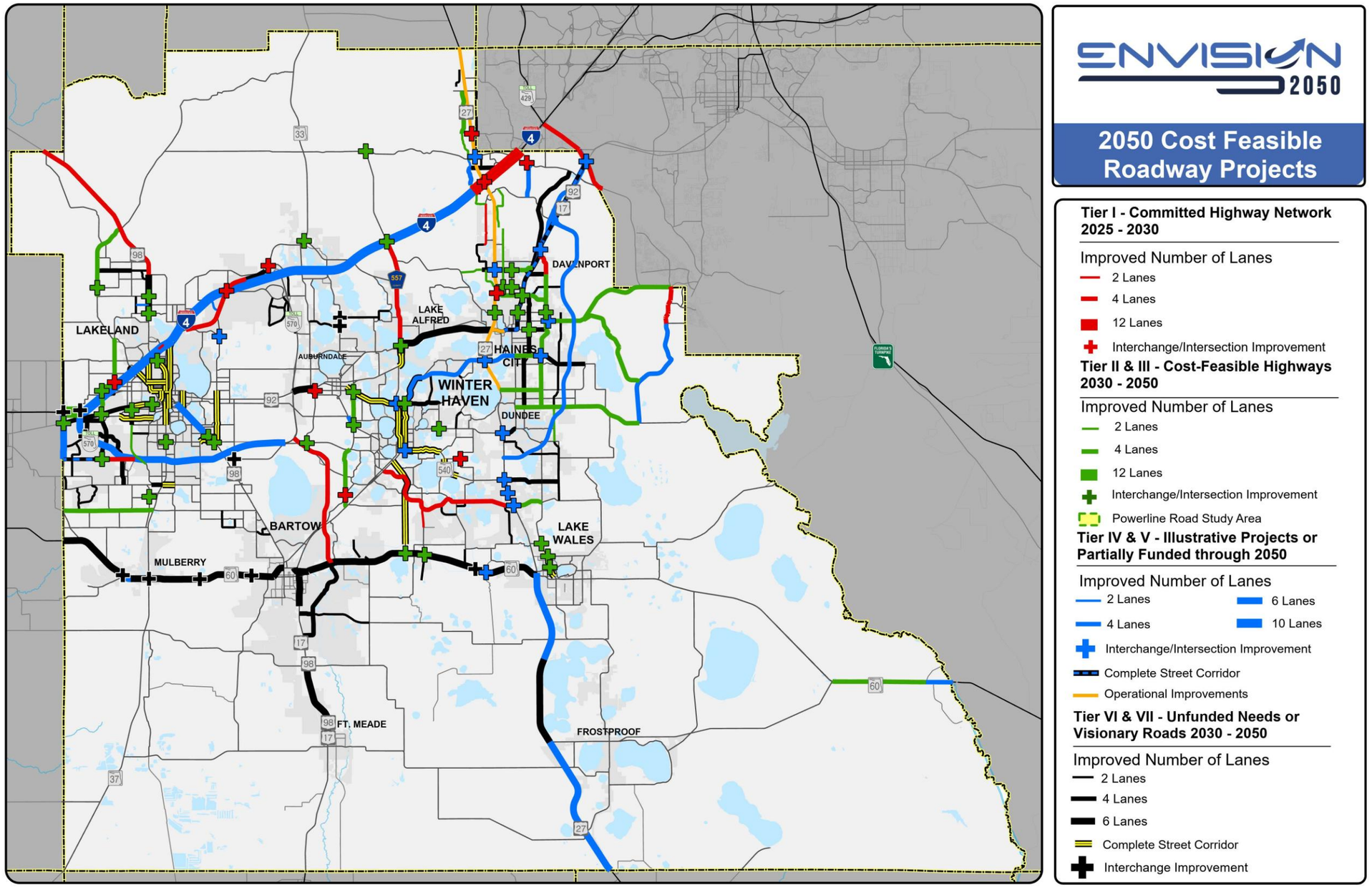
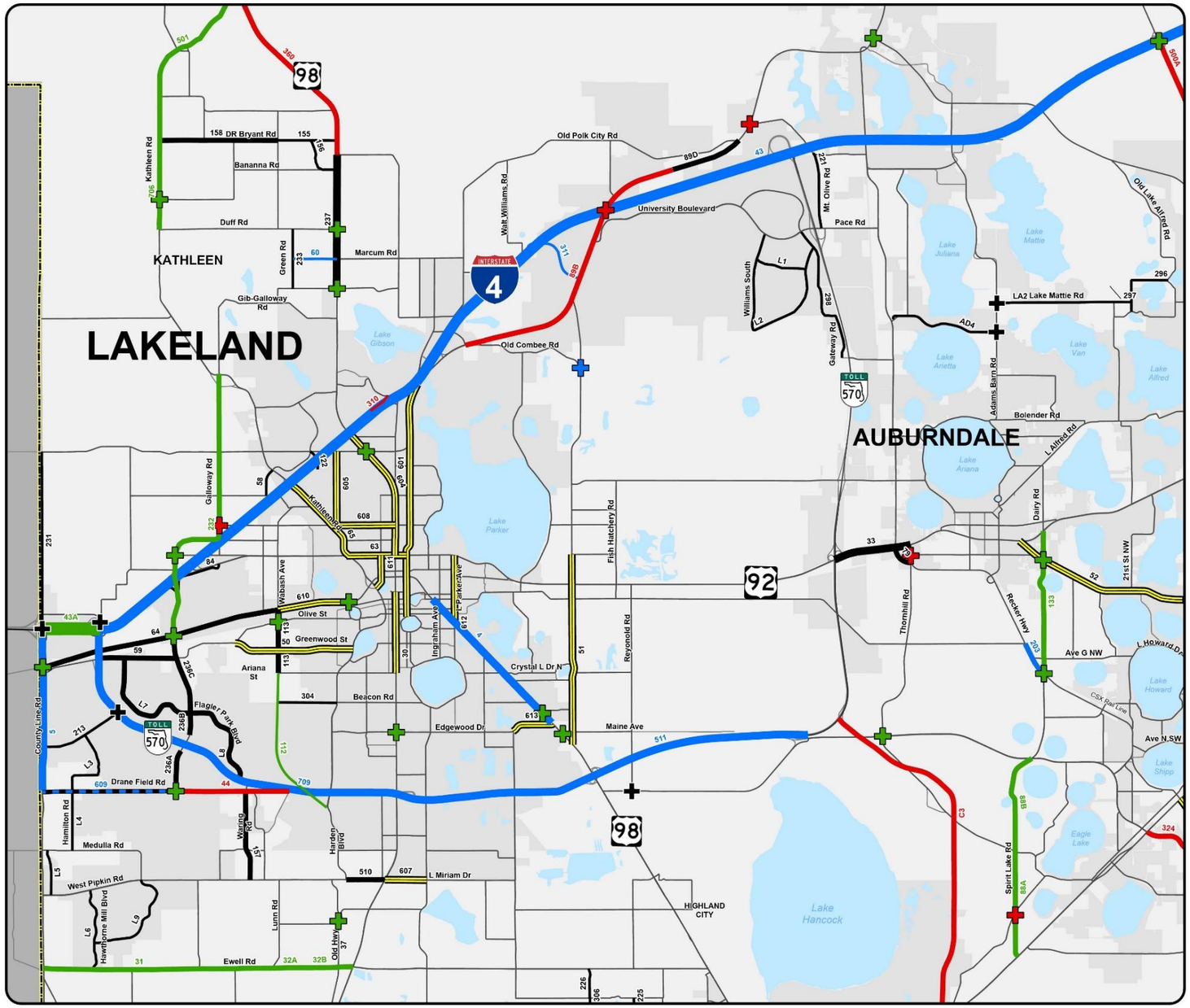


Figure 5-1. Cost Feasible Projects within Polk County



ENVISION 2050

2050 Cost Feasible Roadway Network

Tier I - Committed Highway Network 2025 - 2030

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 12 Lanes
- Interchange/Intersection Improvement

Tier II & III - Cost-Feasible Highways 2030 - 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 12 Lanes
- Interchange/Intersection Improvement
- Powerline Road Study Area

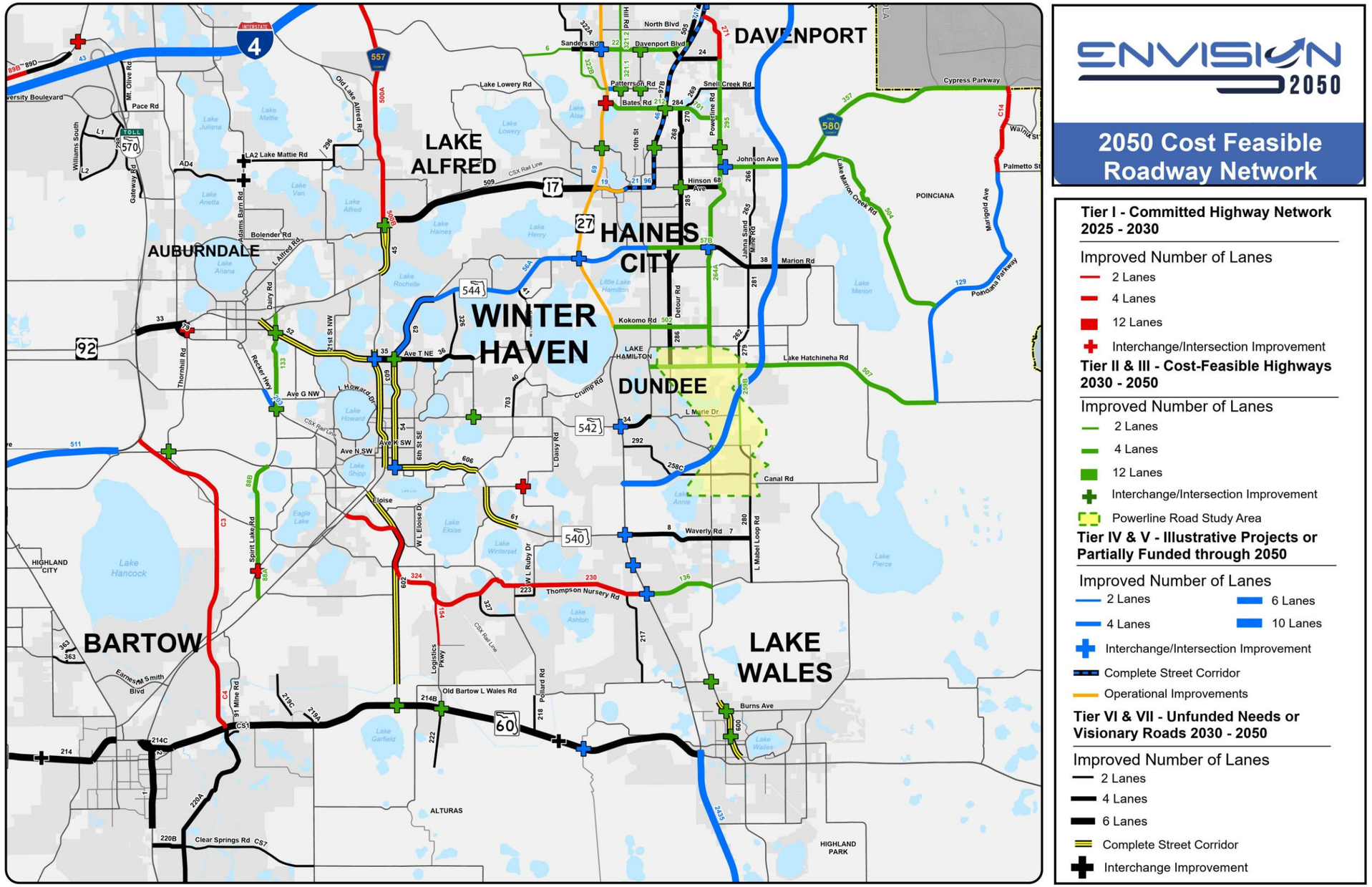
Tier IV & V - Illustrative Projects or Partially Funded through 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 6 Lanes
- 10 Lanes
- Interchange/Intersection Improvement
- Central Polk Pkwy East Potential Alignments
- Complete Street Corridor
- Operational Improvements

Tier VI & VII - Unfunded Needs or Visionary Roads 2030 - 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 6 Lanes
- Complete Street Corridor
- Interchange Improvement

Figure 5-2. Cost Feasible Projects within Polk County, Lakeland Area



ENVISION 2050

2050 Cost Feasible Roadway Network

Tier I - Committed Highway Network 2025 - 2030

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 12 Lanes
- Interchange/Intersection Improvement

Tier II & III - Cost-Feasible Highways 2030 - 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 12 Lanes
- Interchange/Intersection Improvement
- Powerline Road Study Area

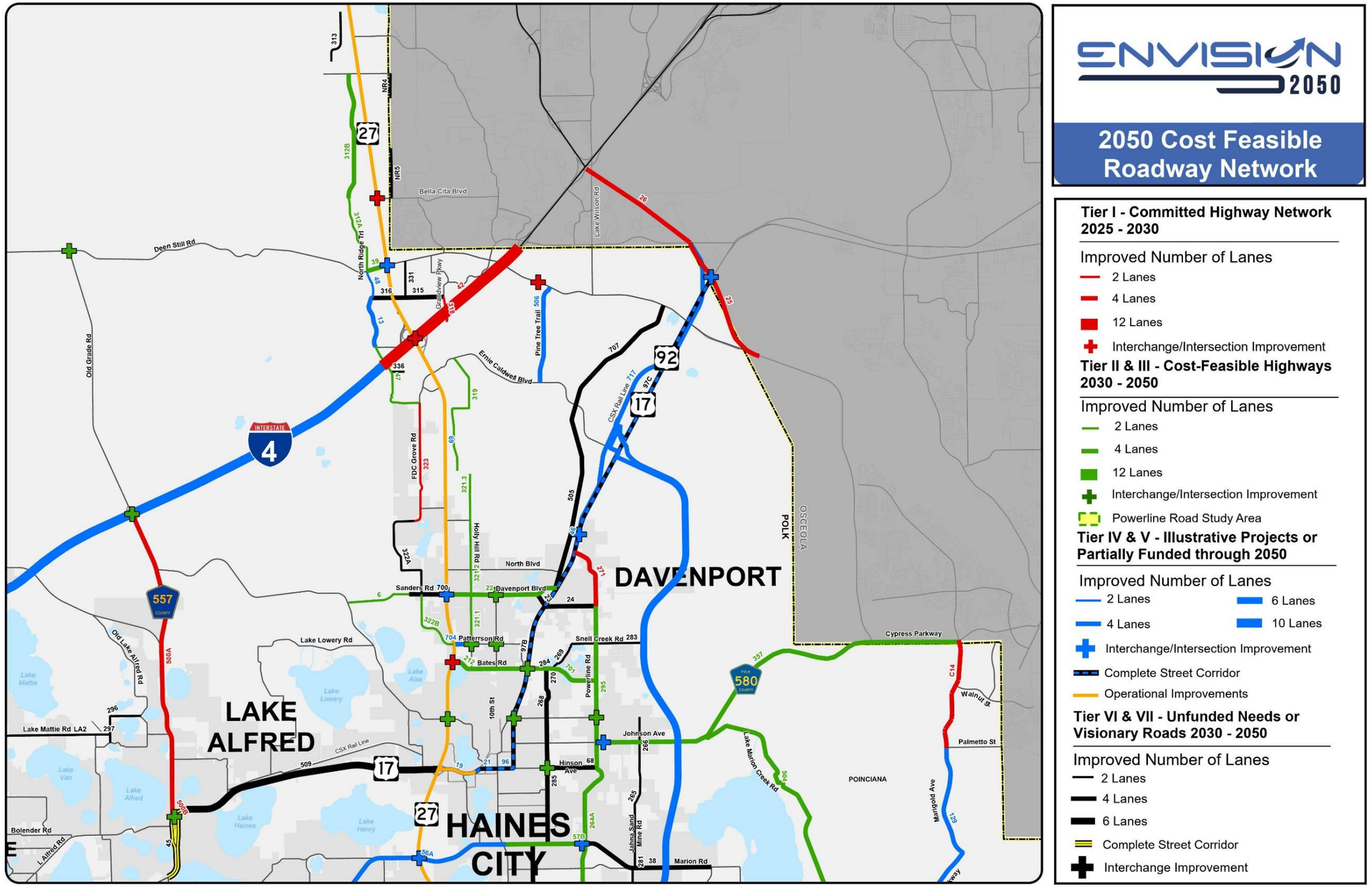
Tier IV & V - Illustrative Projects or Partially Funded through 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 6 Lanes
- 10 Lanes
- Interchange/Intersection Improvement
- Complete Street Corridor
- Operational Improvements

Tier VI & VII - Unfunded Needs or Visionary Roads 2030 - 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 6 Lanes
- Complete Street Corridor
- Interchange Improvement

Figure 5-3. Cost Feasible Projects within Polk County, Winter Haven Area



ENVISION 2050

2050 Cost Feasible Roadway Network

Tier I - Committed Highway Network 2025 - 2030

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 12 Lanes
- Interchange/Intersection Improvement

Tier II & III - Cost-Feasible Highways 2030 - 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 12 Lanes
- Interchange/Intersection Improvement
- Powerline Road Study Area

Tier IV & V - Illustrative Projects or Partially Funded through 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 6 Lanes
- 10 Lanes
- Interchange/Intersection Improvement
- Complete Street Corridor
- Operational Improvements

Tier VI & VII - Unfunded Needs or Visionary Roads 2030 - 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 6 Lanes
- Complete Street Corridor
- Interchange Improvement

Figure 5-4. Cost Feasible Projects within Polk County, Northeast Area

Partially funded projects are presented in **Table 5-4**. A map showing the locations of the partially funded projects within Polk County is presented in **Figure 5-5**.

Table 5-4. Tentative Partially Funded Projects

Partially Funded Projects						
PROJECT ID	**ON STREET**	**FROM LIMIT**	**TO LIMIT**	**LENGTH (MI)**	**IMPROVEMENT**	**FUNDED PHASES**
4	US 98 (BARTOW RD)	N OF EDGEWOOD DR	MAIN STREET	0.42	WIDEN 2 TO 4 LANES	PDE/DES/ROW
56C	SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	ROCHELLE DR	0.75	NEW 2 LANES	PDE/DES/ROW
96	US 17/92 (HINSON AVE)	10TH ST	17TH ST	2.46	WIDEN 2 TO 4 LANES	PDE/DES/ROW
21	US 17/92 (HINSON AVE)	1ST ST	10TH ST N	1.74	WIDEN 2 TO 4 LANES	PDE/DES/ROW
129	MARIGOLD AVENUE	LAKE HATCHINEHA RD	PALMETTO ST	1.59	WIDEN 2 TO 4 LANES	PDE/DES/ROW
93B	SR 60	GRAPE HAMMOCK ROAD	KISSIMMEE RIVER BRIDGE	0.32	WIDEN 2 TO 4 LANES	PDE/DES/ROW
60	MARCUM RD EXTENSION	US 98	DUFF RD	0.46	WIDEN 2 TO 4 LANES	PDE/DES/ROW
5A	COUNTY LINE RD	DRANE FIELD RD	US 92 (NEW TAMPA HWY)	2.00	WIDEN 4 TO 6 LANES	PDE/DES
5B	COUNTY LINE RD	US 92 (NEW TAMPA HWY)	I-4	0.75	WIDEN 4 TO 6 LANES	PDE/DES
56A	SR 544 (LUCERNE PARK RD)	ROCHELLE DR	LUCERNE LOOP RD NE	2.28	MULTIMODAL IMPROVEMENTS	PDE/DES
56B	SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD NE	SR 17	27.32	WIDEN 2 TO 4 LANES	PDE/DES
13	NORTH RIDGE TRAIL	ACCESS RD	WAVERLY BARN RD	11.36	MANAGED LANES	PDE/DES
704	PATTERSON RD	US 27	HOLLY HILL RD	0.57	NEW 2 LANES	PDE/DES
506	PINE TREE TRAIL	ERNIE CALDWELL BLVD	RONALD REGAN PKWY	1.06	WIDEN 2 TO 4 LANES	PDE/DES
609	DRANE FIELD RD	COUNTY LINE RD	AIRPORT RD	0.36	WIDEN 2 TO 4 LANES	PDE/DES
806	I-4	WEST OF SR 570 (WEST)	EAST OF US 98	1.98	WIDEN 2 TO 4 LANES	PDE/DES
203	SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	1.80	WIDEN 2 TO 4 LANES	PDE/DES
69	US 27	CR 546 (KOKOMO RD)	US 192	1.75	WIDEN 2 TO 4 LANES	PDE/DES
43	I-4	SR 570	WEST OF US 27	1.50	MULTIMODAL IMPROVEMENTS	PDE/DES

Partially Funded Projects						
PROJECT ID	ON STREET	FROM LIMIT	TO LIMIT	LENGTH (MI)	IMPROVEMENT	FUNDED PHASES
97C	US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	1.86	WIDEN 2 TO 4 LANES	PDE/DES
3	SR 60	N OF CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	4.45	WIDEN 2 TO 4 LANES	PDE/DES
48	NORTH RIDGE TRAIL	WAVERLY BARN RD	DEEN STILL RD	0.81	WIDEN 4 TO 6 LANES	PDE/DES
710	CENTRAL POLK PKWY EAST	CR 546 (KOKOMO RD)	SNELL CREEK RD	0.61	WIDEN 2 TO 4 LANES	PDE
712	CENTRAL POLK PKWY EAST	US 27	US 17/92	3.24	MULTIMODAL IMPROVEMENTS	PDE
713	CENTRAL POLK PKWY EAST	US 27 NORTH	CR 546 (KOKOMO RD)	3.95	WIDEN 2 TO 4 LANES	PDE
715	CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	20.74	STUDY	PDE
716	CENTRAL POLK PKWY EAST (E ALIGN)	SNELL CREEK RD	S OF US 17/92	2.93	WIDEN 4 TO 6 LANES	PDE
717	CENTRAL POLK PKWY EAST ALT 2	POWERLINE RD EXT	POINCIANA CONNECTOR	2.05	NEW 2 LANES	PDE
709	SR 570	I-4	US 98	6.57	NEW 4 LANE LIMITED ACCESS	PDE
511	SR 570	US 98	SR 540	0.69	NEW 4 LANE LIMITED ACCESS	PDE
311	TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	6.12	NEW 4 LANE LIMITED ACCESS	PDE
19	US 17/92 (HINSON AVE)	US 27	1ST ST N	1.53	NEW 4 LANE LIMITED ACCESS	PDE
2432A	US 27	HIGHLANDS CO/L	CR 630A	2.45	NEW 4 LANE LIMITED ACCESS	PDE
2435A	US 27	PRESIDENTS DR	SR 60	8.03	NEW 4 LANE LIMITED ACCESS	PDE
2435B	US 27	PRESIDENTS DR	SR 60	5.39	NEW 4 LANE LIMITED ACCESS	PDE
21	US 17/92 (HINSON AVE)	US 27	1ST ST N	10.09	WIDEN 4 TO 6 LANES	PDE
2432B	US 27	HIGHLANDS CO/L	CR 630A	3.77	WIDEN 4 TO 6 LANES	PDE
2435C	US 27	PRESIDENTS DR	SR 60	12.36	MULTIMODAL IMPROVEMENTS	PDE
46	US 17/92	US 27	OSCEOLA CO/L	0.77	OPERATIONAL IMPROVEMENTS	PDE
N/A	SR 66 TO US 98 PD&E STUDY	SR 66	US 98	43 miles E>W and 40 miles N>S	NEW 4 LANES	PDE

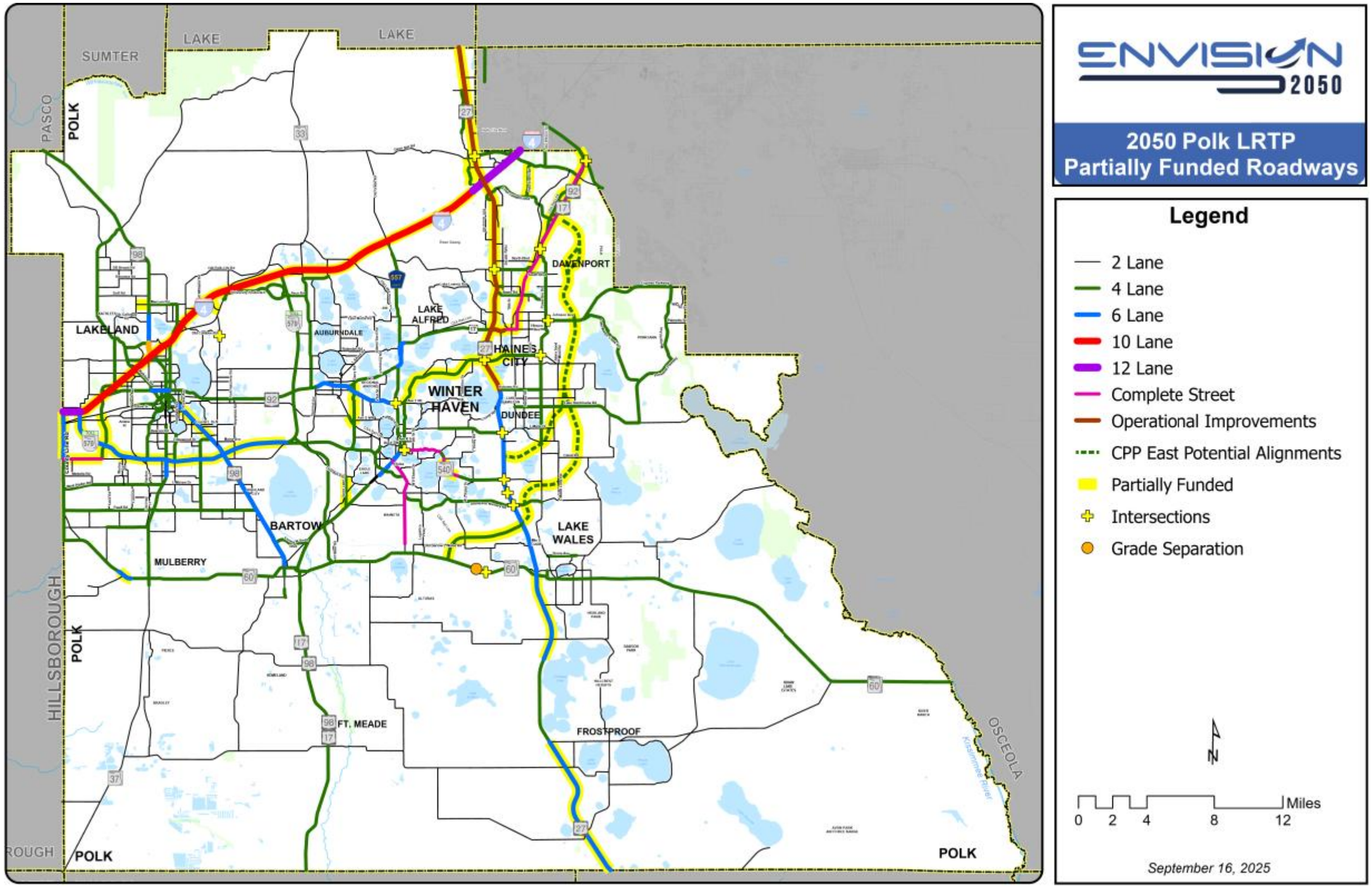


Figure 5-5. Partially Funded Roadways

Unfunded roadway projects are presented in **Table 5-5**. Maps showing unfunded and partially funded roadway needs are provided in **Figure 5-6** through **Figure 5-9**.

Table 5-5. Unfunded Roadway Projects, YOE

Unfunded Roadway Projects *(Costs in Year of Expenditure)*								
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
AVENUE T/COUNTRY CLUB RD	US 17	WEST LAKE HAMILTON DRIVE	2.09	WIDEN 2 TO 4 LANES	$4,869,858	$12,174,644	$45,654,915	$60,873,220
COUNTY LINE ROAD EXTENSION	SWINDELL ROAD	KNIGHTS-STATION	3.01	NEW 2 LANES	$5,577,102	$13,942,754	$52,285,327	$69,713,770
CR 542 (OLD TAMPA HWY)	CLARK ROAD	SR 572/AIRPORT ROAD	1.31	WIDEN 2 TO 4 LANES	$2,029,030	$7,628,523	$28,606,961	$38,142,615
CR 544	CENTRAL POLK PKWY EAST/POWERLINE ROAD	CR 546	2.77	WIDEN 2 TO 4 LANES	$6,471,607	$16,179,017	$60,671,312	$80,895,083
CR 547 EXTENSION	POWERLINE RD EXTENSION	CENTRAL POLK PKWY EAST	0.66	WIDEN 2 TO 4 LANES	$1,540,569	$3,851,423	$14,442,835	$19,257,114
CR 547 EXTENSION	CR 547	US 17/92/CSX LINE	0.29	WIDEN 2 TO 4 LANES	$680,921	$1,702,302	$6,383,634	$8,511,511
CR 655 (RIFLE RANGE ROAD)	ROBIN DRIVE	US 17	5.16	MULTIMODAL IMPROVEMENTS	$3,082,215	$7,705,538	$43,455,653	$57,940,870
CYPRESS GARDENS BLVD	1ST ST	OVERLOOK DR	2.20	MULTIMODAL IMPROVEMENTS	$2,971,609	$7,429,022	$27,858,833	$37,145,111
DUNDEE ROAD	US 27	SR 17	0.87	WIDEN 2 TO 4 LANES	$2,029,456	$5,073,640	$19,026,151	$25,368,201
DUNSON ROAD	US 27	BUCKINGHAM DRIVE	1.03	WIDEN 2 TO 4 LANES	$2,402,031	$6,005,077	$22,519,038	$30,025,385
EDGEWOOD DR	LAKELAND HIGHLANDS RD	US 98	0.72	MULTIMODAL IMPROVEMENTS	$974,073	$2,435,183	$9,131,937	$12,175,916
FDC GROVE ROAD	SANDERS RD	MASSEE RD	2.31	NEW 2 LANES	$4,278,998	$10,697,494	$40,115,604	$53,487,472
FDC GROVE ROAD	MASSEE RD	ERNIE CALDWELL BLVD	2.47	NEW 2 LANES	$3,508,062	$8,770,155	$32,888,080	$43,850,773
GAPWAY ROAD	CR 655	SR 559	1.89	IMPROVED 2 LANES	$3,508,062	$8,770,155	$32,888,080	$43,850,773
GATEWAY ROAD	COUNTY LINE ROAD	SR 570 (POLK PARKWAY)	1.44	NEW 2 LANES	$2,675,000	$6,687,499	$25,078,121	$33,437,495
HINSON AVENUE	30TH STREET	POWERLINE ROAD	1.00	WIDEN 2 TO 4 LANES	$2,340,134	$5,850,334	$21,938,753	$29,251,671
HOME RUN BLVD EXTENSION	HOME RUN BLVD	FDC GROVE RD	0.69	NEW 2 LANES	$1,276,879	$3,192,198	$11,970,742	$15,960,989
I-4 CROSSOVER CONNECTOR	HOME RUN BOULEVARD	I-4 CROSSOVER	0.27	NEW 2 LANES	$509,244	$1,273,111	$4,774,166	$6,365,554
LAKE MATTIE RD	SR 559	ADAMS BARN ROAD	2.00	IMPROVED 2 LANES	$3,703,660	$9,259,150	$34,721,814	$46,295,751
LAKE MIRIAM DR	SR 37	CLEVELAND HEIGHTS BLVD	0.71	MULTIMODAL IMPROVEMENTS	$639,062	$1,597,655	$5,991,208	$7,988,277
LEE JACKSON HWY	W BAY ST	ERNIE CALDWELL BLVD	3.79	WIDEN 2 TO 4 LANES	$7,120,332	$22,136,929	$83,013,484	$110,684,645
LEE JACKSON HWY	ERNIE CALDWELL BLVD	RONALD REAGAN PKWY	2.78	WIDEN 2 TO 4 LANES	$5,219,288	$16,226,633	$60,849,874	$81,133,165
LOMA DEL SOL EXTENSION	DUNSON ROAD	CR 54	0.74	NEW 2 LANES	$1,370,339	$3,425,848	$12,846,931	$17,129,241

Unfunded Roadway Projects *(Costs in Year of Expenditure)*								
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
N SAGE RD	COUNTRY CLUB RD	SAGE RD EXT	0.71	NEW 2 LANES	$1,321,817	$3,304,542	$12,392,034	$16,522,712
NORTH COLLECTOR	POITRAS RD	POLO PARK BLVD	1.11	NEW 2 LANES	$2,059,876	$5,149,691	$19,311,342	$25,748,455
PROVIDENCE ROAD	SR 539 (KATHLEEN RD)	GRIFFIN ROAD	1.33	MULTIMODAL IMPROVEMENTS	$1,194,934	$2,987,335	$11,202,506	$14,936,675
RECKER HWY EXTENSION	THORNHILL RD	NEPTUNE RD, S OF US 92	0.42	NEW 4 LANES	$1,451,936	$3,629,840	$13,611,901	$18,149,201
SAGE ROAD EXTENSION	SAGE ROAD (DEAD END NORTH)	COUNTRY CLUB ROAD SOUTH	0.40	NEW 2 LANES	$741,869	$1,854,672	$6,955,021	$9,273,361
SANDERS RD	DIAMOND ACRES RD	US 27	0.76	WIDEN 2 TO 4 LANES	$1,767,182	$4,417,954	$16,567,328	$22,089,770
SOUTH BLVD E	US 17/92	POWERLINE RD	1.06	WIDEN 2 TO 4 LANES	$2,470,972	$6,177,429	$23,165,359	$30,887,146
SR 17 (SCENIC HIGHWAY)	S OF POLK AVENUE	FLORIDA AVENUE	1.59	MULTIMODAL IMPROVEMENTS	$1,028,522	$2,571,306	$10,285,224	$12,856,530
SR 33	N TOMKOW ROAD	OLD POLK CITY RD	2.33	WIDEN 2 TO 4 LANES	$4,156,935	$10,392,337	$41,569,350	$51,961,687
SR 33 (MASSACHUSETTS AVENUE)	LAKE MORTON DRIVE	GRENADA STREET	3.99	MULTIMODAL IMPROVEMENTS	$3,868,428	$9,671,069	$38,684,277	$48,355,346
SR 37 (FLORIDA AVE S)	ARIANA ST	PINE STREET	1.75	MULTIMODAL IMPROVEMENTS	$1,130,972	$2,827,431	$11,309,722	$14,137,153
SR 539 (KATHLEEN RD)	US 92 (MEMORIAL BLVD)	INTERSTATE 4	1.65	MULTIMODAL IMPROVEMENTS	$1,594,587	$3,986,468	$15,945,872	$19,932,341
SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	MULTIMODAL IMPROVEMENTS	$1,452,731	$3,631,827	$14,527,306	$18,159,133
SR 544 (HAVENDALE BLVD)	US 92	US 17	3.20	MULTIMODAL IMPROVEMENTS	$6,462,068	$16,155,170	$64,620,678	$80,775,848
SR 544 (LUCERNE PARK RD)	AVENUE T NW	OLD LUCERNE PARK RD	2.06	MULTIMODAL IMPROVEMENTS	$1,329,098	$3,322,746	$13,290,984	$16,613,729
SR 549/FIRST STREET	SR 540 (CYPRESS GARDENS BLVD)	SR 544 (AVENUER T)	2.78	MULTIMODAL IMPROVEMENTS	$2,697,571	$6,743,927	$26,975,709	$33,719,637
SR 563	SR 539	US 92	0.59	MULTIMODAL IMPROVEMENTS	$568,573	$1,421,432	$5,685,727	$7,107,159
SR 572 (AIRPORT ROAD)	N OF POLK PKWY	1 MILE N OF POLK PKWY	0.88	WIDEN 2 TO 4 LANES	$1,567,700	$3,919,251	$15,677,005	$19,596,256
SR 572 (AIRPORT ROAD)	DRANE FIELD ROAD	S OF POLK PKWY	0.69	WIDEN 2 TO 4 LANES	$1,225,807	$3,064,517	$12,258,070	$15,322,587
SR 572 (AIRPORT ROAD)	1 MILE N. OF POLK PKWY	US 92 (NEW TAMPA HWY)	0.85	WIDEN 2 TO 4 LANES	$1,511,869	$3,779,673	$15,118,690	$18,898,363
SR 60	PEACE RIVER RD	US 27	12.61	WIDEN 4 TO 6 LANES	$22,761,487	$68,284,461	$227,614,869	$227,614,869
SR 60	COUNTY LINE RD	W MAIN ST	13.24	WIDEN 4 TO 6 LANES	$23,899,382	$71,698,146	$238,993,819	$238,993,819
SR 60	SR 60 (VAN FLEET DRIVE E)	E FLAMINGO DR	0.92	WIDEN 4 TO 6 LANES	$1,665,348	$4,996,045	$16,653,483	$16,653,483
SR 60	E FLAMINGO DR	PEACE RIVER RD	1.43	WIDEN 4 TO 6 LANES	$2,582,741	$7,748,223	$25,827,411	$25,827,411
SR 60 (N VAN FLEET DR)	W MAIN ST	BROADWAY AVE N	0.86	WIDEN 4 TO 6 LANES	$1,546,371	$4,639,113	$15,463,711	$15,463,711
SR 600	BONNET SPRINGS BLVD	WABASH AVE	1.21	MULTIMODAL IMPROVEMENTS	$1,175,572	$2,938,930	$11,755,721	$14,694,651

Unfunded Roadway Projects *(Costs in Year of Expenditure)*								
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	MULTIMODAL IMPROVEMENTS	$1,079,050	$5,233,395	$20,933,578	$26,166,973
SR 700	US 98	US 92	1.14	MULTIMODAL IMPROVEMENTS	$1,102,545	$2,756,362	$11,025,450	$13,781,812
STATE ROAD 544	US 17	SR 549 (1ST STREET)	0.50	WIDEN 4 TO 6 LANES	$719,942	$1,799,855	$7,199,419	$8,999,274
TANK ROAD	STUDENT DRIVE	SAND MINE ROAD	0.50	NEW 2 LANES	$922,687	$2,306,719	$8,650,195	$11,533,593
TANK ROAD	BELLA CITA BLVD	BARRY ROAD	1.01	NEW 2 LANES	$1,862,947	$4,657,369	$17,465,133	$23,286,844
TENTH ST	SR 539	US 98	1.08	MULTIMODAL IMPROVEMENTS	$970,686	$2,426,714	$9,100,178	$12,133,570
US 17	SR 540 (CYPRESS GARDENS BLVD)	MOTOR POOLK RD	3.07	MULTIMODAL IMPROVEMENTS	$2,974,259	$7,435,647	$29,742,588	$37,178,235
US 17/92	ROCHELLE AVENUE	US 27	5.34	WIDEN 4 TO 6 LANES	$7,710,641	$19,276,603	$77,106,410	$96,383,013
US 17/92	US 17	ROCHELLE AVENUE	2.33	MULTIMODAL IMPROVEMENTS	$4,720,752	$11,801,880	$47,207,521	$59,009,402
US 17/92	HINSON AVENUE	POWERLINE RD EXT	5.00	WIDEN 2 TO 4 LANES	$8,911,480	$22,278,701	$89,114,804	$111,393,505
US 17/92	POWERLINE RD EXT	OSCEOLA CO/L	1.85	WIDEN 2 TO 4 LANES	$3,296,591	$8,241,478	$32,965,913	$41,207,392
US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	1.75	WIDEN 4 TO 6 LANES	$3,166,334	$9,499,002	$31,663,340	$31,663,340
US 17/98 (EAST AVE)	MAIN ST	VAN FLEET DRIVE W	0.51	WIDEN 4 TO 6 LANES	$917,127	$2,751,381	$9,171,271	$9,171,271
US 27	CR 630A	PRESIDENTS DRIVE	5.04	WIDEN 4 TO 6 LANES	$9,098,682	$27,296,047	$90,986,824	$90,986,824
US 92	SR 570	SR 655	1.33	WIDEN 4 TO 6 LANES	$1,923,311	$4,808,277	$19,233,110	$24,041,387
US 92 (MEMORIAL BLVD)	WEST OF SR 539 (KATHLEEN RD) OVERPASS	SR 33 (LAKELAND HILLS BLVD)	1.02	MULTIMODAL IMPROVEMENTS	$2,064,875	$5,162,186	$20,648,745	$25,810,931
US 98	DAUGHTERY ROAD W	N OF WEST SOCRUM LOOP ROAD	2.29	WIDEN 4 TO 6 LANES	$3,299,662	$8,249,155	$32,996,620	$41,245,774
US 98	US 92 (MEMORIAL BLVD)	INTERSTATE 4	2.36	MULTIMODAL IMPROVEMENTS	$2,291,054	$5,727,635	$22,910,539	$28,638,174
WARING ROAD PHASE II	WEST PIPKIN ROAD	DRANE FIELD ROAD	1.52	WIDEN 2 TO 4 LANES	$3,549,932	$8,874,831	$33,280,615	$44,374,154
WAVERLY BARN ROAD	NORTH RIDGE TRAIL	US 27	0.41	WIDEN 2 TO 4 LANES	$960,548	$2,401,370	$9,005,139	$12,006,852
WEST LAKE HAMILTON DRIVE CONNECTOR	WEST LAKE HAMILTON DRIVE	SR 544	0.35	NEW 2 LANES	$652,593	$1,631,483	$6,118,063	$8,157,417
WEST PIPKIN RD	HARDEN BLVD	SR 37	0.66	WIDEN 2 TO 4 LANES	$4,869,858	$12,174,644	$45,654,915	$60,873,220

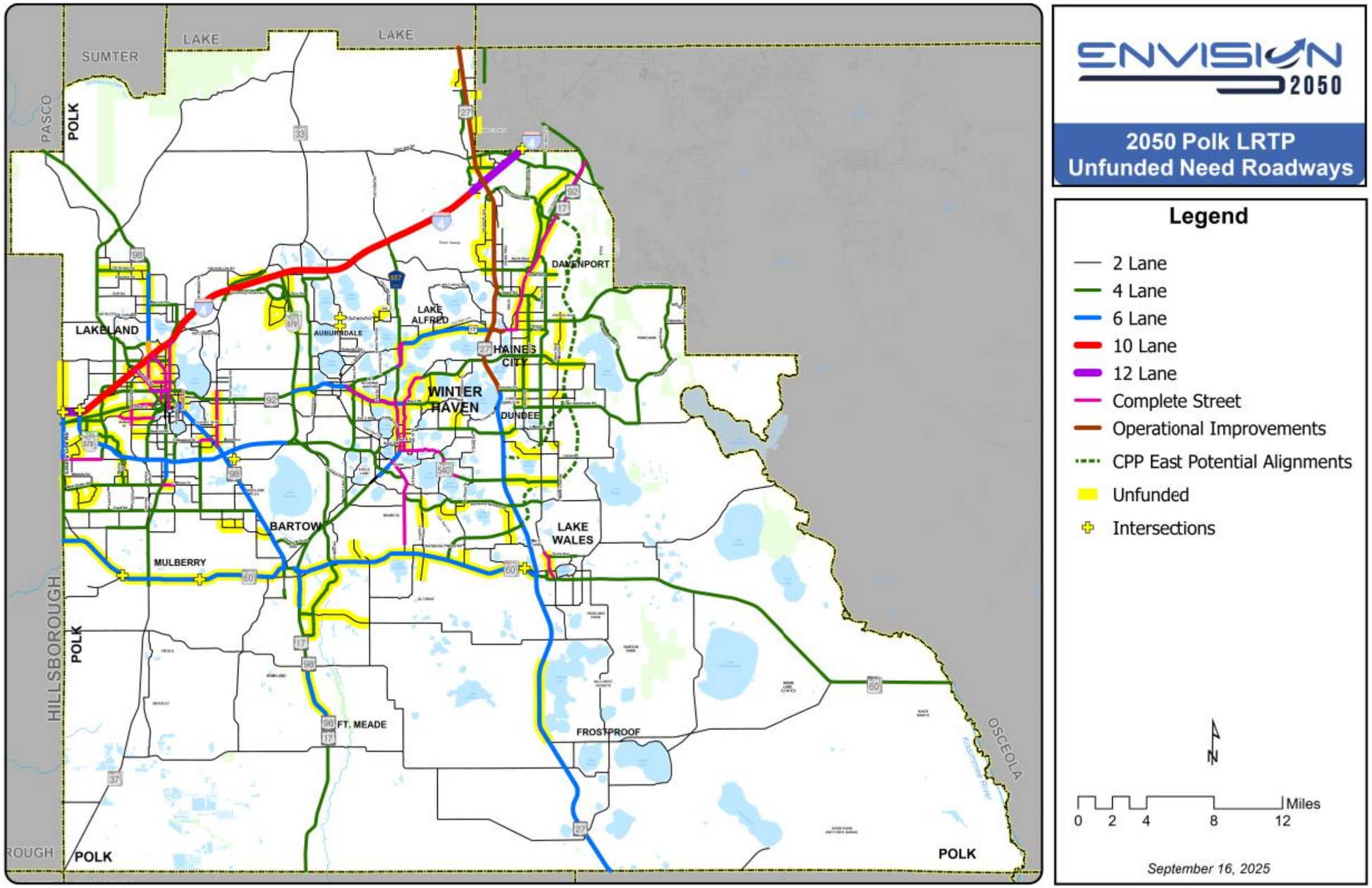


Figure 5-6. Unfunded Roadway Needs

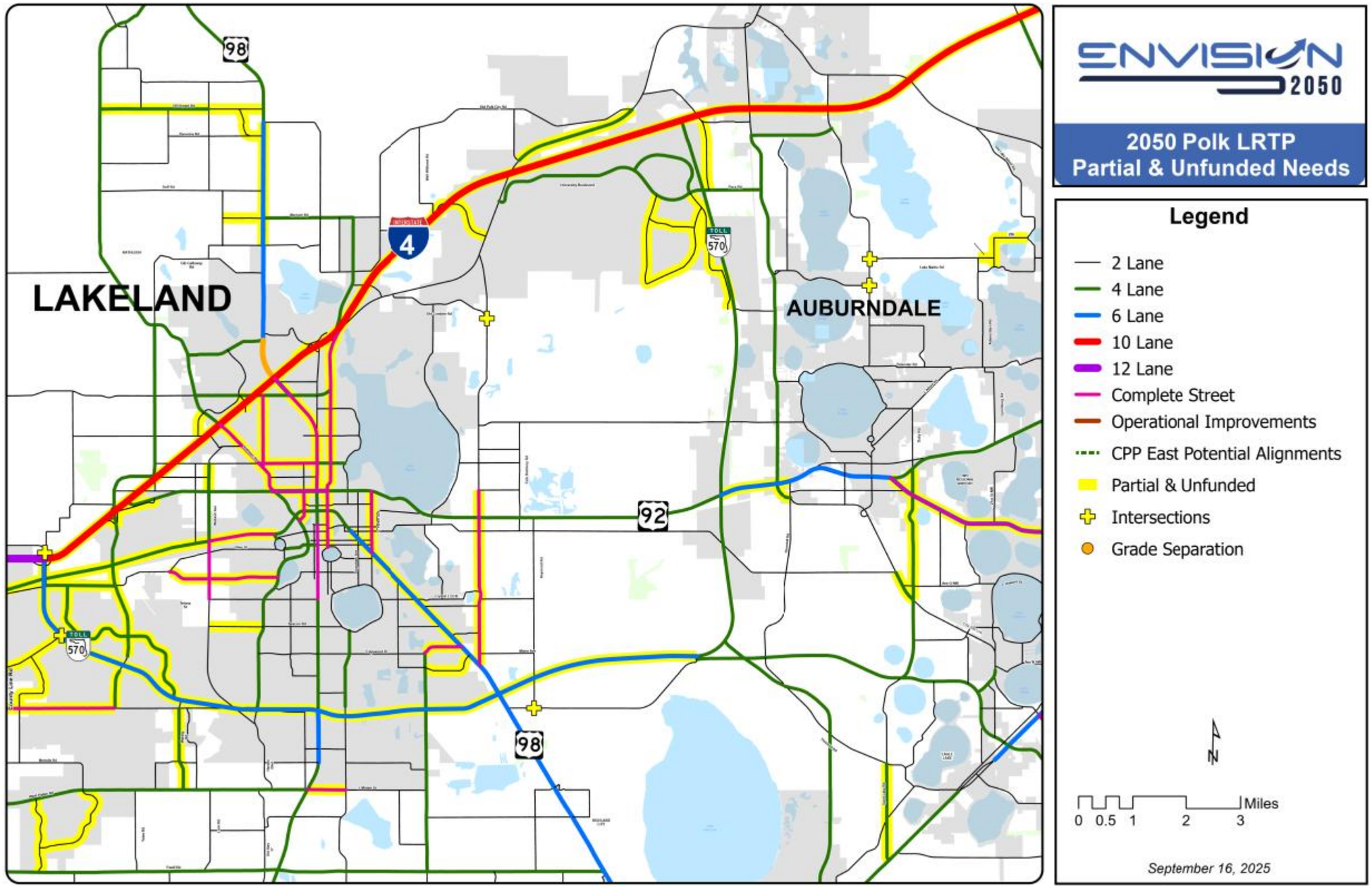


Figure 5-7. Partial and Unfunded Roadway Needs, Lakeland Area

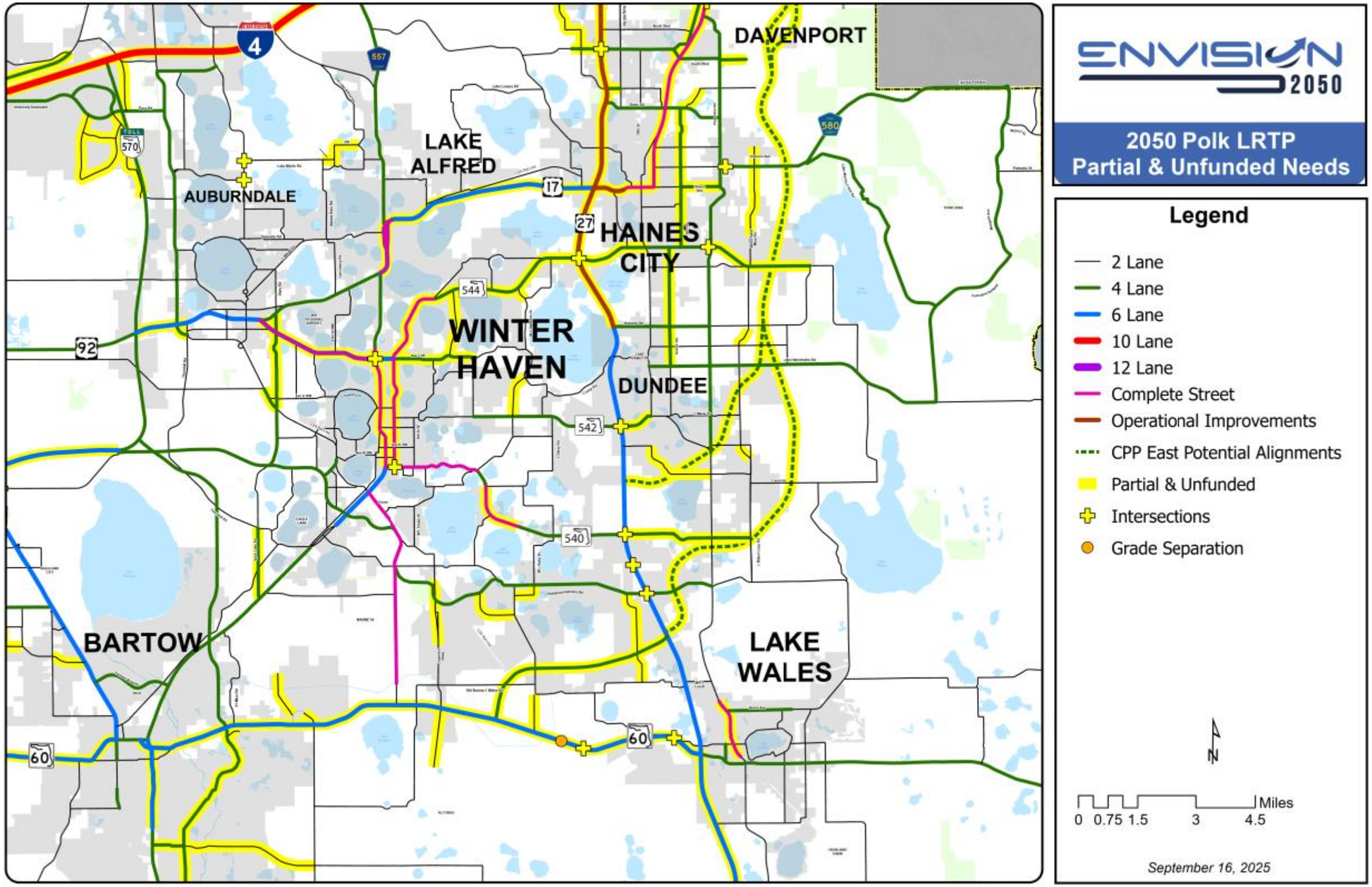


Figure 5-8. Partial and Unfunded Roadway Needs, Winter Haven Area

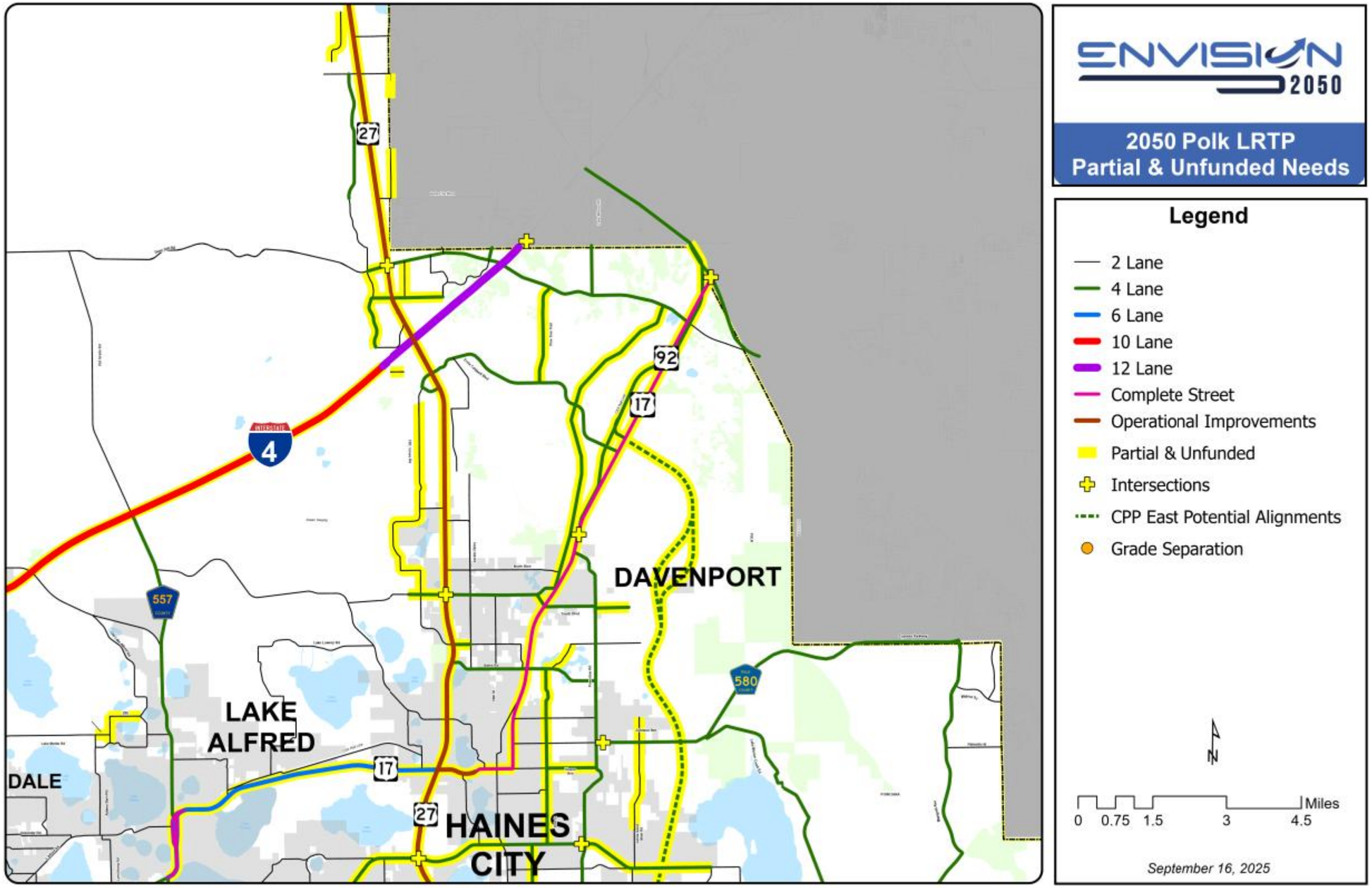


Figure 5-9. Partial and Unfunded Roadway Needs, Northeast Area

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PUBLIC INVOLVEMENT

CHAPTER 6

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6.0 PUBLIC INVOLVEMENT

The *Envision 2050* LRTP included an intentional effort to solicit feedback from a broad range of participants and stakeholders within Polk County. The TPO used virtual methods to engage the public, including an interactive map, comment wall, survey, themes-ranking activity, and live public forum. In accordance with federal regulation, traditionally underserved populations were specifically targeted as part of the outreach efforts and participation in the Plan. Input gathered was used to assist in the development of the *Envision 2050* LRTP.

The goals for public outreach during the development of the *Envision 2050* LRTP included the following:

- Increasing Public Awareness
  - Ensure that the public is well-informed about the LRTP and how to participate
- Engaging with the Community
  - Foster a sense of community involvement and gather feedback to address concerns and collect information on ways to improve the transportation network in Polk County
- Building Trust and Transparency
  - Maintain open communication with the public and stakeholders to build trust and ensure transparency about the LRTP and its development process
- Showcasing Solutions and Advancements
  - Promote the innovations and solutions that have come out of previous efforts, showcasing the modern, forward-thinking approach to improving transportation throughout Polk County
- Supporting Partner Agencies
  - Collaborate with partner agencies to help further deliver messaging about the LRTP and identify opportunities for participation by partner agency audiences
- Monitoring and Evaluating Effectiveness
  - Continuously monitor the effectiveness of the communications strategy and make adjustments as needed to achieve the desired outcomes

Ultimately, the input received through these public outreach efforts helped guide the development of the *Envision 2050* LRTP and validate the projects that were recommended in the plan. **Table 6-1** shows the number of participants engaged during each of the public involvement activities conducted.

Table 6-1. Participants Engaged

Date	Activity	Number of Participants
February 20, 2025 – Ongoing	Interactive Map	292
March 5, 2025 – Ongoing	Comment Wall	25
March 12, 2025 – Ongoing	Survey	TBD
February 18, 2025 - Ongoing	Rank our Themes	TBD
June 20, 2025	Virtual Live Public Forum	TBD

6.1 SUMMARY OF PUBLIC INPUT

INTERACTIVE MAP

The public involvement effort included an interactive online map, where participants were able to place points at locations of concern. Participants were able to attach comments to points, allowing them to highlight their concerns or suggestions for improvements at specific locations. **Figure 6-1** illustrates the map showing the locations of the 292 contributions received to date.

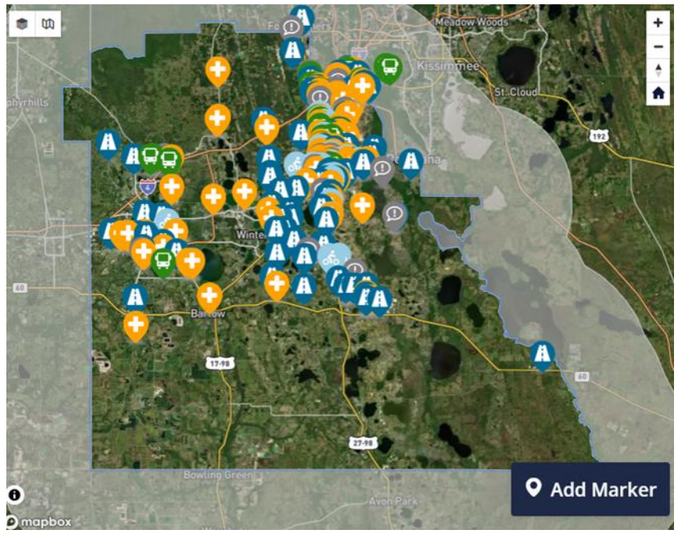


Figure 6-1. Interactive Map Responses to Date

COMMENT WALL

The comment wall provided participants with an opportunity to share their thoughts on the transportation system. The comment wall was formatted to allow open-ended comments. Twenty-five comments have been posted to date. Participants have highlighted their frustration with rapid development, noting that infrastructure improvements have not kept up with the pace of development. Participants emphasized their desire to fast-track transportation improvement projects. There were a number of comments voicing concerns over safety and the need for better enforcement of traffic rules.

SURVEY

The survey asked participants to identify their concerns with the transportation network in Polk County, including broad concerns and location-specific concerns. The surveys also gauged participants' overall sentiment with the existing and future state of the county's transportation network. Based on the responses so far, approximately 68% of participants indicated they felt the transportation system in the county has gotten worse over the past five years. When asked if they experienced traffic congestion on a daily basis, approximately 86% of respondents indicated that they did, with the majority thinking that the congestion needs to be addressed immediately. Nearly 77% of respondents indicated that they would be willing to pay more to reduce congestion.

Survey participants were presented with ten initiatives that would improve transit in the county and asked to rank them in terms of priority. The participants ranked SunRail stations in Haines City and Lakeland as their top priority, followed by bus service every 30 minutes on major road corridors and peak-hour commuter express buses to SunRail stations via I-4 and U.S. Highway 27. Additionally, the survey presented five themes and asked participants to rank them in order from their most to least favorite. Participants rated "safety of the transportation network" as their favorite theme.

LIVE VIRTUAL PUBLIC FORUM

On June 20, 2025, the Polk TPO hosted a Virtual Live Public Hearing to present and discuss the *Envision 2050* LRTP. The forum addressed the challenges posed by Polk County's rapid population growth, including increased traffic congestion and infrastructure demands. TPO leadership outlined the agency's multi-modal approach, emphasizing investments in roadway improvements, expanded bicycle and pedestrian trails, enhanced public transit, and future passenger rail options to create a safer, more sustainable, and efficient transportation network.

The TPO highlighted recent and ongoing projects, such as improvements at State Road 540 and US 17, the John Singletary Bridge, and trail expansions. Public participation was strongly encouraged through interactive features on the *Envision 2050* website, including maps, comment walls, and surveys. The TPO reaffirmed its commitment to transparency, collaboration with partner agencies, and ongoing community engagement to ensure the LRTP reflects the needs and priorities of Polk County residents. **Figure 6-2** depicts the Virtual Live Public Hearing and **Figure 6-3** shows the project website.



Figure 6-2. Live Virtual Public Forum



Figure 6-3. Project Website

PERFORMANCE EVALUATION

CHAPTER 7

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7.0 PERFORMANCE EVALUATION

7.1 INTRODUCTION

Evaluating transportation performance is a critical element of the *Envision 2050* plan, supporting the TPO's efforts to achieve the goals that will advance the county's transportation system. Performance measurement is an ongoing process that informs both long- and short-term planning, guides the prioritization and funding of transportation projects and programs, and enables the annual assessment of system effectiveness.

This section summarizes the performance for the *Envision 2050* plan based on the Goals, Objectives, Performance Targets, and Performance Indicators established earlier in this report. The section concludes with a focused discussion on environmental mitigation strategies.

7.2 PERFORMANCE MEASURES

Performance Measures were established through Federal Highway Administration (FHWA). Combined, they address each of the national Planning goal areas. TPOs/MPOs are required to conduct performance-based planning by setting data-driven performance targets for the performance measures and program transportation investments that are expected to achieve those targets.

Table 7-1 shows the objectives, performance measures, targets, and the TPO's performance for Goal 1 – Safety.

Table 7-1. Goal 1 Objectives, Performance Measures, Targets, and Polk TPO Performance

Objective	Performance Measure	FDOT/ Polk TPO 2025 Target	Polk TPO 2024 Conditions	Polk TPO 2050 Outlook
Strive for safe and fatality-free travel conditions on all Polk County roads	Number of fatalities	0	141.8	Improved; Target not met
	Fatality Rate per 100 Million Vehicles Miles Traveled (VMT)	0	1.761	Improved; Target not met
	Number of Serious Injuries	0	423	Improved; Target not met
	Serious Injury Rate per 100 Million VMT	0	5.227	Improved; Target not met
	Non-motorized fatalities or serious injuries	0	84.4	Improved; Target not met

Note: Safety measures are based on 5-year rolling average values

Table 7-2 shows the objectives, performance indicators, targets, and the TPO's performance for Goal 1 – Safety.

Table 7-2. Goal 1 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Target	Polk TPO 2050 Outlook
Facilitate safe and secure travel conditions on public transportation	Maintain zero traffic-related fatalities on public transportation system, and reduce injuries/accidents	Zero fatalities and reduced injuries	Improved; Target not met
	Annually reduce injuries and accidents/injuries on public transportation systems	Reduced injuries	Target met

Table 7-3 shows the objectives, performance measures, and the TPO's performance toward Goal 2 – Mobility.

Table 7-3. Goal 2 Objectives, Performance Measures, Targets, and Polk TPO Performance

Objective	Performance Measure	Polk TPO 2024 Conditions	Polk TPO 2050 Outlook
Maintain stable traffic flow on major roads and freight network	National Highway System (NHS) Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT) ≥75%	79.5%	Target Met
	Non-NHS Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT) ≥60%	96.5%	Target Met
	Truck Travel Time Reliability (TTR) ≤2.00	≤1.81	Target Met

Table 7-4 shows the objectives, performance indicators, targets and the TPO's performance toward Goal 2 – Mobility.

Table 7-4. Goal 2 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Expand transportation options for both intercity and local travel	Provide fixed-route transit service to all municipalities in the county	14 of 17 municipalities	Does not meet target
	Consider potential future regional travel opportunities including express bus and rail options	Improvements desired	Improvements made
	Provide regional multi-use trail connections to all municipalities in the county	5 of 17 municipalities	Improvements Made
Improve access to regional multi-use trail network	90% of Polk County population within 5mi of regional multi-use trail network	90% of Polk population	Improvements Made
	40 continuous miles on the regional multi-use trail network	110 continuous Trail miles	Improvements Made
Incorporate future transportation technologies	Incorporate future-ready technology when improving or building new system facilities	Use of ITS/ TSM&O strategies	Improvements Made

Table 7-5 shows the objectives, performance measures, targets, and the TPO's performance toward Goal 3 – Livability.

Table 7-5. Goal 3 Objectives, Performance Measures, Targets, and Polk TPO Performance

Objective	Performance Measure	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Provide travel options for persons of all ages and abilities	50% of complete street network with bicycle facilities	TBD	TBD
	50% of complete street network with sidewalks	TBD	TBD
	Overall avg Transit Connectivity Index (TCI) score of 175 for county census block groups	TBD	TBD
	75% of senior residents with high or moderate access to fixed-route transit services based on TCI	TBD	TBD

Table 7-6 shows the objectives, performance indicators, targets, and the TPO's performance toward Goal 3 – Livability.

Table 7-6. Goal 3 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Develop transportation infrastructure and services that support livable communities and aim to enhance mobility for all residents	100% sidewalk coverage within 1 mile of schools	≥72%	Improvements Made
	Mobility index score ≥10 in neighborhoods with underserved populations	Mobility audits were completed and updated	Improvements Made

Table 7-7 shows the objectives, performance indicators, and the TPO's performance toward Goal 4 – Economic Development.

Table 7-7. Goal 4 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Enhance transportation infrastructure and services to support economic vitality and job creation	Improves access to major employment hubs and freight distribution facilities	Improvements desired	Improvements made
	Includes complete streets projects in residential and commercial areas to promote economic development	Improvements desired	Improvements made

Table 7-8 shows the objectives, performance indicators, targets, and the TPO's performance toward Goal 5 – Sustainable Resources.

Table 7-8. Goal 5 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Conditions	Polk TPO 2050 Outlook
Maintain highway infrastructure in a state of good repair	≥60% interstate pavement in good condition	TBD	Target met
	≥40% non-interstate (NHS) pavement in good condition	TBD	Target met
	≥50% NHS bridges condition	TBD	Target met
	Transit Asset Management Plan (TAM) various targets	TBD	Target met
Minimize environmental impacts from transportation projects	<5% of total footprint from transportation projects	TBD	Target met
	Meet or exceed National Ambient Air Quality Standards	Standard met	Target met
Improve transportation resiliency	Does plan identify key vulnerabilities and identify resiliency priorities to enable resiliency funds?	Developed for 2050 LRTP	Yes
Improve air quality and carbon emissions	Does plan identify types of projects for carbon reduction?	Developed for 2050 LRTP	Yes
	Does plan reduce per capita vehicle miles of travel (VMT)?	Developed for 2050 LRTP	Yes

Table 7-9 shows the objectives, performance indicators, targets, and the TPO's performance toward Goal 6 – Implementation.

Table 7-9. Goal 6 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Ensure that projects identified can be implemented in a reasonable time frame, given anticipated funding	The plan will identify projects that can be funded for implementation within 5-10 year period	Developed for 2050 LRTP	Yes
	The plan will identify planning studies to prepare for future projects for funding and implementation	Developed for 2050 LRTP	Yes

7.3 NETWORK PERFORMANCE

TRAVEL DEMAND MODEL RESULTS

In addition to the performance evaluation and targets, the network performance was evaluated for the purpose of reviewing the performance of different scenarios. The TPO's adopted travel demand model indicates that the Cost Feasible Network is effective in managing congestion and travel delay throughout much of Polk County. An overall analysis of volume/capacity (V/C) ratios for Polk's road network for several different scenarios was conducted to demonstrate the level of congestion expected in 2050. For this analysis, the road network was divided into four categories or classifications which consists of the following:

- All roads
- Collector roads
- Arterial roads
- Freight network

Model Results to be Inserted once Model is Finalized

7.4 ENVIRONMENTAL MITIGATION

Throughout the development of *Envision 2050*, the TPO coordinated with FDOT, adjacent MPOs, and other agencies. To understand the environmental mitigation opportunities and issues within the planning area, the TPO also conducted and will conduct ongoing direct outreach to appropriate Federal, state and local land management, natural resource, and environmental agencies.

FDOT REQUIREMENTS

The *Envision 2050* LRTP addresses potential environmental mitigation activities as required by federal regulations.

23 Code of Federal Regulations (CFR) 450.324:

(f) The metropolitan transportation plan shall, at a minimum, include:

(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO [TPO] may establish reasonable timeframes for performing this consultation.

Transportation projects can significantly impact many aspects of the environment including wildlife and their habitats, wetlands, and groundwater resources. In situations where impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation and/or preservation projects that serve to offset unavoidable environmental impacts.

In the State of Florida, environmental mitigation for transportation projects is completed through a partnership between the TPO, FDOT, and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). These activities are directed through Section 373 Florida Statutes (F.S), which establishes the requirements for mitigation planning as well as the requirements for permitting, mitigation banking, and mitigation requirements for habitat impacts. Under this statute, FDOT must identify projects requiring mitigation, determine a cost associated with the mitigation, and place funds into an escrow account within the Florida Transportation Trust Fund. State transportation trust funds are programmed in the FDOT work program for use by the WMDs to provide mitigation for the impact identified in the annual inventory.

Section 373.4137, F.S., establishes the FDOT mitigation program that is administered by the state's WMDs, which are responsible for developing an annual mitigation plan with input from Federal and State regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program is a great benefit to TPOs because it offers them an additional method to mitigate for impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, TPOs, and local agencies.

When addressing mitigation, the approach is to prioritize avoiding all impacts and to minimize and mitigate impacts when unavoidable. This rule can be applied at the planning level, when TPOs are identifying areas of potential environmental concern due to the development of a transportation project.

A typical approach to mitigation that TPOs can follow is to:

- Avoid impacts altogether
- Minimize a proposed activity/project size or its involvement
- Rectify the impact by repairing, rehabilitating, or restoring the affected environment
- Reduce or eliminate the impact over time by preservation and maintenance operation during the life of the action
- Compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site

Sections 373.4137 and 373.4139, F.S. require that impacts to habitat be mitigated for through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) and the DEP. Potential environmental mitigation opportunities that could be considered when addressing environmental impacts from future projects proposed by TPO.

Planning for specific environmental mitigation strategies over the life of the long range transportation plan can be challenging. Potential mitigation challenges include lack of funding for mitigation projects and programs, lack of available wetland mitigation bank credits, improperly assessing cumulative impacts of projects, and permitting issues with the county, local, state and federal regulatory agencies. These challenges can be lessened when TPOs engage their stakeholders, including regulatory agencies, the public and other interested parties, through the public involvement process. The public involvement process provides TPOs an efficient method to gain input and address concerns about potential mitigation strategies and individual projects.

In addition to the process outlined in the Florida Statutes and implemented by the TPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long range transportation projects allowing for more specific commentary. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida along with its TPO/MPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects. The potential mitigation strategies for each resource and impact are shown in **Table 7-10** below.

Table 7-10. Potential Mitigation Strategies by Resource/Impact

Resources/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	• Restore degraded wetlands • Create new wetland habitats • Enhance or preserve existing wetlands • Improve stormwater management • Purchase credits from a mitigation bank
Forested and other natural areas	• Use selective cutting and clearing • Replace or restore forested areas • Preserve existing vegetation
Habitats	• Construct underpasses, such as culverts • Other design measures to minimize potential fragmenting of animal habitats
Streams	• Stream restoration • Vegetative buffer zones • Strict erosion and sedimentation control measures
Threatened or Endangered Species	• Preservation • Enhancement or restoration of degraded habitat • Creation of new habitats • Establish buffer areas around existing habitat

WETLANDS

There are wetlands adjacent to several existing roadway corridors. The TPO has and will continue to coordinate with FDOT, FDEP, Southwest Florida Water Management District (SWFWMD) and South Florida Water Management District (SFWMD) to mitigate transportation impacts on the environment including wetlands.

WILDLIFE AND HABITAT COORDINATION

Another component of mitigation is wildlife and habitat impacts and coordination. Preserving land and establishing connected wildlife corridors are both essential for creating an integrated ecosystem and should be prioritized when evaluating transportation impacts. Polk County has significant public/private conservation areas as well as areas of critical state concern.

Specifically, with the proposed widening of I-4 to include six general purpose lanes, four special use lanes, and sufficient right of way for the future inclusion of rail service in the median, several potential wildlife crossings have been proposed along I-4. A recommendation for locations was determined at the request of FDOT under the direction of the League of Environmental Organizations and the Central Florida Regional Planning Council, an I-4 Environmental Advisory Group (EAG) was formed to bring together diverse interest groups and expertise involved in the wildfire corridor issue. This process is an example of how the TPO staff has coordinated with resource agencies to come together to improve results of environmental mitigation. Polk TPO staff will continue to review FDOT design plans and coordinate with FDOT staff for the inclusion of wildlife crossings along I-4.

HABITAT CONSERVATION PLAN BACKGROUND FOR POLK COUNTY

The Endangered Species Act of 1973 protects species that are considered endangered or threatened of becoming extinct. An incidental take permit is federally required when non-federal activities result in a take of an endangered or threatened species (federal govt. has different process for their activities). What is meant by “take” is harassing, harming, pursuing hunting, shooting, wounding, killing, trapping or collecting any listed species. The reference to harming can include removing the species habitat.

A Habitat Conservation Plan (HCP) is an effective tool for both protecting endangered and threatened wildlife species and providing benefits to landowners. As a requirement for all Incidental Take Permits, HCPs lay out how anticipated take resulting from otherwise unlawful activities will be minimized and mitigated. By obtaining an Incidental Take Permit and following the guidelines set forth in the HCP, the landowner has assurance that they will not be in violation of the Endangered Species Act should any incidental take of a listed species occur.

When a County obtains an Incidental Take Permit and develops an HCP, the take coverage as well as the minimization and mitigation measures in the HCP are passed down to the landowner through their permit from the County. There will be a cost associated with the permit to cover the mitigation requirements. The permitting process is streamlined and reduces some of the financial burden on the landowner by eliminating the need for the individual landowner to obtain their own Incidental Take Permit and develop their own HCP.

Polk County and the Florida Fish and Wildlife Conservation Commission FWC have partnered together to submit a Habitat Conservation Planning Assistance grant to the U.S. Fish and Wildlife Service. This grant has been awarded and Polk County developed a County-wide HCP to address all federally-listed species within Polk County.

FLOOD ZONES

Floods are one of the most common hazards in the United States. The Polk TPO has used flood zone mapping to display vulnerable areas. It is important to specifically understand the impacts to transportation infrastructure such as major roads and bridges and evacuation routes

The Polk TPO will coordinate with the municipalities, Polk County, and other local and regional agencies to mitigate impacts to the transportation system from climate change. One of these strategies include using data and available information to understand transportation infrastructure that is vulnerable to extreme weather events.

SYSTEM RESILIENCY

The Polk TPO developed a Resiliency Plan in 2024 that provided a framework for integrating resiliency strategies into Polk County’s transportation planning. The plan assesses vulnerabilities in the transportation network, particularly related to flooding and wildfire, and prioritizes projects that strengthen infrastructure and support recovery from disruptions. It provided recommendations for high-risk areas and mobility issues.

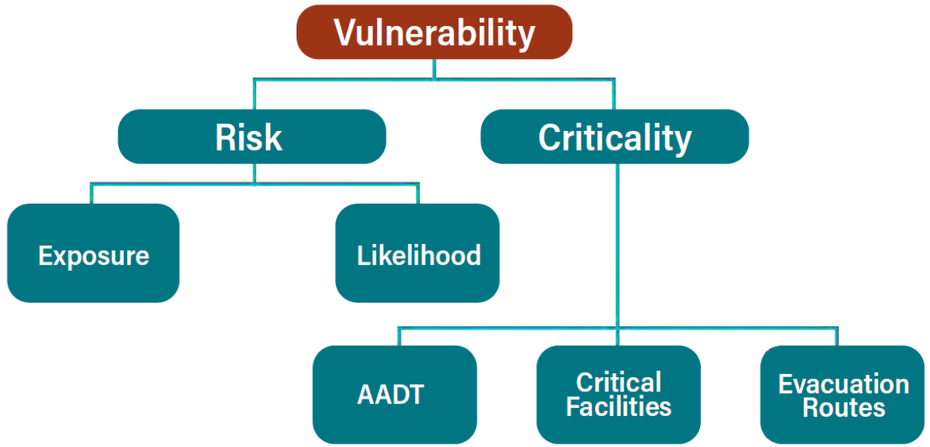


Figure 7-1. Graphic from Resilient Polk Transportation Plan

IMPLEMENTATION
CHAPTER 8

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8.0 IMPLEMENTATION

8.1 INTRODUCTION

The *Envision 2050* LRTP represents a significant milestone in addressing the multimodal surface transportation needs of Polk County. For key elements of the Plan to move forward, there are many essential follow up actions beyond normal project development activities that will need to be undertaken by the TPO and its agency and community partners. The implementation of the Plan will also be reliant upon the support and cooperation of many key local and regional partners including the local municipalities, Polk County, the FDOT District One, and neighboring counties and MPOs, among others.

8.2 IMPLEMENTATION ACTION ITEMS

MAJOR PROGRAM PRIORITIES OF THE POLK TPO

The Polk TPO has made a commitment to utilize their federal funding allocation on a wide range of multimodal, safety, and intersection improvement projects. This federal funding is the primary funding source for intersection and operational improvements identified by the Congestion Management Process, Complete Streets corridor projects, transit facility enhancements, safety projects, resurfacing supplements (funding to make multimodal, safety, or intersection improvement concurrent with the routine resurfacing of a roadway), and stand-alone bicycle/pedestrian and trail projects. Funding for these programs will require the TPO to annually allocate funding for these program areas and prioritize projects.

PARTIALLY FUNDED AND UNFUNDED PRIORITY PROJECTS

Partially Funded / Illustrative projects represent high priority projects that are not currently cost feasible but could be added to the Plan, should funding become available in the future.

8.3 COMPLIANCE WITH FEDERAL REGULATION AND GUIDANCE

IIJA

The *Envision 2050* LRTP is guided by the Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021. The IIJA builds upon MAP-21 (2012) and the FAST Act (2015) and introduced new priorities to address contemporary transportation challenges. While these previous acts established performance-based planning, emphasis on multimodal transportation, and expanded stakeholder involvement, key additions from the FAST Act included focusing on system resiliency, enhancing tourism, and broadening consultation requirements.

PLAN AMENDMENT PROCESS

This Long Range Transportation Plan is not a static document. LRTP changes can occur due to shifts in availability of funding or updated project priorities, among other reasons. The FDOT provides TPOs guidance to implement amendments to the LRTP.

The TPO may need to revise the LRTP outside of the standard 5-year update cycle. The Code of Federal Regulations defines two types of revisions—a*dministrative modifications* and a*mendments*.

An *administrative modification* is a minor revision to the LRTP or TIP. It generally includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. Public review and comments are not required, and fiscal constraint demonstration is not necessary either.

An *amendment* is a major revision to the LRTP (or TIP). Amendments include the addition or removal of projects from the plan, major changes to project costs, changes to major dates, or significant revisions to design concepts and scopes for existing projects. Amendments require re-demonstrating fiscal constraints as well as public review and comment in accordance with the LRTP amendment and Public Participation Process (PPP). Changes to projects that are considered illustrative do not require an amendment. An amendment requires revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars, based on reasonable financial principles and information.

The LRTP can be revised at any time. It is important to note that the TPO does not have to extend the planning horizon of the LRTP for administrative modifications or for amendments. Florida Statute requires that the Polk TPO Board adopt amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present. The amended long range plan is to be distributed in accordance with the FDOT MPO Handbook requirements.



THE NEXT FIVE YEARS

The Polk TPO has a clear vision for the transportation system within the two counties providing connections to the rest of the region. This LRTP seeks to address local and regional mobility needs, including placing a priority of smaller high value projects and mobility improvements to promote safety and economic development. A hallmark feature of the *Envision 2050* Long Range Transportation Plan is its commitment to supporting the community of Polk County by investing in safe, multimodal improvements that enhance the character of the area. The *Envision 2050* LRTP will remain in effect for five years until its update, anticipated to be completed by December 2030.

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Selection from FY 2025/2026-2029/2030 Transportation Improvement Program

APPENDIX A

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TIP FY 2025/2026-2029/2030 Revenues in Year of Expenditure (YOE) Costs

Fund Type	>2026	2026	2027	2028	2029	2030	<2030	All Years
Federal	$227,038,014	$74,370,962	$30,018,972	$91,247,333	$28,546,344	$105,113,620	$0	$556,335,345
Federal Earmark	$349,179	$9,500,000	$0	$0	$0	$0	$0	$9,849,179
Local	$87,244,524	$11,967,591	$22,980,209	$27,241,187	$69,880,947	$59,662,716	$0	$278,977,174
R/W and Bridge Bonds	$5,750,132	$0	$0	$0	$0	$0	$0	$5,750,132
State 100%	$522,514,182	$113,527,226	$141,600,397	$166,323,233	$111,872,000	$60,735,801	$3,321,854	$1,119,894,693
Toll/Turnpike	$894,897,418	$49,733,191	$28,708,639	$124,457,048	$56,883,100	$14,309,000	$1,284	$1,168,989,680
Grand Total:	$1,737,793,449	$259,098,970	$223,308,217	$409,268,901	$267,182,391	$239,821,137	$3,323,138	$3,139,796,203

TIP FY 2025/2026-2029/2030 Roadway Projects

Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
I-4	Hillsborough C/L	Osceola C/L	32 mi	Corridor Improvement	PD&E	No	$767,166
I-4	US 27	Osceola C/L	4 mi	PD&E/EMO Study	PD&E	No	$736,816
I-4	W of US 27	E of CR 532	4 mi	Add Lanes & Reconstruct	ROW	No	$7,260,158
I-4	At US 27		1.5 mi	Interchange - Add Lanes	PD&E	No	$2,993,388
I-4	W of US 27	Osceola C/L	4 mi	Add Lanes & Reconstruct	ROW	No	$20,534,337
I-4	US 27 Backage Rd		1.5 mi	Interchange - Add Lanes	PD&E	No	$432,382
I-4	W of Memorial Blvd	W of US 98	3.8 mi	Add Lanes & Reconstruct	ROW	No	$13,281,224
I-4	W of Memorial Blvd	W of US 98	3 mi	Add Lanes & Update PVMT	Design	No	$67,865,184
I-4	at CSX Railroad			Bridge Replacement	Construction	Yes	$46,850,567
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	$5,058,380
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	$1,769,015

Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	$7,017,770
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	$21,539,542
US 27	Highlands C/L	N of SR 60	19 mi	PD&E/EMO Study	PD&E	No	$3,518,284
US 27	Highlands C/L	CR 630A	8.8 mi	Add Lanes & Reconstruct	ROW	No	$3,936,510
US 27	CR 630A	Presidents Dr	4.9 mi	Add Lanes & Reconstruct	ROW	No	$3,092,398
US 27	At SR 60		0.9 mi	Interchange - Add Lanes	Construction	Yes	$76,328,952
US 92	Recker Hwy	Kelly Ave	0.2 mi	Intersection Improvement	Construction	Yes	$1,060,975
Fort Fraiser	Trail	Over SR 60		Bike Path/Trail	Construction	Yes	$12,300,782
SR 544	MLK Blvd	SR 17	7.9 mi	PD&E/EMO Study	PD&E	No	$1,996,066
SR 544	MLK Blvd	Ave Y	0.4 mi	Add Lanes & Reconstruct	Construction	Yes	$26,066,076
Tenoroc TRL Seg1	Lake Crago Dr at SR 33	At Old Combee Rd		Bike Path/Trail	PD&E	No	$349,179
Tenoroc TRL Seg2	E of Lake Crago Dr	Braddock Rd		Bike Path/Trail	PD&E	No	$2,000,000
SR 37	Ariana St	Lime St	1.2 mi	Miscellaneous Construction	Construction	Yes	$1,249,766
SR 37	Ariana St	Lime St	0.6 mi	Miscellaneous Construction	Construction	Yes	$3,173,778
SR 37	Ariana St	Lime St	0.6 mi	Miscellaneous Construction	Construction	Yes	$25,087,532
SR 37	Lime St	Lemon St	0.081 mi	Traffic Signal Update	Construction	Yes	$2,196,218
Chase St Trail	Strain Blvd	W of Veterans Ave	0.8 mi	Bike Path/Trail	Construction	Yes	$1,567,846
6th St	Ave G	US 17	0.2 mi	Sidewalk	Construction	Yes	$1,043,853
6th St	Ave G	US 17		Sidewalk	Construction	Yes	$1,093,853
SR 60	Bonnie Mine Rd	Mosaic Entrance Rd	0.6 mi	PD&E/EMO Study	PD&E	No	$1,013,365
SR 544	Lake Blue Dr	26th St NW	0.9 mi	Sidewalk	Construction	Yes	$2,250,115

Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
Combee Academy	Sports		1 mi	Sidewalk	Construction	Yes	$741,122
Combee Academy	Sports			Sidewalk	PD&E	No	$949,408
SR 659	US 92	Morgan Combee Rd	1 mi	Sidewalk	Construction	Yes	$4,482,173
SR 563	Lk Hunter Boat Ramp	Lime St	0.3 mi	Bike Path/Trail	Construction	Yes	$2,438,679
Ave C	1st St	6th St	0.1 mi	Sidewalk	Construction	Yes	$1,338,427
US 17/92	At Ernie Caldwell Blvd			Traffic Signal Update	Construction	Yes	$1,143,458
US 27	At Airport Rd, South Blvd	and Patterson Rd	0.9 mi	Safety Project	Construction	Yes	$2,417,083
Providence Rd	Kathleen Rd	Griffin Rd	1.1 mi	Sidewalk	Construction	Yes	$4,835,000
Grandview Pkwy	N of Posner Blvd	Dunson Rd	0.5 mi	New Bridge Construction	Design	No	$47,431,327
Roosevelt Dr	SR 540	Register Rd	0.1 mi	Safety Project	Construction	Yes	$927,935
RSH Connector	E of Central Ave	First St	0.7 mi	Bike Path/Trail	Construction	Yes	$854,152
RSH Connector	E of Central Ave	First St		Bike Path/Trail	Construction	Yes	$754,732
Kathleen Rd & Ext	Duff Rd	Hwy 98	2.7 mi	Add Lanes & Reconstruct	PD&E	No	$2,000,000
Powerline Rd Ext	Hinson Ave	Lake Trask Rd		New Road Construction	PD&E	No	$10,000,000
Powerline Rd Ext	Hinson Ave	S Scenic Hwy 17		New Road Construction	PD&E	No	$17,500,000
Glendale St Trail	New Jersey Rd	Lakeland Highlands Rd	0.4 mi	Bike Path/Trail	Construction	Yes	$1,171,000
Hartsell Ave Trail	SR 563	Lake Beulah Dr	0.2 mi	Bike Path/Trail	Construction	Yes	$960,100
Old Helena Rd	Cypress Gardens Rd	Complete Street	0.6 mi	Sidewalk	Construction	Yes	$593,094
SE 8th St		Complete Street	0.4 mi	Sidewalk	Construction	Yes	$894,377
North Lake	Fitness Trail			Bike Path/Trail	Construction	Yes	$594,855
North Lake	Fitness Trail			Bike Path/Trail	PD&E	No	$977,795

Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
Lake Martha Dr	Ave C	NE Ave K	0.6 mi	Safety Project	Construction	Yes	$1,343,784
Mall Hill Dr	Kathleen Rd	Grand Bay Circle	0.8 mi	Sidewalk	Construction	Yes	$468,629
SW Roselawn St	SW Ave O	SW 15th St	0.3 mi	Safety Project	Construction	Yes	$1,317,725
W Central Ave		Complete Street	0.2 mi	Safety Project	Construction	Yes	$435,566
Ingraham Ave Trail	Fort Fraser Trail Ext		0.6 mi	Bike Path/Trail	Construction	Yes	$4,025,021
Central Polk Pkwy	SR 570	SR 60	13 mi	New Road Construction	Construction	Yes	$320,641
Central Polk Pkwy	SR 570	US 17	6 mi	New Road Construction	Construction	Yes	$354,971,445
Central Polk Pkwy	US 17	SR 60	3 mi	New Road Construction	Construction	Yes	$239,139,944
Central Polk Pkwy	US 17	SR 60	3 mi	PD&E/EMO Study	PD&E	No	$2,061,453
Central Polk Pkwy	Old Mine Rd	SR 60 & ramps	0.3 mi	New Road Construction	PD&E	No	$627,734,107
SR 570	I-4	SR 540	14 mi	PD&E/EMO Study	PD&E	No	$4,001,500
Central Polk Pkwy East	US 17-92	SR 538		PD&E/EMO Study	PD&E	No	$12,422,590
Central Polk Pkwy East	SR 60	US 17-92		PD&E/EMO Study	PD&E	No	$20,204,090
Central Polk Pkwy East	N of CR 546	US 17-92		New Road Construction	PD&E	No	$31,518,042
Central Polk Pkwy East	US 27	N of CR 546		New Road Construction	PD&E	No	$32,004,597
Central Polk Pkwy East	SR 60	US 27		New Road Construction	PD&E	No	$10,004,270
Central Polk Pkwy East	US 27	N of CR 546		PD&E/EMO Study	PD&E	No	$5,304,070
Central Polk Pkwy East	N of CR 546	US 17-92		PD&E/EMO Study	PD&E	No	$5,322,531
LAMTD Ops Corridor				Urban Corridor Improvements			$18,882,868
LAMTD Op Corridor				Urban Corridor Improvements			$3,246,620
Transit Support Plan				Modal Systems Planning			$200,000

Roadway Cost Feasible Plan
Year of Expenditure (YOE)

APPENDIX B

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Fully Committed Projects (2025-2030)

ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27		INTERSECTION/INTERCHANGE
CENTRAL POLK PARKWAY	US 17	SR 570	NEW 4 LANE LIMITED ACCESS
CENTRAL POLK PARKWAY	SR 60	US 17	NEW 4 LANE LIMITED ACCESS
CR 54	AT HERITAGE PASS		INTERSECTION/INTERCHANGE
CR 542A (GALLOWAY RD)	AT 10TH STREET		INTERSECTION/INTERCHANGE
CR 557	E SWOOPE ST	I-4	WIDEN 2 TO 4 LANES
CR 557	US 17/92	E SWOOPE ST	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD		INTERSECTION/INTERCHANGE
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES
I-4	WEST OF US 27	WEST OF CR 532 (OSCEOLA CO)	MANAGED LANES
LOGISTICS PKWY EXT	LOGISTICS PKWY	POLLARD RD	NEW 2 LANES
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD		INTERSECTION/INTERCHANGE
POINCIANA PARKWAY EXTENSION	POINCIANA PARKWAY	CR 532	NEW 4 LANE LIMITED ACCESS
POINCIANA PARKWAY EXTENSION	POINCIANA PARKWAY EXTENSION (CR 532)	I-4	NEW 4 LANE LIMITED ACCESS
POLLARD ROAD EXTENSION	CSX ILC	THOMPSON NURSERY RD REALIGNMENT	NEW 2 LANES
POWERLINE ROAD EXTENSION	SOUTH BOULEVARD	US 17/92	NEW 4 LANES
SR 33	OLD COMBEE RD	UNIVERSITY BLVD	WIDEN 2 TO 4 LANES
SR 33	AT MOUNT OLIVE ROAD		INTERSECTION/INTERCHANGE
THOMPSON NURSERY RD - PH II	WEST LAKE RUBY DR	US 27	WIDEN 2 TO 4 LANES
THOMPSON NURSERY ROAD EXTENSION	US 17	WEST LAKE RUBY DR	NEW 4 LANES
US 27	AT FOUR CORNERS BLVD		INTERSECTION/INTERCHANGE
US 98	HALL RD	PASCO COUNTY LINE	WIDEN 2 TO 4 LANES

TIER 2 & 3 - Tentative 2050 Cost Feasible Projects (2031-2050), Year of Expenditure (YOE)

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
KATHLEEN RD EXT	W SOCRUM LOOP RD	US 98	2.40	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$4,877,093	Complete/ Committed	LOCAL	$19,508,372	Complete/ Committed	LOCAL	$83,047,141	2031 – 2035	LOCAL
KATHLEEN ROAD	DUFF RD	W SOCRUM LOOP RD	2.26	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$4,581,081	Complete/ Committed	LOCAL	$18,324,324	Complete/ Committed	LOCAL	$78,006,648	2031 – 2035	LOCAL
NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$652,782	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$25,730,493	2031 – 2035	LOCAL
FDC GROVE ROAD/NORTHRIDGE FLYOVER	FDC GROVE RD	NORTHRIDGE TRL	1.12	NEW 2 LANES	$-	Complete/ Committed	LOCAL	$10,000,000	Complete/ Committed	LOCAL	$69,660,000	2031 – 2035	LOCAL	$76,110,000	2031 – 2035	LOCAL
POWERLINE ROAD	HINSON AVENUE E	SOUTH BLVD	3.25	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL		Complete/ Committed	LOCAL	$19,027,500	2031 – 2035	LOCAL	$121,260,000	2031 – 2035	LOCAL
NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	NEW 2 LANES	$-	Complete/ Committed	LOCAL	$390,693	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$19,371,779	2036 – 2040	LOCAL
SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$9,533,289	2031 – 2035	LOCAL	$35,749,833	2031 – 2035	LOCAL	$57,643,141	2036 – 2040	LOCAL
DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	$657,052	2031 – 2035	LOCAL	$1,642,631	2031 – 2035	LOCAL	$6,159,864	2031 – 2035	LOCAL	$9,932,185	2036 – 2040	0
SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	$2,794,560	2031 – 2035	LOCAL	$6,986,400	2031 – 2035	LOCAL	$26,198,999	2031 – 2035	LOCAL	$42,243,347	2036 – 2040	LOCAL
SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	WIDEN 2 TO 4 LANES	$2,715,179	2031 – 2035	LOCAL	$6,787,948	2031 – 2035	LOCAL	$25,454,805	2031 – 2035	LOCAL	$41,043,406	2036 – 2040	LOCAL
WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	NEW 2 LANES	$2,539,809	Completed	FED/STATE	$6,349,523	Completed	FED/STATE		Complete/ Committed	LOCAL	$61,590,374	2041 – 2050	FED/STATE
SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	SIS	$24,549,051	2031 – 2035	SIS	$81,830,171	2031 – 2035	SIS	$123,062,427	2041 – 2050	SIS
FDC GROVE ROAD	US 27	SANDERS RD	1.44	NEW 2 LANES	$1,776,862	2031 – 2035	LOCAL	$4,442,154	2031 – 2035	LOCAL	$16,658,078	2031 – 2035	LOCAL	$33,402,244	2041 – 2050	LOCAL
I-4	EAST OF FORBES BRANCH RD (HILLSBOROUGH CO)	POLK PARKWAY	0.98	MANAGED LANES	$2,995,000	Complete/ Committed	SIS		Complete/ Committed	SIS	$-	2036 – 2040	SIS	$578,306,240	2041 – 2050	SIS
POWERLINE ROAD EXTENSION	LAKE HATCHINEHA RD	HINSON AVENUE E	4.75	NEW 4 LANES	$-	Complete/ Committed	LOCAL		Complete/ Committed	LOCAL	$148,590,000	2036 – 2040	LOCAL	$246,380,000	2041 – 2050	LOCAL
POWERLINE ROAD SOUTH	SR 17 (N SCENIC HWY)/SOUTH OF LAKE MABEL LOOP RD	LAKE HATCHINEHA RD	2.22	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL		Complete/ Committed	LOCAL	$140,400,000	2036 – 2040	LOCAL	$232,800,000	2041 – 2050	LOCAL
CR 547 EXTENSION	OLD POLK CITY RD	DIAMOND ACRES RD	1.27	NEW 2 LANES	$1,569,681	2031 – 2035	LOCAL	$3,924,202	2031 – 2035	LOCAL	$17,795,799	2036 – 2040	LOCAL	$29,507,564	2041 – 2050	LOCAL
EWELL RD	CROSS CREEK ACRES WEST	SR 37	0.71	WIDEN 2 TO 4 LANES	$1,101,062	2031 – 2035	LOCAL	$2,752,654	2031 – 2035	LOCAL	$12,482,968	2036 – 2040	LOCAL	$20,698,254	2041 – 2050	LOCAL
KOKOMO RD	US 27	POWERLINE RD	5.81	WIDEN 2 TO 4 LANES	$9,019,071	2031 – 2035	LOCAL	$22,547,679	2031 – 2035	LOCAL	$102,251,100	2036 – 2040	LOCAL	$169,544,560	2041 – 2050	LOCAL
LAKE HATCHINEHA RD	POWERLINE RD	MARIGOLD AVE	6.08	WIDEN 2 TO 4 LANES	$9,438,341	2031 – 2035	LOCAL	$23,595,852	2031 – 2035	LOCAL	$107,004,444	2036 – 2040	LOCAL	$177,426,173	2041 – 2050	LOCAL
LAKE HATCHINEHA RD	SR 17	POWERLINE RD	1.55	WIDEN 2 TO 4 LANES	$2,401,629	2031 – 2035	LOCAL	$6,004,073	2031 – 2035	LOCAL	$27,227,773	2036 – 2040	LOCAL	$45,146,905	2041 – 2050	LOCAL

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
H.L. SMITH ROAD (SUBSTANDARD GROVE ROAD)	LAKE MABEL LOOP ROAD	LAKE HATCHINEHA RD	2.02	IMPROVED 2 LANES	$3,008,844	2036 – 2040	LOCAL	$7,522,109	2036 – 2040	LOCAL	$28,207,910	2036 – 2040	LOCAL	$46,772,091	2041 – 2050	LOCAL
BATES RD EXT	US 17	POWERLINE RD	1.46	NEW 4 LANES	$3,367,032	2031 – 2035	LOCAL	$8,417,580	2031 – 2035	LOCAL	$47,471,237	2041 – 2050	LOCAL	$63,294,983	2041 – 2050	LOCAL
BATES ROAD	US 27	US 17/92	1.79	WIDEN 2 TO 4 LANES	$2,785,349	2031 – 2035	LOCAL	$6,963,373	2031 – 2035	LOCAL	$39,270,186	2041 – 2050	LOCAL	$52,360,248	2041 – 2050	LOCAL
LAKE MARION CREEK RD	MARIGOLD AVE	JOHNSON AVE	6.02	WIDEN 2 TO 4 LANES	$9,336,243	2031 – 2035	LOCAL	$23,340,607	2031 – 2035	LOCAL	$131,630,168	2041 – 2050	LOCAL	$175,506,890	2041 – 2050	LOCAL
CR 547	US 27	US 17/92/CSX LINE	2.28	WIDEN 2 TO 4 LANES	$3,531,572	2031 – 2035	LOCAL	$10,676,845	2036 – 2040	LOCAL	$49,791,056	2041 – 2050	LOCAL	$66,388,075	2041 – 2050	LOCAL
EWELL RD	COUNTY LINE RD	LUNN RD (WEST)	3.27	WIDEN 2 TO 4 LANES	$5,067,865	2031 – 2035	LOCAL	$15,321,452	2036 – 2040	LOCAL	$71,451,000	2041 – 2050	LOCAL	$95,268,001	2041 – 2050	LOCAL
EWELL RD	LUNN RD (WEST)	CROSS CREEK ACRES WEST	1.31	WIDEN 2 TO 4 LANES	$2,033,267	2031 – 2035	LOCAL	$6,147,088	2036 – 2040	LOCAL	$28,666,707	2041 – 2050	LOCAL	$38,222,276	2041 – 2050	LOCAL
CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	WIDEN 2 TO 4 LANES	$3,258,788	2036 – 2040	LOCAL	$8,146,969	2036 – 2040	LOCAL	$37,993,076	2041 – 2050	LOCAL	$50,657,434	2041 – 2050	LOCAL
CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	WIDEN 2 TO 4 LANES	$9,615,125	2036 – 2040	LOCAL	$24,037,813	2036 – 2040	LOCAL	$112,099,418	2041 – 2050	LOCAL	$149,465,890	2041 – 2050	LOCAL
CR 544	SR 17	POWERLINE RD	1.54	WIDEN 2 TO 4 LANES	$2,885,730	2036 – 2040	LOCAL	$7,214,324	2036 – 2040	LOCAL	$33,643,725	2041 – 2050	LOCAL	$44,858,300	2041 – 2050	LOCAL
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	$15,584,528	2036 – 2040	LOCAL	$38,961,321	2036 – 2040	LOCAL	$181,694,622	2041 – 2050	LOCAL	$242,259,496	2041 – 2050	STATE/FED
HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	NEW 2 LANES	$4,064,663	2036 – 2040	LOCAL	$10,161,659	2036 – 2040	LOCAL	$47,388,505	2041 – 2050	LOCAL	$63,184,673	2041 – 2050	LOCAL
HOLLY HILL RD	PATTERSON RD	CR 547 (BAY ST)	1.01	NEW 2 LANES	$1,508,667	2036 – 2040	LOCAL	$3,771,667	2036 – 2040	LOCAL	$17,589,025	2041 – 2050	LOCAL	$23,452,034	2041 – 2050	LOCAL
HOLLY HILL RD	CR 547 (BAY ST)	FL DEVELOPMENT RD	1.99	NEW 2 LANES	$2,961,471	2036 – 2040	LOCAL	$7,403,678	2036 – 2040	LOCAL	$34,526,767	2041 – 2050	LOCAL	$46,035,690	2041 – 2050	LOCAL
HOLLY HILL RD	FL DEVELOPMENT RD	RIDGEWOOD LAKES BLVD.	0.43	NEW 2 LANES	$645,837	2036 – 2040	LOCAL	$1,614,592	2036 – 2040	LOCAL	$7,529,589	2041 – 2050	LOCAL	$10,039,452	2041 – 2050	LOCAL

TIER 4 - Tentative Partially Funded Projects, Year of Expenditure (YOE)

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
US 98 (BARTOW RD)	N OF EDGEWOOD DR	MAIN STREET	2.93	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	FED/STATE	$-	Complete/ Committed	FED/STATE	$-	Complete/ Committed	0	$52,857,496	Unfunded
SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	ROCHELLE DR	1.74	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$5,139,798	2031 – 2035	FED/STATE	$24,862,280	2036 – 2040	FED/STATE	$38,648,095	Unfunded
US 17/92 (HINSON AVE)	10TH ST	17TH ST	0.32	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	FED/STATE	$957,896	2031 – 2035	FED/STATE	$5,762,227	2041 – 2050	FED/STATE	$7,202,784	Unfunded
US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	FED/STATE	$1,363,174	2031 – 2035	FED/STATE	$8,200,181	2041 – 2050	FED/STATE	$10,250,226	Unfunded
MARIGOLD AVENUE	LAKE HATCHINEHA RD	PALMETTO ST	7.16	WIDEN 2 TO 4 LANES	$11,114,125	2031 – 2035	LOCAL	$33,600,844	2036 – 2040	LOCAL	$156,696,243	2041 – 2050	LOCAL	$208,928,324	Unfunded
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	$15,584,528	2036 – 2040	LOCAL	$38,961,321	2036 – 2040	LOCAL	$181,694,622	2041 – 2050	LOCAL	$242,259,496	Unfunded
SR 60	GRAPE HAMMOCK ROAD	KISSIMMEE RIVER BRIDGE	1.59	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	SIS	$10,608,847	2041 – 2050	SIS	$35,362,824	2041 – 2050	SIS	$35,362,824	Unfunded
MARCUM RD EXTENSION	US 98	DUFF RD	0.75	NEW 2 LANES	$923,533	2031 – 2035	LOCAL	$3,472,197	2041 – 2050	LOCAL	$13,020,737	2041 – 2050	LOCAL	$17,360,983	Unfunded
COUNTY LINE RD	DRANE FIELD RD	US 92 (NEW TAMPA HWY)	2.00	WIDEN 4 TO 6 LANES	$1,952,202	Completed	FED/STATE	$6,295,852	2031 – 2035	FED/STATE	$35,505,678	Unfunded		$47,340,903	Unfunded
COUNTY LINE RD	US 92 (NEW TAMPA HWY)	I-4	0.75	WIDEN 4 TO 6 LANES	$730,730	Completed	FED/STATE	$2,356,603	2031 – 2035	FED/STATE	$13,290,143	Unfunded		$17,720,190	Unfunded
SR 544 (LUCERNE PARK RD)	ROCHELLE DR	LUCERNE LOOP RD NE	1.86	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$5,508,151	2031 – 2035	FED/STATE	$33,134,303	Unfunded		$41,417,879	Unfunded
SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD NE	SR 17	4.45	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$13,169,019	2031 – 2035	FED/STATE	$79,218,287	Unfunded		$99,022,859	Unfunded
NORTH RIDGE TRAIL	ACCESS RD	WAVERLY BARN RD	1.06	WIDEN 2 TO 4 LANES	$-	2031 – 2035	LOCAL	$-	2031 – 2035	LOCAL	$-	Unfunded		$15,376,190	Unfunded
PATTERSON RD	US 27	HOLLY HILL RD	0.36	WIDEN 2 TO 4 LANES	$556,975	2031 – 2035	LOCAL	$1,683,878	2036 – 2040	LOCAL	$7,852,702	Unfunded		$10,470,270	Unfunded
PINE TREE TRAIL	ERNIE CALDWELL BLVD	RONALD REGAN PKWY	1.98	WIDEN 2 TO 4 LANES	$3,068,389	2031 – 2035	LOCAL	$9,276,524	2036 – 2040	LOCAL	$43,260,711	Unfunded		$57,680,948	Unfunded
DRANE FIELD RD	COUNTY LINE RD	AIRPORT RD	2.28	MULTIMODAL IMPROVEMENTS	$1,183,082	2036 – 2040	FED/STATE	$2,957,706	2036 – 2040	FED/STATE	$14,712,692	Unfunded		$18,390,864	Unfunded
I-4	WEST OF SR 570 (WEST)	EAST OF US 98	11.36	MANAGED LANES	$46,502,976	2036 – 2040	SIS	$4,672,200	2036 – 2040	SIS	$-	Unfunded		$578,306,240	Unfunded
SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	0.61	WIDEN 2 TO 4 LANES	$869,237	2036 – 2040	FED/STATE	$2,173,092	2036 – 2040	FED/STATE	$10,809,738	Unfunded		$13,512,173	Unfunded
US 27	CR 546 (KOKOMO RD)	US 192	20.74	STUDY	$-	2036 – 2040	SIS	$-	2036 – 2040	SIS	TBD	Unfunded		TBD	Unfunded
I-4	SR 570	WEST OF US 27	27.32	MANAGED LANES	$143,436,103	2036 – 2040	LOCAL	$535,127,001	2041 – 2050	SIS	$1,783,756,671	Unfunded		$1,783,756,671	Unfunded
US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	3.95	WIDEN 2 TO 4 LANES	$5,656,201	2036 – 2040	FED/STATE	$17,584,985	2041 – 2050	FED/STATE	$70,339,940	Unfunded		$87,924,925	Unfunded
SR 60	N OF CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	0.81	WIDEN 4 TO 6 LANES	$1,464,404	2041 – 2050	SIS	$4,393,213	2041 – 2050	SIS	$14,644,042	Unfunded		$14,644,042	Unfunded
NORTH RIDGE TRAIL	WAVERLY BARN RD	DEEN STILL RD	0.57	NEW 2 LANES	$1,053,090	2041 – 2050	LOCAL	$2,632,726	Unfunded	LOCAL	$9,872,722	Unfunded		$13,163,629	Unfunded
CENTRAL POLK PKWY EAST	CR 546 (KOKOMO RD)	SNELL CREEK RD	6.57	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$85,125,443	Unfunded		$283,751,478	Unfunded		$283,751,478	Unfunded

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
CENTRAL POLK PKWY EAST	US 27	US 17/92	0.69	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$8,912,152	Unfunded		$29,707,174	Unfunded		$29,707,174	Unfunded
CENTRAL POLK PKWY EAST	US 27 NORTH	CR 546 (KOKOMO RD)	6.12	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$79,268,475	Unfunded		$264,228,249	Unfunded		$264,228,249	Unfunded
CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	1.53	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$19,779,456	Unfunded		$65,931,519	Unfunded		$65,931,519	Unfunded
CENTRAL POLK PKWY EAST (E ALIGN)	SNELL CREEK RD	S OF US 17/92	2.45	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$31,743,604	Unfunded		$105,812,015	Unfunded		$105,812,015	Unfunded
CENTRAL POLK PKWY EAST ALT 2	POWERLINE RD EXT	POINCIANA CONNECTOR	8.03	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$104,108,817	Unfunded		$347,029,391	Unfunded		$347,029,391	Unfunded
SR 570	I-4	US 98	10.09	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	STATE/FED	$93,798,068	Unfunded		$312,660,225	Unfunded		$312,660,225	Unfunded
SR 570	US 98	SR 540	3.77	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	STATE/FED	$35,080,679	Unfunded		$116,935,597	Unfunded		$116,935,597	Unfunded
TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	2.05		$-	Complete/ Committed	STATE/FED	$7,237,421	Unfunded		$28,949,683	Unfunded		$36,187,103	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	$-	Complete/ Committed	STATE/FED	$600,164	Unfunded		$2,400,656	Unfunded		$3,000,820	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$31,314,466	Unfunded		$125,257,864	Unfunded		$156,572,330	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$28,707,474	Unfunded		$95,691,581	Unfunded		$95,691,581	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$28,707,474	Unfunded		$95,691,581	Unfunded		$95,691,581	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	$-	Complete/ Committed	STATE/FED	$600,164	Unfunded		$2,400,656	Unfunded		$3,000,820	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$31,314,466	Unfunded		$125,257,864	Unfunded		$156,572,330	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$28,707,474	Unfunded		$95,691,581	Unfunded		$95,691,581	Unfunded
US 17/92	US 27	OSCEOLA CO/L	12.36	MULTIMODAL IMPROVEMENTS	$6,418,680	2036 – 2040	FED/STATE	$19,955,512	Unfunded		$79,822,046	Unfunded		$99,777,558	Unfunded
SR 66 TO US 98 PD&E STUDY	SR 66	US 98	43 miles east to west and 40 miles north to south	NEW 4 LANES	$-	Complete/ Committed	FED/STATE	$-	Unfunded		$57,959,440	Unfunded		$1,380,051,980	Unfunded

TIER 5 - Tentative Partially Funded Projects, Year of Expenditure (YOE)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
AVENUE T/COUNTRY CLUB RD	US 17	WEST LAKE HAMILTON DRIVE	2.09	WIDEN 2 TO 4 LANES	$ 2,510,236	$ 6,275,590	$ 23,533,461	$ 31,377,948
COUNTY LINE ROAD EXTENSION	SWINDELL ROAD	KNIGHTS-STATION	3.01	NEW 2 LANES	$ 2,874,795	$ 7,186,987	$ 26,951,200	$ 35,934,933
CR 542 (OLD TAMPA HWY)	CLARK ROAD	SR 572/AIRPORT ROAD	1.31	WIDEN 2 TO 4 LANES	$ 1,572,891	$ 3,932,228	$ 14,745,856	$ 19,661,142
CR 544	CENTRAL POLK PKWY EAST/POWERLINE ROAD	CR 546	2.77	WIDEN 2 TO 4 LANES	$ 3,335,880	$ 8,339,699	$ 31,273,872	$ 41,698,496
CR 547 EXTENSION	POWERLINE RD EXTENSION	CENTRAL POLK PKWY EAST	0.66	WIDEN 2 TO 4 LANES	$ 794,108	$ 1,985,269	$ 7,444,761	$ 9,926,347
CR 547 EXTENSION	CR 547	US 17/92/CSX LINE	0.29	WIDEN 2 TO 4 LANES	$ 350,990	$ 877,475	$ 3,290,533	$ 4,387,377
CR 655 (RIFLE RANGE ROAD)	ROBIN DRIVE	US 17	5.16	MULTIMODAL IMPROVEMENTS	$ 2,389,314	$ 5,973,286	$ 22,399,821	$ 29,866,428
CYPRESS GARDENS BLVD	1ST ST	OVERLOOK DR	2.20	MULTIMODAL IMPROVEMENTS	$ 1,531,757	$ 3,829,393	$ 14,360,223	$ 19,146,964
DUNDEE ROAD	US 27	SR 17	0.87	WIDEN 2 TO 4 LANES	$ 1,046,111	$ 2,615,278	$ 9,807,294	$ 13,076,392
DUNSON ROAD	US 27	BUCKINGHAM DRIVE	1.03	WIDEN 2 TO 4 LANES	$ 1,238,160	$ 3,095,400	$ 11,607,752	$ 15,477,002
EDGEWOOD DR	LAKELAND HIGHLANDS RD	US 98	0.72	MULTIMODAL IMPROVEMENTS	$ 502,100	$ 1,255,249	$ 4,707,184	$ 6,276,245
FDC GROVE ROAD	SANDERS RD	MASSEE RD	2.31	NEW 2 LANES	$ 2,205,669	$ 5,514,172	$ 20,678,146	$ 27,570,862
FDC GROVE ROAD	MASSEE RD	ERNIE CALDWELL BLVD	2.47	NEW 2 LANES	$ 2,363,819	$ 5,909,548	$ 22,160,806	$ 29,547,741
GAPWAY ROAD	CR 655	SR 559	1.89	IMPROVED 2 LANES	$ 1,808,279	$ 4,520,698	$ 16,952,618	$ 22,603,491
GATEWAY ROAD	COUNTY LINE ROAD	SR 570 (POLK PARKWAY)	1.44	NEW 2 LANES	$ 1,378,866	$ 3,447,164	$ 12,926,867	$ 17,235,822
HINSON AVENUE	30TH STREET	POWERLINE ROAD	1.00	WIDEN 2 TO 4 LANES	$ 1,206,254	$ 3,015,636	$ 11,308,636	$ 15,078,181
HOME RUN BLVD EXTENSION	HOME RUN BLVD	FDC GROVE RD	0.69	NEW 2 LANES	$ 658,185	$ 1,645,463	$ 6,170,485	$ 8,227,314
I-4 CROSSOVER CONNECTOR	HOME RUN BOULEVARD	I-4 CROSSOVER	0.27	NEW 2 LANES	$ 262,497	$ 656,243	$ 2,460,910	$ 3,281,214
LAKE MATTIE RD	SR 559	ADAMS BARN ROAD	2.00	IMPROVED 2 LANES	$ 1,909,103	$ 4,772,758	$ 17,897,842	$ 23,863,789
LAKE MIRIAM DR	SR 37	CLEVELAND HEIGHTS BLVD	0.71	MULTIMODAL IMPROVEMENTS	$ 329,413	$ 823,534	$ 3,088,251	$ 4,117,668
LEE JACKSON HWY	W BAY ST	ERNIE CALDWELL BLVD	3.79	WIDEN 2 TO 4 LANES	$ 4,564,315	$ 11,410,788	$ 42,790,456	$ 57,053,941
LEE JACKSON HWY	ERNIE CALDWELL BLVD	RONALD REAGAN PKWY	2.78	WIDEN 2 TO 4 LANES	$ 3,345,698	$ 8,364,244	$ 31,365,914	$ 41,821,219

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
LOMA DEL SOL EXTENSION	DUNSON ROAD	CR 54	0.74	NEW 2 LANES	$ 706,360	$ 1,765,901	$ 6,622,129	$ 8,829,506
N SAGE RD	COUNTRY CLUB RD	SAGE RD EXT	0.71	NEW 2 LANES	$ 681,349	$ 1,703,372	$ 6,387,647	$ 8,516,862
NORTH COLLECTOR	POITRAS RD	POLO PARK BLVD	1.11	NEW 2 LANES	$ 1,061,792	$ 2,654,480	$ 9,954,300	$ 13,272,400
PROVIDENCE ROAD	SR 539 (KATHLEEN RD)	GRIFFIN ROAD	1.33	MULTIMODAL IMPROVEMENTS	$ 615,945	$ 1,539,863	$ 5,774,488	$ 7,699,317
RECKER HWY EXTENSION	THORNHILL RD	NEPTUNE RD, S OF US 92	0.42	NEW 4 LANES	$ 748,421	$ 1,871,052	$ 7,016,444	$ 9,355,258
SAGE ROAD EXTENSION	SAGE ROAD (DEAD END NORTH)	COUNTRY CLUB ROAD SOUTH	0.40	NEW 2 LANES	$ 382,407	$ 956,017	$ 3,585,062	$ 4,780,083
SANDERS RD	DIAMOND ACRES RD	US 27	0.76	WIDEN 2 TO 4 LANES	$ 910,918	$ 2,277,296	$ 8,539,860	$ 11,386,479
SOUTH BLVD E	US 17/92	POWERLINE RD	1.06	WIDEN 2 TO 4 LANES	$ 1,273,697	$ 3,184,242	$ 11,940,907	$ 15,921,209
SR 17 (SCENIC HIGHWAY)	S OF POLK AVENUE	FLORIDA AVENUE	1.59	MULTIMODAL IMPROVEMENTS	$ 530,166	$ 1,325,415	$ 5,301,662	$ 6,627,077
SR 33	N TOMKOW ROAD	OLD POLK CITY RD	2.33	WIDEN 2 TO 4 LANES	$ 2,142,750	$ 5,356,875	$ 21,427,500	$ 26,784,375
SR 33 (MASSACHUSETTS AVENUE)	LAKE MORTON DRIVE	GRENADA STREET	3.99	MULTIMODAL IMPROVEMENTS	$ 1,994,035	$ 4,985,087	$ 19,940,349	$ 24,925,436
SR 37 (FLORIDA AVE S)	ARIANA ST	PINE STREET	1.75	MULTIMODAL IMPROVEMENTS	$ 582,975	$ 1,457,438	$ 5,829,754	$ 7,287,192
SR 539 (KATHLEEN RD)	US 92 (MEMORIAL BLVD)	INTERSTATE 4	1.65	MULTIMODAL IMPROVEMENTS	$ 821,952	$ 2,054,880	$ 8,219,522	$ 10,274,402
SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	MULTIMODAL IMPROVEMENTS	$ 748,830	$ 1,872,076	$ 7,488,302	$ 9,360,378
SR 544 (HAVENDALE BLVD)	US 92	US 17	3.20	MULTIMODAL IMPROVEMENTS	$ 3,330,963	$ 8,327,407	$ 33,309,628	$ 41,637,035
SR 544 (LUCERNE PARK RD)	AVENUE T NW	OLD LUCERNE PARK RD	2.06	MULTIMODAL IMPROVEMENTS	$ 685,102	$ 1,712,756	$ 6,851,022	$ 8,563,778
SR 549/FIRST STREET	SR 540 (CYPRESS GARDENS BLVD)	SR 544 (AVENUER T)	2.78	MULTIMODAL IMPROVEMENTS	$ 1,390,500	$ 3,476,251	$ 13,905,005	$ 17,381,256
SR 563	SR 539	US 92	0.59	MULTIMODAL IMPROVEMENTS	$ 293,079	$ 732,697	$ 2,930,787	$ 3,663,484
SR 572 (AIRPORT ROAD)	N OF POLK PKWY	1 MILE N OF POLK PKWY	0.88	WIDEN 2 TO 4 LANES	$ 808,093	$ 2,020,233	$ 8,080,930	$ 10,101,163
SR 572 (AIRPORT ROAD)	DRANE FIELD ROAD	S OF POLK PKWY	0.69	WIDEN 2 TO 4 LANES	$ 631,859	$ 1,579,648	$ 6,318,593	$ 7,898,241
SR 572 (AIRPORT ROAD)	1 MILE N. OF POLK PKWY	US 92 (NEW TAMPA HWY)	0.85	WIDEN 2 TO 4 LANES	$ 779,314	$ 1,948,285	$ 7,793,139	$ 9,741,424
SR 60	PEACE RIVER RD	US 27	12.61	WIDEN 4 TO 6 LANES	$ 11,732,725	$ 35,198,176	$ 117,327,252	$ 117,327,252
SR 60	COUNTY LINE RD	W MAIN ST	13.24	WIDEN 4 TO 6 LANES	$ 12,319,269	$ 36,957,807	$ 123,192,690	$ 123,192,690

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
SR 60	SR 60 (VAN FLEET DRIVE E)	E FLAMINGO DR	0.92	WIDEN 4 TO 6 LANES	$ 858,427	$ 2,575,281	$ 8,584,269	$ 8,584,269
SR 60	E FLAMINGO DR	PEACE RIVER RD	1.43	WIDEN 4 TO 6 LANES	$ 1,331,310	$ 3,993,930	$ 13,313,098	$ 13,313,098
SR 60 (N VAN FLEET DR)	W MAIN ST	BROADWAY AVE N	0.86	WIDEN 4 TO 6 LANES	$ 797,098	$ 2,391,295	$ 7,970,985	$ 7,970,985
SR 600	BONNET SPRINGS BLVD	WABASH AVE	1.21	MULTIMODAL IMPROVEMENTS	$ 605,965	$ 1,514,913	$ 6,059,650	$ 7,574,563
SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	MULTIMODAL IMPROVEMENTS	$ 1,079,050	$ 2,697,626	$ 10,790,504	$ 13,488,130
SR 700	US 98	US 92	1.14	MULTIMODAL IMPROVEMENTS	$ 568,322	$ 1,420,805	$ 5,683,222	$ 7,104,027
STATE ROAD 544	US 17	SR 549 (1ST STREET)	0.50	WIDEN 4 TO 6 LANES	$ 371,104	$ 927,760	$ 3,711,041	$ 4,638,801
TANK ROAD	STUDENT DRIVE	SAND MINE ROAD	0.50	NEW 2 LANES	$ 475,612	$ 1,189,030	$ 4,458,863	$ 5,945,151
TANK ROAD	BELLA CITA BLVD	BARRY ROAD	1.01	NEW 2 LANES	$ 960,282	$ 2,400,706	$ 9,002,646	$ 12,003,528
TENTH ST	SR 539	US 98	1.08	MULTIMODAL IMPROVEMENTS	$ 500,353	$ 1,250,884	$ 4,690,813	$ 6,254,418
US 17	SR 540 (CYPRESS GARDENS BLVD)	MOTOR POOLK RD	3.07	MULTIMODAL IMPROVEMENTS	$ 1,533,123	$ 3,832,808	$ 15,331,231	$ 19,164,039
US 17/92	ROCHELLE AVENUE	US 27	5.34	WIDEN 4 TO 6 LANES	$ 3,974,557	$ 9,936,393	$ 39,745,572	$ 49,681,966
US 17/92	US 17	ROCHELLE AVENUE	2.33	MULTIMODAL IMPROVEMENTS	$ 2,433,377	$ 6,083,443	$ 24,333,774	$ 30,417,217
US 17/92	HINSON AVENUE	POWERLINE RD EXT	5.00	WIDEN 2 TO 4 LANES	$ 4,593,547	$ 11,483,867	$ 45,935,466	$ 57,419,333
US 17/92	POWERLINE RD EXT	OSCEOLA CO/L	1.85	WIDEN 2 TO 4 LANES	$ 1,699,274	$ 4,248,185	$ 16,992,739	$ 21,240,923
US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	1.75	WIDEN 4 TO 6 LANES	$ 1,632,131	$ 4,896,393	$ 16,321,310	$ 16,321,310
US 17/98 (EAST AVE)	MAIN ST	VAN FLEET DRIVE W	0.51	WIDEN 4 TO 6 LANES	$ 472,746	$ 1,418,238	$ 4,727,459	$ 4,727,459
US 27	CR 630A	PRESIDENTS DRIVE	5.04	WIDEN 4 TO 6 LANES	$ 4,690,042	$ 14,070,127	$ 46,900,424	$ 46,900,424
US 92	SR 570	SR 655	1.33	WIDEN 4 TO 6 LANES	$ 991,397	$ 2,478,494	$ 9,913,974	$ 12,392,468
US 92 (MEMORIAL BLVD)	WEST OF SR 539 (KATHLEEN RD) OVERPASS	SR 33 (LAKELAND HILLS BLVD)	1.02	MULTIMODAL IMPROVEMENTS	$ 1,064,368	$ 2,660,921	$ 10,643,683	$ 13,304,604
US 98	DAUGHTERY ROAD W	N OF WEST SOCRUM LOOP ROAD	2.29	WIDEN 4 TO 6 LANES	$ 1,700,857	$ 4,252,142	$ 17,008,567	$ 21,260,708
US 98	US 92 (MEMORIAL BLVD)	INTERSTATE 4	2.36	MULTIMODAL IMPROVEMENTS	$ 1,180,956	$ 2,952,389	$ 11,809,556	$ 14,761,945
WARING ROAD PHASE II	WEST PIPKIN ROAD	DRANE FIELD ROAD	1.52	WIDEN 2 TO 4 LANES	$ 1,829,862	$ 4,574,655	$ 17,154,956	$ 22,873,275

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
WAVERLY BARN ROAD	NORTH RIDGE TRAIL	US 27	0.41	WIDEN 2 TO 4 LANES	$ 495,128	$ 1,237,820	$ 4,641,824	$ 6,189,099
WEST LAKE HAMILTON DRIVE CONNECTOR	WEST LAKE HAMILTON DRIVE	SR 544	0.35	NEW 2 LANES	$ 336,388	$ 840,971	$ 3,153,641	$ 4,204,854
WEST PIPKIN RD	HARDEN BLVD	SR 37	0.66	WIDEN 2 TO 4 LANES	$ 792,855	$ 1,982,139	$ 7,433,020	$ 9,910,693

Roadway Cost Feasible Plan Present Day Value (PDV)

APPENDIX C

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Fully Committed Projects (2025-2030)

ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27	AT US 27	#N/A
CENTRAL POLK PARKWAY	SR 570	US 17	
CENTRAL POLK PARKWAY	US 17	SR 60	
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	#N/A
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	#N/A
CR 557	US 17/92	I-4	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	#N/A
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES
LOGISTICS PKWY EXT	LOGISTICS PKWY	POLLARD RD	NEW 2 LANES
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	#N/A
POINCIANA PARKWAY EXTENSION	POINCIANA PARKWAY	CR 532	NEW 4 LANE LIMITED ACCESS
POINCIANA PARKWAY EXTENSION	POINCIANA PARKWAY EXTENSION (CR 532)	I-4	NEW 4 LANE LIMITED ACCESS

TIER 2 & 3 - Tentative 2050 Cost Feasible Projects (2031-2050), Present Day Value (PDV)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
KATHLEEN RD EXT	W SOCRUM LOOP RD	US 98	2.40	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$4,877,093	Complete/ Committed	LOCAL	$19,508,372	Complete/ Committed	LOCAL	$64,377,628	2031 – 2035	LOCAL
KATHLEEN ROAD	DUFF RD	W SOCRUM LOOP RD	2.26	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$4,581,081	Complete/ Committed	LOCAL	$18,324,324	Complete/ Committed	LOCAL	$60,470,270	2031 – 2035	LOCAL
NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$652,782	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$19,946,119	2031 – 2035	LOCAL
FDC GROVE ROAD/NORTHRIDGE FLYOVER	FDC GROVE RD	NORTHRIDGE TRL	1.12	NEW 2 LANES	$-	Complete/ Committed	LOCAL	$10,000,000	Complete/ Committed	LOCAL	$54,000,000	2031 – 2035	LOCAL	$59,000,000	2031 – 2035	LOCAL
POWERLINE ROAD	HINSON AVENUE E	SOUTH BLVD	3.25	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL		Complete/ Committed	LOCAL	$14,750,000	2031 – 2035	LOCAL	$94,000,000	2031 – 2035	LOCAL
NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	NEW 2 LANES	$-	Complete/ Committed	LOCAL	$390,693	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$12,417,807	2036 – 2040	LOCAL
SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$7,390,146	2031 – 2035	LOCAL	$27,713,049	2031 – 2035	LOCAL	$36,950,732	2036 – 2040	LOCAL
DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	$509,343	2031 – 2035	LOCAL	$1,273,357	2031 – 2035	LOCAL	$4,775,089	2031 – 2035	LOCAL	$6,366,785	2036 – 2040	0
SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	$2,166,325	2031 – 2035	LOCAL	$5,415,814	2031 – 2035	LOCAL	$20,309,301	2031 – 2035	LOCAL	$27,079,068	2036 – 2040	LOCAL
SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	WIDEN 2 TO 4 LANES	$2,104,790	2031 – 2035	LOCAL	$5,261,975	2031 – 2035	LOCAL	$19,732,407	2031 – 2035	LOCAL	$26,309,876	2036 – 2040	LOCAL
WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	NEW 2 LANES	$2,539,809	Completed	FED/ STATE	$6,349,523	Completed	FED/STATE	$-	Complete/ Committed	LOCAL	$31,747,615	2041 – 2050	FED/STATE
SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	SIS	$19,030,272	2031 – 2035	SIS	$63,434,241	2031 – 2035	SIS	$63,434,241	2041 – 2050	SIS
FDC GROVE ROAD	US 27	SANDERS RD	1.44	NEW 2 LANES	$1,377,412	2031 – 2035	LOCAL	$3,443,530	2031 – 2035	LOCAL	$12,913,239	2031 – 2035	LOCAL	$17,217,651	2041 – 2050	LOCAL
I-4	EAST OF FORBES BRANCH RD (HILLSBOROUGH CO)	POLK PARKWAY	0.98	MANAGED LANES	$2,995,000	Complete/ Committed	SIS	$-	Complete/ Committed	SIS	$-	2036 – 2040	SIS	$298,096,000	2041 – 2050	SIS
POWERLINE ROAD EXTENSION	LAKE HATCHINEHA RD	HINSON AVENUE E	4.75	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$95,250,000	2036 – 2040	LOCAL	$127,000,000	2041 – 2050	LOCAL
POWERLINE ROAD SOUTH	SR 17 (N SCENIC HWY)/SOUTH OF LAKE MABEL LOOP RD	LAKE HATCHINEHA RD	2.22	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$90,000,000	2036 – 2040	LOCAL	$120,000,000	2041 – 2050	LOCAL
CR 547 EXTENSION	OLD POLK CITY RD	DIAMOND ACRES RD	1.27	NEW 2 LANES	$1,216,807	2031 – 2035	LOCAL	$3,042,017	2031 – 2035	LOCAL	$11,407,563	2036 – 2040	LOCAL	$15,210,084	2041 – 2050	LOCAL
EWELL RD	CROSS CREEK ACRES WEST	SR 37	0.71	WIDEN 2 TO 4 LANES	$853,536	2031 – 2035	LOCAL	$2,133,841	2031 – 2035	LOCAL	$8,001,902	2036 – 2040	LOCAL	$10,669,203	2041 – 2050	LOCAL
KOKOMO RD	US 27	POWERLINE RD	5.81	WIDEN 2 TO 4 LANES	$6,991,528	2031 – 2035	LOCAL	$17,478,821	2031 – 2035	LOCAL	$65,545,577	2036 – 2040	LOCAL	$87,394,103	2041 – 2050	LOCAL
LAKE HATCHINEHA RD	POWERLINE RD	MARIGOLD AVE	6.08	WIDEN 2 TO 4 LANES	$7,316,543	2031 – 2035	LOCAL	$18,291,358	2031 – 2035	LOCAL	$68,592,592	2036 – 2040	LOCAL	$91,456,790	2041 – 2050	LOCAL
LAKE HATCHINEHA RD	SR 17	POWERLINE RD	1.55	WIDEN 2 TO 4 LANES	$1,861,728	2031 – 2035	LOCAL	$4,654,320	2031 – 2035	LOCAL	$17,453,700	2036 – 2040	LOCAL	$23,271,601	2041 – 2050	LOCAL
H.L. SMITH ROAD (SUBSTANDARD GROVE ROAD)	LAKE MABEL LOOP ROAD	LAKE HATCHINEHA RD	2.02	IMPROVED 2 LANES	$1,928,746	2036 – 2040	LOCAL	$4,821,865	2036 – 2040	LOCAL	$18,081,994	2036 – 2040	LOCAL	$24,109,325	2041 – 2050	LOCAL

TIER 2 & 3 - Tentative 2050 Cost Feasible Projects (2031-2050), Present Day Value (PDV) (Continued)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
BATES RD EXT	US 17	POWERLINE RD	1.46	NEW 4 LANES	$2,610,102	2031 – 2035	LOCAL	$6,525,256	2031 – 2035	LOCAL	$24,469,710	2041 – 2050	LOCAL	$32,626,280	2041 – 2050	LOCAL
BATES ROAD	US 27	US 17/92	1.79	WIDEN 2 TO 4 LANES	$2,159,185	2031 – 2035	LOCAL	$5,397,964	2031 – 2035	LOCAL	$20,242,364	2041 – 2050	LOCAL	$26,989,819	2041 – 2050	LOCAL
LAKE MARION CREEK RD	MARIGOLD AVE	JOHNSON AVE	6.02	WIDEN 2 TO 4 LANES	$7,237,398	2031 – 2035	LOCAL	$18,093,494	2031 – 2035	LOCAL	$67,850,602	2041 – 2050	LOCAL	$90,467,469	2041 – 2050	LOCAL
CR 547	US 27	US 17/92/CSX LINE	2.28	WIDEN 2 TO 4 LANES	$2,737,653	2031 – 2035	LOCAL	$6,844,131	2036 – 2040	LOCAL	$25,665,493	2041 – 2050	LOCAL	$34,220,657	2041 – 2050	LOCAL
EWELL RD	COUNTY LINE RD	LUNN RD (WEST)	3.27	WIDEN 2 TO 4 LANES	$3,928,577	2031 – 2035	LOCAL	$9,821,443	2036 – 2040	LOCAL	$36,830,413	2041 – 2050	LOCAL	$49,107,217	2041 – 2050	LOCAL
EWELL RD	LUNN RD (WEST)	CROSS CREEK ACRES WEST	1.31	WIDEN 2 TO 4 LANES	$1,576,176	2031 – 2035	LOCAL	$3,940,441	2036 – 2040	LOCAL	$14,776,653	2041 – 2050	LOCAL	$19,702,204	2041 – 2050	LOCAL
CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	WIDEN 2 TO 4 LANES	$2,088,966	2036 – 2040	LOCAL	$5,222,416	2036 – 2040	LOCAL	$19,584,060	2041 – 2050	LOCAL	$26,112,080	2041 – 2050	LOCAL
CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	WIDEN 2 TO 4 LANES	$6,163,542	2036 – 2040	LOCAL	$15,408,855	2036 – 2040	LOCAL	$57,783,205	2041 – 2050	LOCAL	$77,044,273	2041 – 2050	LOCAL
CR 544	SR 17	POWERLINE RD	1.54	WIDEN 2 TO 4 LANES	$1,849,827	2036 – 2040	LOCAL	$4,624,567	2036 – 2040	LOCAL	$17,342,126	2041 – 2050	LOCAL	$23,122,835	2041 – 2050	LOCAL
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	$9,990,082	2036 – 2040	LOCAL	$24,975,206	2036 – 2040	LOCAL	$93,657,022	2041 – 2050	LOCAL	$124,876,029	2041 – 2050	STATE/FED
HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	NEW 2 LANES	$2,605,554	2036 – 2040	LOCAL	$6,513,884	2036 – 2040	LOCAL	$24,427,064	2041 – 2050	LOCAL	$32,569,419	2041 – 2050	LOCAL
HOLLY HILL RD	PATTERSON RD	CR 547 (BAY ST)	1.01	NEW 2 LANES	$967,094	2036 – 2040	LOCAL	$2,417,735	2036 – 2040	LOCAL	$9,066,508	2041 – 2050	LOCAL	$12,088,677	2041 – 2050	LOCAL
HOLLY HILL RD	CR 547 (BAY ST)	FL DEVELOPMENT RD	1.99	NEW 2 LANES	$1,898,379	2036 – 2040	LOCAL	$4,745,947	2036 – 2040	LOCAL	$17,797,303	2041 – 2050	LOCAL	$23,729,737	2041 – 2050	LOCAL
HOLLY HILL RD	FL DEVELOPMENT RD	RIDGEWOOD LAKES BLVD.	0.43	NEW 2 LANES	$413,998	2036 – 2040	LOCAL	$1,034,995	2036 – 2040	LOCAL	$3,881,231	2041 – 2050	LOCAL	$5,174,975	2041 – 2050	LOCAL

TIER 4 - Partially Funded Projects (2031-2050), Present Day Value (PDV)

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
US 98 (BARTOW RD)	N OF EDGEWOOD DR	MAIN STREET	2.93	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	FED/STATE		Complete/ Committed	FED/STATE		Complete/ Committed	0	$27,246,132	Unfunded
SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	ROCHELLE DR	1.74	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$3,984,340	2031 – 2035	FED/STATE	$15,937,359	2036 – 2040	FED/STATE	$19,921,699	Unfunded
US 17/92 (HINSON AVE)	10TH ST	17TH ST	0.32	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	FED/STATE	$742,555	2031 – 2035	FED/STATE	$2,970,220	2041 – 2050	FED/STATE	$3,712,775	Unfunded
US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	FED/STATE	$1,056,724	2031 – 2035	FED/STATE	$4,226,897	2041 – 2050	FED/STATE	$5,283,622	Unfunded
MARIGOLD AVENUE	LAKE HATCHINEHA RD	PALMETTO ST	7.16	WIDEN 2 TO 4 LANES	$8,615,601	2031 – 2035	LOCAL	$21,539,002	2036 – 2040	LOCAL	$80,771,259	2041 – 2050	LOCAL	$107,695,012	Unfunded
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	$9,990,082	2036 – 2040	LOCAL	$24,975,206	2036 – 2040	LOCAL	$93,657,022	2041 – 2050	LOCAL	$124,876,029	Unfunded
SR 60	GRAPE HAMMOCK ROAD	KISSIMMEE RIVER BRIDGE	1.59	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	SIS	$5,468,478	2041 – 2050	SIS	$18,228,260	2041 – 2050	SIS	$18,228,260	Unfunded
MARCUM RD EXTENSION	US 98	DUFF RD	0.75	NEW 2 LANES	$715,917	2031 – 2035	LOCAL	$1,789,792	2041 – 2050	LOCAL	$6,711,720	2041 – 2050	LOCAL	$8,948,960	Unfunded
COUNTY LINE RD	DRANE FIELD RD	US 92 (NEW TAMPA HWY)	2.00	WIDEN 4 TO 6 LANES	$1,952,202	Completed	FED/STATE	$4,880,506	2031 – 2035	FED/STATE	$18,301,896	Unfunded		$24,402,528	Unfunded
COUNTY LINE RD	US 92 (NEW TAMPA HWY)	I-4	0.75	WIDEN 4 TO 6 LANES	$730,730	Completed	FED/STATE	$1,826,824	2031 – 2035	FED/STATE	$6,850,589	Unfunded		$9,134,119	Unfunded
SR 544 (LUCERNE PARK RD)	ROCHELLE DR	LUCERNE LOOP RD NE	1.86	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$4,269,884	2031 – 2035	FED/STATE	$17,079,538	Unfunded		$21,349,422	Unfunded
SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD NE	SR 17	4.45	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$10,208,542	2031 – 2035	FED/STATE	$40,834,168	Unfunded		$51,042,711	Unfunded
NFED/STATETH RIDGE TRAIL	ACCESS RD	WAVERLY BARN RD	1.06	WIDEN 2 TO 4 LANES	$1,272,864	2031 – 2035	LOCAL	$3,182,161	2031 – 2035	LOCAL	$11,933,103	Unfunded		$15,910,805	Unfunded
PATTERSON RD	US 27	HOLLY HILL RD	0.36	WIDEN 2 TO 4 LANES	$431,764	2031 – 2035	LOCAL	$1,079,409	2036 – 2040	LOCAL	$4,047,785	Unfunded		$5,397,046	Unfunded
PINE TREE TRAIL	ERNIE CALDWELL BLVD	RONALD REGAN PKWY	1.98	WIDEN 2 TO 4 LANES	$2,378,596	2031 – 2035	LOCAL	$5,946,490	2036 – 2040	LOCAL	$22,299,336	Unfunded		$29,732,448	Unfunded
DRANE FIELD RD	COUNTY LINE RD	AIRPFED/STATET RD	2.28	MULTIMODAL IMPROVEMENTS	$758,386	2036 – 2040	FED/STATE	$1,895,965	2036 – 2040	FED/STATE	$7,583,862	Unfunded		$9,479,827	Unfunded
I-4	WEST OF SR 570 (WEST)	EAST OF US 98	11.36	MANAGED LANES	$38,232,802	2036 – 2040	SIS	$114,698,406	2036 – 2040	SIS	$382,328,019	Unfunded		$382,328,019	Unfunded
SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	0.61	WIDEN 2 TO 4 LANES	$557,203	2036 – 2040	FED/STATE	$1,393,008	2036 – 2040	FED/STATE	$5,572,030	Unfunded		$6,965,038	Unfunded
US 27	CR 546 (KOKOMO RD)	US 192	20.74	STUDY	$2,500,000	2036 – 2040	SIS	$-	2036 – 2040	SIS	TBD	Unfunded		TBD	Unfunded
I-4	SR 570	WEST OF US 27	27.32	MANAGED LANES	$3,000,000	2036 – 2040	LOCAL	$13,000,000	2041 – 2050	SIS	$919,462,202	Unfunded		$919,462,202	Unfunded
US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	3.95	WIDEN 2 TO 4 LANES	$3,625,770	2036 – 2040	FED/STATE	$9,064,425	2041 – 2050	FED/STATE	$36,257,701	Unfunded		$45,322,126	Unfunded
SR 60	N OF CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	0.81	WIDEN 4 TO 6 LANES	$754,848	2041 – 2050	SIS	$2,264,543	2041 – 2050	SIS	$7,548,475	Unfunded		$7,548,475	Unfunded
NORTH RIDGE TRAIL	WAVERLY BARN RD	DEEN STILL RD	0.57	NEW 2 LANES	$542,830	2041 – 2050	LOCAL	$1,357,075	Unfunded	LOCAL	$5,089,032	Unfunded		$6,785,376	Unfunded
CENTRAL POLK PKWY EAST	CR 546 (KOKOMO RD)	SNELL CREEK RD	6.57	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$43,879,094	Unfunded		$146,263,648	Unfunded		$146,263,648	Unfunded

TIER 4 - Partially Funded Projects (2031-2050), Present Day Value (PDV)

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
CENTRAL POLK PKWY EAST	US 27	US 17/92	0.69	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$4,593,893	Unfunded		$15,312,976	Unfunded		$15,312,976	Unfunded
CENTRAL POLK PKWY EAST	US 27 NFED/STATETH	CR 546 (KOKOMO RD)	6.12	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$40,860,039	Unfunded		$136,200,128	Unfunded		$136,200,128	Unfunded
CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	1.53	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$10,195,596	Unfunded		$33,985,319	Unfunded		$33,985,319	Unfunded
CENTRAL POLK PKWY EAST (E ALIGN)	SNELL CREEK RD	S OF US 17/92	2.45	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$16,362,683	Unfunded		$54,542,276	Unfunded		$54,542,276	Unfunded
CENTRAL POLK PKWY EAST ALT 2	POWERLINE RD EXT	POINCIANA CONNECTFED/STATE	8.03	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$53,664,339	Unfunded		$178,881,129	Unfunded		$178,881,129	Unfunded
SR 570	I-4	US 98	10.09	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	STATE/FED	$48,349,519	Unfunded		$161,165,065	Unfunded		$161,165,065	Unfunded
SR 570	US 98	SR 540	3.77	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	STATE/FED	$18,082,824	Unfunded		$60,276,081	Unfunded		$60,276,081	Unfunded
TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	2.05		$-	Complete/ Committed	STATE/FED	$3,730,629	Unfunded		$14,922,517	Unfunded		$18,653,146	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	$-	Complete/ Committed	STATE/FED	$309,363	Unfunded		$1,237,451	Unfunded		$1,546,814	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$16,141,477	Unfunded		$64,565,909	Unfunded		$80,707,387	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$14,797,667	Unfunded		$49,325,557	Unfunded		$49,325,557	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$14,797,667	Unfunded		$49,325,557	Unfunded		$49,325,557	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	$-	Complete/ Committed	STATE/FED	$309,363	Unfunded		$1,237,451	Unfunded		$1,546,814	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$16,141,477	Unfunded		$64,565,909	Unfunded		$80,707,387	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$14,797,667	Unfunded		$49,325,557	Unfunded		$49,325,557	Unfunded
US 17/92	US 27	OSCEOLA CO/L	12.36	MULTIMODAL IMPROVEMENTS	$4,114,538	2036 – 2040	FED/STATE	$10,286,346	Unfunded		$41,145,385	Unfunded		$51,431,731	Unfunded
SR 66 TO US 98 PD&E STUDY	SR 66	US 98	43 miles east to west and 40 miles north to south	NEW 4 LANES	$-	Complete/ Committed	FED/STATE	$-	Unfunded		$29,876,000	Unfunded		$711,367,000	Unfunded

TIER 5 – Unfunded Needs, Present Day Value (PDV)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
AVENUE T/COUNTRY CLUB RD	US 17	WEST LAKE HAMILTON DRIVE	2.09	WIDEN 2 TO 4 LANES	$ 2,510,236	$ 6,275,590	$ 23,533,461	$ 31,377,948
COUNTY LINE ROAD EXTENSION	SWINDELL ROAD	KNIGHTS-STATION	3.01	NEW 2 LANES	$ 2,874,795	$ 7,186,987	$ 26,951,200	$ 35,934,933
CR 542 (OLD TAMPA HWY)	CLARK ROAD	SR 572/AIRPORT ROAD	1.31	WIDEN 2 TO 4 LANES	$ 1,572,891	$ 3,932,228	$ 14,745,856	$ 19,661,142
CR 544	CENTRAL POLK PKWY EAST/POWERLINE ROAD	CR 546	2.77	WIDEN 2 TO 4 LANES	$ 3,335,880	$ 8,339,699	$ 31,273,872	$ 41,698,496
CR 547 EXTENSION	POWERLINE RD EXTENSION	CENTRAL POLK PKWY EAST	0.66	WIDEN 2 TO 4 LANES	$ 794,108	$ 1,985,269	$ 7,444,761	$ 9,926,347
CR 547 EXTENSION	CR 547	US 17/92/CSX LINE	0.29	WIDEN 2 TO 4 LANES	$ 350,990	$ 877,475	$ 3,290,533	$ 4,387,377
CR 655 (RIFLE RANGE ROAD)	ROBIN DRIVE	US 17	5.16	MULTIMODAL IMPROVEMENTS	$ 2,389,314	$ 5,973,286	$ 22,399,821	$ 29,866,428
CYPRESS GARDENS BLVD	1ST ST	OVERLOOK DR	2.20	MULTIMODAL IMPROVEMENTS	$ 1,531,757	$ 3,829,393	$ 14,360,223	$ 19,146,964
DUNDEE ROAD	US 27	SR 17	0.87	WIDEN 2 TO 4 LANES	$ 1,046,111	$ 2,615,278	$ 9,807,294	$ 13,076,392
DUNSON ROAD	US 27	BUCKINGHAM DRIVE	1.03	WIDEN 2 TO 4 LANES	$ 1,238,160	$ 3,095,400	$ 11,607,752	$ 15,477,002
EDGEWOOD DR	LAKELAND HIGHLANDS RD	US 98	0.72	MULTIMODAL IMPROVEMENTS	$ 502,100	$ 1,255,249	$ 4,707,184	$ 6,276,245
FDC GROVE ROAD	SANDERS RD	MASSEE RD	2.31	NEW 2 LANES	$ 2,205,669	$ 5,514,172	$ 20,678,146	$ 27,570,862
FDC GROVE ROAD	MASSEE RD	ERNIE CALDWELL BLVD	2.47	NEW 2 LANES	$ 2,363,819	$ 5,909,548	$ 22,160,806	$ 29,547,741
GAPWAY ROAD	CR 655	SR 559	1.89	IMPROVED 2 LANES	$ 1,808,279	$ 4,520,698	$ 16,952,618	$ 22,603,491
GATEWAY ROAD	COUNTY LINE ROAD	SR 570 (POLK PARKWAY)	1.44	NEW 2 LANES	$ 1,378,866	$ 3,447,164	$ 12,926,867	$ 17,235,822
HINSON AVENUE	30TH STREET	POWERLINE ROAD	1.00	WIDEN 2 TO 4 LANES	$ 1,206,254	$ 3,015,636	$ 11,308,636	$ 15,078,181
HOME RUN BLVD EXTENSION	HOME RUN BLVD	FDC GROVE RD	0.69	NEW 2 LANES	$ 658,185	$ 1,645,463	$ 6,170,485	$ 8,227,314
I-4 CROSSOVER CONNECTOR	HOME RUN BOULEVARD	I-4 CROSSOVER	0.27	NEW 2 LANES	$ 262,497	$ 656,243	$ 2,460,910	$ 3,281,214
LAKE MATTIE RD	SR 559	ADAMS BARN ROAD	2.00	IMPROVED 2 LANES	$ 1,909,103	$ 4,772,758	$ 17,897,842	$ 23,863,789
LAKE MIRIAM DR	SR 37	CLEVELAND HEIGHTS BLVD	0.71	MULTIMODAL IMPROVEMENTS	$ 329,413	$ 823,534	$ 3,088,251	$ 4,117,668
LEE JACKSON HWY	W BAY ST	ERNIE CALDWELL BLVD	3.79	WIDEN 2 TO 4 LANES	$ 4,564,315	$ 11,410,788	$ 42,790,456	$ 57,053,941
LEE JACKSON HWY	ERNIE CALDWELL BLVD	RONALD REAGAN PKWY	2.78	WIDEN 2 TO 4 LANES	$ 3,345,698	$ 8,364,244	$ 31,365,914	$ 41,821,219

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
LOMA DEL SOL EXTENSION	DUNSON ROAD	CR 54	0.74	NEW 2 LANES	$ 706,360	$ 1,765,901	$ 6,622,129	$ 8,829,506
N SAGE RD	COUNTRY CLUB RD	SAGE RD EXT	0.71	NEW 2 LANES	$ 681,349	$ 1,703,372	$ 6,387,647	$ 8,516,862
NORTH COLLECTOR	POITRAS RD	POLO PARK BLVD	1.11	NEW 2 LANES	$ 1,061,792	$ 2,654,480	$ 9,954,300	$ 13,272,400
PROVIDENCE ROAD	SR 539 (KATHLEEN RD)	GRIFFIN ROAD	1.33	MULTIMODAL IMPROVEMENTS	$ 615,945	$ 1,539,863	$ 5,774,488	$ 7,699,317
RECKER HWY EXTENSION	THORNHILL RD	NEPTUNE RD, S OF US 92	0.42	NEW 4 LANES	$ 748,421	$ 1,871,052	$ 7,016,444	$ 9,355,258
SAGE ROAD EXTENSION	SAGE ROAD (DEAD END NORTH)	COUNTRY CLUB ROAD SOUTH	0.40	NEW 2 LANES	$ 382,407	$ 956,017	$ 3,585,062	$ 4,780,083
SANDERS RD	DIAMOND ACRES RD	US 27	0.76	WIDEN 2 TO 4 LANES	$ 910,918	$ 2,277,296	$ 8,539,860	$ 11,386,479
SOUTH BLVD E	US 17/92	POWERLINE RD	1.06	WIDEN 2 TO 4 LANES	$ 1,273,697	$ 3,184,242	$ 11,940,907	$ 15,921,209
SR 17 (SCENIC HIGHWAY)	S OF POLK AVENUE	FLORIDA AVENUE	1.59	MULTIMODAL IMPROVEMENTS	$ 530,166	$ 1,325,415	$ 5,301,662	$ 6,627,077
SR 33	N TOMKOW ROAD	OLD POLK CITY RD	2.33	WIDEN 2 TO 4 LANES	$ 2,142,750	$ 5,356,875	$ 21,427,500	$ 26,784,375
SR 33 (MASSACHUSETTS AVENUE)	LAKE MORTON DRIVE	GRENADA STREET	3.99	MULTIMODAL IMPROVEMENTS	$ 1,994,035	$ 4,985,087	$ 19,940,349	$ 24,925,436
SR 37 (FLORIDA AVE S)	ARIANA ST	PINE STREET	1.75	MULTIMODAL IMPROVEMENTS	$ 582,975	$ 1,457,438	$ 5,829,754	$ 7,287,192
SR 539 (KATHLEEN RD)	US 92 (MEMORIAL BLVD)	INTERSTATE 4	1.65	MULTIMODAL IMPROVEMENTS	$ 821,952	$ 2,054,880	$ 8,219,522	$ 10,274,402
SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	MULTIMODAL IMPROVEMENTS	$ 748,830	$ 1,872,076	$ 7,488,302	$ 9,360,378
SR 544 (HAVENDALE BLVD)	US 92	US 17	3.20	MULTIMODAL IMPROVEMENTS	$ 3,330,963	$ 8,327,407	$ 33,309,628	$ 41,637,035
SR 544 (LUCERNE PARK RD)	AVENUE T NW	OLD LUCERNE PARK RD	2.06	MULTIMODAL IMPROVEMENTS	$ 685,102	$ 1,712,756	$ 6,851,022	$ 8,563,778
SR 549/FIRST STREET	SR 540 (CYPRESS GARDENS BLVD)	SR 544 (AVENUER T)	2.78	MULTIMODAL IMPROVEMENTS	$ 1,390,500	$ 3,476,251	$ 13,905,005	$ 17,381,256
SR 563	SR 539	US 92	0.59	MULTIMODAL IMPROVEMENTS	$ 293,079	$ 732,697	$ 2,930,787	$ 3,663,484
SR 572 (AIRPORT ROAD)	N OF POLK PKWY	1 MILE N OF POLK PKWY	0.88	WIDEN 2 TO 4 LANES	$ 808,093	$ 2,020,233	$ 8,080,930	$ 10,101,163
SR 572 (AIRPORT ROAD)	DRANE FIELD ROAD	S OF POLK PKWY	0.69	WIDEN 2 TO 4 LANES	$ 631,859	$ 1,579,648	$ 6,318,593	$ 7,898,241
SR 572 (AIRPORT ROAD)	1 MILE N. OF POLK PKWY	US 92 (NEW TAMPA HWY)	0.85	WIDEN 2 TO 4 LANES	$ 779,314	$ 1,948,285	$ 7,793,139	$ 9,741,424
SR 60	PEACE RIVER RD	US 27	12.61	WIDEN 4 TO 6 LANES	$ 11,732,725	$ 35,198,176	$ 117,327,252	$ 117,327,252
SR 60	COUNTY LINE RD	W MAIN ST	13.24	WIDEN 4 TO 6 LANES	$ 12,319,269	$ 36,957,807	$ 123,192,690	$ 123,192,690

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
SR 60	SR 60 (VAN FLEET DRIVE E)	E FLAMINGO DR	0.92	WIDEN 4 TO 6 LANES	$ 858,427	$ 2,575,281	$ 8,584,269	$ 8,584,269
SR 60	E FLAMINGO DR	PEACE RIVER RD	1.43	WIDEN 4 TO 6 LANES	$ 1,331,310	$ 3,993,930	$ 13,313,098	$ 13,313,098
SR 60 (N VAN FLEET DR)	W MAIN ST	BROADWAY AVE N	0.86	WIDEN 4 TO 6 LANES	$ 797,098	$ 2,391,295	$ 7,970,985	$ 7,970,985
SR 600	BONNET SPRINGS BLVD	WABASH AVE	1.21	MULTIMODAL IMPROVEMENTS	$ 605,965	$ 1,514,913	$ 6,059,650	$ 7,574,563
SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	MULTIMODAL IMPROVEMENTS	$ 1,079,050	$ 2,697,626	$ 10,790,504	$ 13,488,130
SR 700	US 98	US 92	1.14	MULTIMODAL IMPROVEMENTS	$ 568,322	$ 1,420,805	$ 5,683,222	$ 7,104,027
STATE ROAD 544	US 17	SR 549 (1ST STREET)	0.50	WIDEN 4 TO 6 LANES	$ 371,104	$ 927,760	$ 3,711,041	$ 4,638,801
TANK ROAD	STUDENT DRIVE	SAND MINE ROAD	0.50	NEW 2 LANES	$ 475,612	$ 1,189,030	$ 4,458,863	$ 5,945,151
TANK ROAD	BELLA CITA BLVD	BARRY ROAD	1.01	NEW 2 LANES	$ 960,282	$ 2,400,706	$ 9,002,646	$ 12,003,528
TENTH ST	SR 539	US 98	1.08	MULTIMODAL IMPROVEMENTS	$ 500,353	$ 1,250,884	$ 4,690,813	$ 6,254,418
US 17	SR 540 (CYPRESS GARDENS BLVD)	MOTOR POOLK RD	3.07	MULTIMODAL IMPROVEMENTS	$ 1,533,123	$ 3,832,808	$ 15,331,231	$ 19,164,039
US 17/92	ROCHELLE AVENUE	US 27	5.34	WIDEN 4 TO 6 LANES	$ 3,974,557	$ 9,936,393	$ 39,745,572	$ 49,681,966
US 17/92	US 17	ROCHELLE AVENUE	2.33	MULTIMODAL IMPROVEMENTS	$ 2,433,377	$ 6,083,443	$ 24,333,774	$ 30,417,217
US 17/92	HINSON AVENUE	POWERLINE RD EXT	5.00	WIDEN 2 TO 4 LANES	$ 4,593,547	$ 11,483,867	$ 45,935,466	$ 57,419,333
US 17/92	POWERLINE RD EXT	OSCEOLA CO/L	1.85	WIDEN 2 TO 4 LANES	$ 1,699,274	$ 4,248,185	$ 16,992,739	$ 21,240,923
US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	1.75	WIDEN 4 TO 6 LANES	$ 1,632,131	$ 4,896,393	$ 16,321,310	$ 16,321,310
US 17/98 (EAST AVE)	MAIN ST	VAN FLEET DRIVE W	0.51	WIDEN 4 TO 6 LANES	$ 472,746	$ 1,418,238	$ 4,727,459	$ 4,727,459
US 27	CR 630A	PRESIDENTS DRIVE	5.04	WIDEN 4 TO 6 LANES	$ 4,690,042	$ 14,070,127	$ 46,900,424	$ 46,900,424
US 92	SR 570	SR 655	1.33	WIDEN 4 TO 6 LANES	$ 991,397	$ 2,478,494	$ 9,913,974	$ 12,392,468
US 92 (MEMORIAL BLVD)	WEST OF SR 539 (KATHLEEN RD) OVERPASS	SR 33 (LAKELAND HILLS BLVD)	1.02	MULTIMODAL IMPROVEMENTS	$ 1,064,368	$ 2,660,921	$ 10,643,683	$ 13,304,604
US 98	DAUGHTERY ROAD W	N OF WEST SOCRUM LOOP ROAD	2.29	WIDEN 4 TO 6 LANES	$ 1,700,857	$ 4,252,142	$ 17,008,567	$ 21,260,708
US 98	US 92 (MEMORIAL BLVD)	INTERSTATE 4	2.36	MULTIMODAL IMPROVEMENTS	$ 1,180,956	$ 2,952,389	$ 11,809,556	$ 14,761,945
WARING ROAD PHASE II	WEST PIPKIN ROAD	DRANE FIELD ROAD	1.52	WIDEN 2 TO 4 LANES	$ 1,829,862	$ 4,574,655	$ 17,154,956	$ 22,873,275

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
WAVERLY BARN ROAD	NORTH RIDGE TRAIL	US 27	0.41	WIDEN 2 TO 4 LANES	$ 495,128	$ 1,237,820	$ 4,641,824	$ 6,189,099
WEST LAKE HAMILTON DRIVE CONNECTOR	WEST LAKE HAMILTON DRIVE	SR 544	0.35	NEW 2 LANES	$ 336,388	$ 840,971	$ 3,153,641	$ 4,204,854
WEST PIPKIN RD	HARDEN BLVD	SR 37	0.66	WIDEN 2 TO 4 LANES	$ 792,855	$ 1,982,139	$ 7,433,020	$ 9,910,693

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TDP Excerpt

APPENDIX D

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Citrus Connection 2025 Transit Development Plan Update (September 2025)

Cost/Revenue	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY 2036 - 2040	FY 2041 - 2050	Total
Operating Costs													
Citrus Connection Network	$16,386,403	$16,799,787	$17,223,600	$17,658,105	$18,103,570	$18,560,274	$19,028,499	$19,508,536	$20,000,684	$20,505,246	$108,844,326	$252,853,557	**$545,472,587**
Existing ADA Paratransit Service	$9,043,450	$9,271,592	$9,505,489	$9,745,286	$9,991,133	$10,243,182	$10,501,590	$10,766,516	$11,038,126	$11,316,588	$60,069,818	$139,546,706	**$301,039,476**
Enhancements to Existing Service	$88,411	$90,642	$520,856	$1,774,151	$1,818,908	$7,465,088	$7,745,856	$8,067,632	$8,271,156	$8,479,815	$45,011,884	$104,565,992	**$193,900,391**
New Transit Services - Local Services	$213,851	$414,886	$1,168,780	$1,198,265	$1,228,494	$1,259,486	$1,291,259	$1,323,834	$2,926,861	$3,000,697	$15,928,063	$37,002,088	**$66,956,563**
New Transit Services - Microtransit	$0	$211,900	$325,868	$334,089	$799,207	$819,369	$1,080,051	$1,107,297	$1,135,231	$1,163,870	$6,177,963	$14,351,872	**$27,506,717**
New Transit Services - Regional Services	$0	$0	$0	$207,868	$639,336	$655,465	$672,000	$688,953	$706,333	$724,152	$3,843,886	$8,929,637	**$17,067,631**
New Transit Services - Premium Services	$0	$0	$0	$0	$0	$0	$1,335,289	$5,603,545	$5,744,907	$5,889,835	$31,263,957	$72,628,523	**$122,466,056**
Total Operating Costs	**$25,732,115**	**$26,788,807**	**$28,744,593**	**$30,917,764**	**$32,580,648**	**$39,002,864**	**$41,654,544**	**$47,066,313**	**$49,823,298**	**$51,080,203**	**$271,139,896**	**$629,878,375**	**$1,274,409,421**
Capital Costs													
New Vehicles	$775,000	$871,443	$3,678,818	$2,586,257	$1,546,709	$1,132,663	$1,451,546	$1,190,532	$0	$0	$0	$0	**$13,232,968**
Replacement Vehicles - Existing Fixed-Route	$1,400,000	$5,023,614	$1,471,527	$3,771,625	$773,355	$792,864	$4,877,196	$0	$4,271,980	$0	$4,300,000	$29,647,244	**$56,329,405**
Replacement Vehicles -Paratransit and microtransit vehicles	$5,533,206	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,082,971	$9066802	**$21,682,980**
Expand Transit Marketing/UAP	$150,000	$153,784	$157,664	$161,641	$165,719	$169,899	$174,186	$178,580	$183,085	$187,704	$1,011,302	$2,438,747	**$5,132,311**
Additional Bus Stop Infrastructure	$250,000	$256,307	$262,773	$269,402	$276,198	$283,166	$290,309	$297,633	$305,141	$312,839	$0	$0	**$2,803,768**
Queue Jumps	$0	$0	$0	$0	$0	$1,019,397	$0	$714,319	$0	$0	$0	$0	**$1,733,716**
Transit Signal Priority	$0	$0	$0	$0	$0	$543,678	$0	$380,970	$0	$0	$0	$0	**$924,648**
New Transit Center	$0	$0	$525,545	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$525,545**
Super Stop	$250,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$250,000**
Bus Facilities Repair and Enhancement	$1,656,120	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,656,120**
Farebox Replacement and System Upgrades	$462,157	$0	$0	$0	$0	$0	$0	$0	$0	$0	$653,016	$0	**$1,115,173**
Mobile App/ Fare Options	$350,000	$25,631	$26,277	$26,940	$27,620	$28,317	$29,031	$29,763	$30,514	$31,284	$168,549	$406,456	**$1,180,382**
Lakeland Intermodal PD&E Study	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,000,000**
Park-and-Ride Studies	$0	$256,307	$262,773	$269,402	$276,198	$0	$0	$0	$0	$0	$0	$0	**$1,064,680**
New Technology Upgrades	$0	$0	$0	$0	$276,198	$283,166	$290,309	$297,633	$305,141	$312,839	$0	$0	**$1,765,286**
Total Capital Costs	**$12,826,483**	**$6,587,085**	**$6,385,378**	**$7,085,267**	**$3,341,996**	**$4,253,150**	**$7,112,577**	**$3,089,430**	**$5,095,862**	**$844,666**	**$13,215,838**	**$41,559,249**	**$111,396,982**
All Costs	**$38,558,599**	**$33,375,892**	**$35,129,971**	**$38,003,031**	**$35,922,645**	**$43,256,014**	**$48,767,122**	**$50,155,744**	**$54,919,161**	**$51,924,870**	**$284,355,735**	**$671,437,625**	**$1,385,806,408**
Revenues													
LAMTD - Local General Revenue	$1,489,149	$1,526,717	$1,565,232	$1,604,718	$1,645,201	$1,686,705	$1,729,256	$1,772,880	$1,817,605	$1,863,458	$10,039,821	$24,210,956	**$50,951,698**
PCTA - City Contributions	$600,584	$615,735	$631,268	$647,193	$663,520	$680,259	$697,420	$715,014	$733,052	$751,545	$4,049,127	$9,764,439	**$20,549,156**
PCTA - Contract Revenue	$3,409,461	$3,495,472	$3,583,654	$3,674,060	$3,766,746	$3,861,771	$3,959,193	$4,059,072	$4,161,472	$4,266,454	$22,986,531	$55,431,853	**$116,655,739**
LAMTD - Farebox Revenue	$1,000,853	$1,026,102	$1,051,988	$1,078,526	$1,105,735	$1,133,629	$1,162,228	$1,191,548	$1,221,607	$1,252,425	$6,747,736	$16,272,117	**$34,244,494**
PCTA - Farebox Revenue	$197,949	$202,943	$208,062	$213,311	$218,692	$224,209	$229,866	$235,664	$241,610	$247,705	$1,334,569	$3,218,304	**$6,772,885**
LAMTD - FTA 5307 Operating	$2,860,942	$2,933,116	$3,007,110	$3,082,972	$3,160,747	$3,240,484	$3,322,232	$3,406,043	$3,491,968	$3,580,061	$19,288,426	$46,513,900	**$97,888,001**
PCTA - FTA 5307 Operating	$3,291,592	$3,374,630	$3,459,763	$3,547,043	$3,636,525	$3,728,265	$3,822,319	$3,918,746	$4,017,605	$4,118,958	$22,191,861	$53,515,513	**$112,622,820**
PCTA - FTA 5311 Operating	$2,519,648	$2,583,212	$2,648,380	$2,715,191	$2,783,688	$2,853,913	$2,925,909	$2,999,722	$3,075,397	$3,152,981	$16,987,432	$40,965,068	**$86,210,541**
Property Tax	$6,336,997	$6,496,862	$6,660,761	$6,828,793	$7,001,065	$7,177,683	$7,358,756	$7,544,398	$7,734,722	$7,929,848	$42,723,933	$103,028,456	**$216,822,274**
State Block Grant	$1,803,808	$1,849,313	$1,895,966	$1,943,796	$1,992,833	$2,043,107	$2,094,649	$2,147,491	$2,201,666	$2,257,208	$12,161,242	$29,326,748	**$61,717,828**
FL Transportation Disadvantaged Program	$1,436,567	$1,472,807	$1,509,962	$1,548,055	$1,587,108	$1,627,146	$1,668,195	$1,710,279	$1,753,424	$1,797,658	$9,685,308	$23,356,050	**$49,152,559**
FD0T Congestion Management	$421,627	$432,263	$443,168	$454,348	$465,810	$477,561	$489,609	$501,960	$514,623	$527,606	$2,842,602	$6,854,915	**$14,426,092**
FDOT Transit Corridor	$850,885	$872,350	$894,357	$916,919	$940,051	$963,766	$988,079	$1,013,005	$1,038,561	$1,064,761	$5,736,652	$13,833,895	**$29,113,281**
FDOT - Travel Trainer	$66,428	$68,103	$69,821	$71,583	$73,389	$75,240	$77,138	$79,084	$81,079	$83,125	$447,856	$1,080,001	**$2,272,846**
FTA - 5307 Capital	$788,065	$807,946	$828,328	$849,224	$870,648	$892,612	$915,130	$938,216	$961,885	$986,151	$5,313,122	$12,812,555	**$26,963,882**
FDOT Urban Transit Capital	$1,408,843	$1,444,385	$1,480,822	$1,518,180	$1,556,479	$1,595,745	$1,636,001	$1,677,273	$1,719,586	$1,762,966	$9,498,397	$22,905,315	**$48,203,991**

Citrus Connection 2025 Transit Development Plan Update (September 2025)													
Cost/Revenue	**FY26**	**FY27**	**FY28**	**FY29**	**FY30**	**FY31**	**FY32**	**FY33**	**FY34**	**FY35**	**FY 2036 - 2040**	**FY 2041 - 2050**	**Total**
Paratransit Operating Revenue	$6,722,045	$6,891,624	$7,065,481	$7,243,724	$7,426,463	$7,613,813	$7,805,889	$8,002,810	$8,204,699	$8,411,681	$45,319,923	$109,288,665	**$229,996,817**
FTA Bus and Bus Facilities Grant	$8,000,000	$5,023,614	$1,471,527	$3,771,625	$773,355	$792,864	$4,877,196	$0	$4,271,980	$0	$0	$0	**$28,982,161**
Winter Haven CRA	$0	$155,908	$159,841	$163,874	$168,008	$172,246	$176,592	$181,046	$185,614	$190,296	$1,025,265	$2,472,419	**$5,051,108**
New Service Farebox Recovery	$11,239	$26,677	$74,944	$130,677	$166,804	$379,252	$450,832	$624,361	$698,477	$716,097	$3,858,142	$9,303,882	**$16,441,384**
Public Private Partnerships	$900,000	$150,000	$675,545	$150,000	$150,000	$0	$0	$0	$0	$0	$0	$0	**$2,025,545**
All Revenues	**$44,116,683**	**$41,449,780**	**$39,385,982**	**$42,153,813**	**$40,152,866**	**$41,220,269**	**$46,386,487**	**$42,718,613**	**$48,126,632**	**$44,960,985**	**$242,237,945**	**$584,155,049**	**$1,257,065,104**
10-Year Cost & Revenue Summary													
Total Revenues	**$44,116,683**	**$41,449,780**	**$39,385,982**	**$42,153,813**	**$40,152,866**	**$41,220,269**	**$46,386,487**	**$42,718,613**	**$48,126,632**	**$44,960,985**	**$242,237,945**	**$584,155,049**	**$1,257,065,104**
Total Costs	**$38,558,599**	**$33,375,892**	**$35,129,971**	**$38,003,031**	**$35,922,645**	**$43,256,014**	**$48,767,122**	**$50,155,744**	**$54,919,161**	**$51,924,870**	**$284,355,735**	**$671,437,625**	**$1,385,806,402**
Revenues Minus Costs	**$5,558,084**	**$8,073,888**	**$4,256,011**	**$4,150,782**	**$4,230,221**	**-$2,035,744**	**-$2,380,635**	**-$7,437,131**	**-$6,792,528**	**-$6,963,885**	**-$42,117,790**	**-$87,282,575**	
Rollover from Prev. Year	**$0**	**$5,558,084**	**$13,631,972**	**$17,887,983**	**$22,038,764**	**$26,268,985**	**$24,233,241**	**$21,852,606**	**$14,415,475**	**$7,622,946**			
Surplus/Shortfall	**$5,558,084**	**$13,631,972**	**$17,887,983**	**$22,038,764**	**$26,268,985**	**$24,233,241**	**$21,852,606**	**$14,415,475**	**$7,622,946**	**$659,061**	**-$84,235,580**	**-$174,565,150**	

Polk Transportation
Planning Organization

Agenda Item 11. 12/9/2025

POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
DECEMBER 9, 2025
AGENDA ITEM 11

AGENDA ITEM:
Florida Department of Transportation (FDOT) and Florida's Turnpike Enterprise (FTE) FY 2026/27 - 2030/31 Draft Work Programs for Polk County

PRESENTER:

Ryan Kordek, Polk TPO Staff. FDOT and FTE staff will also be available to answer any questions by the Board.

SUMMARY:

TPO, FDOT and FTE staff will present the new Draft Work Programs for Polk County. Staff will request the committee to review and comment on the Draft Work Programs based on the TPO's Adopted 2025 Priority Transportation Projects which consist of candidate road, congestion management, complete street, transportation alternative, and multi-use trail projects.

Draft Work Program Highlights:

- **Central Polk Parkway East Projects** - The Turnpike's new Draft Work Program includes seven (7) separate projects between State Road 60 and State Road 538 (Poinciana Parkway) in eastern Polk County that contain funding for PD&E and Design phases. There are two (2) projects between US 27 and CR 546 that contain $40M in funding for right-of-way acquisition.

- **Resurfacing and Pavement Reconstruction Projects** - There are 30 resurfacing and pavement reconstruction Projects on the state highway system throughout Polk County totaling approximately $269M.

- **State Road 570 (Polk Parkway) Widening** (FPN: 446619-1) - FDOT's Draft Work Program has added a project development and environmental (PD&E) phase for a portion of the Polk Parkway between Interstate 4 and

State Road 540 in FY 2028.

- **State Road 60 for County Road 630 to Grape Hammock Road Widening-** Environmental and Right of Way (ROW) funding for the widening of the easterly portion of State Road 60 within Polk County in the amount of $16.2M is funded in FY 2030.

RECOMMENDED ACTION:

TPO staff requests the Board to review and comment on the Draft Tentative Work Programs for FY 2026/27 - 2030/31 for the Florida Department of Transportation (FDOT) and Florida's Turnpike Enterprise.

ATTACHMENTS:

1. Draft FDOT District One Draft Work Program
2. Draft FDOT Work Program Summary of Changes
3. Draft Turnpike Enterprise Work Program
4. Adopted 2025 TPO Priority Transportation Projects
5. 2025 Polk TPO Priority Projects compared to FDOT District One Draft Work Program

DISTRICT 1





TENTATIVE WORK PROGRAM

PUBLIC HEARING REPORT

FISCAL YEAR 2027 TO FISCAL YEAR 2031

POLK COUNTY

SUMMARY REPORT

AS OF 10/9/2025 4:23 PM SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 1

PROJECTS FUNDED JULY 1, 2026 TO JUNE 30, 2031

VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT1

POLK COUNTY **Florida Rail Enterprise**

436560-1 - SR 655 /RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN POLK CO
Type of Work: RAIL CAPACITY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$49,439,127		
Railroad & Utilities	Local			$2,226,942		
	State			$3,300,000		
Total for Project 436560-1				**$54,966,069**		

446404-2 - US 92 / COUNTY LINE RD FROM AMBERJACK BLVD TO FRONTAGE RD (SOUTH)
Type of Work: RAIL CAPACITY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	State	$4,200,000				
Total for Project 446404-2		**$4,200,000**				

POLK COUNTY **Highways**

197620-4 - CITY OF LAKELAND LEASE OF FIBER OPTIC NETWORK
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	$100,000	$100,000	$100,000	$100,000	$100,000
Total for Project 197620-4		**$100,000**	**$100,000**	**$100,000**	**$100,000**	**$100,000**

201217-8 - I-4 (SR 400) AT CSX RAILROAD
Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$8,232,000				
Total for Project 201217-8		**$8,232,000**				

412675-1 - POLK COUNTY TSMCA
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	$1,328,497	$143,539			
Total for Project 412675-1		**$1,328,497**	**$143,539**			

413647-1 - TOWN OF DUNDEE TSMCA
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	$21,746	$22,599			
Total for Project 413647-1		**$21,746**	**$22,599**			

413651-1 - CITY OF HAINES CITY TSMCA
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	$95,075	$98,948			
Total for Project 413651-1		**$95,075**	**$98,948**			

413653-1 - CITY OF LAKE WALES TSMCA
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	$83,410	$87,291			
Total for Project 413653-1		**$83,410**	**$87,291**			

POLK COUNTY **Highways**

413654-1 - CITY OF LAKELAND TSMCA
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	$865,840	$94,516			
Total for Project 413654-1		**$865,840**	**$94,516**			

413656-1 - CITY OF WINTER HAVEN TSMCA
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	$213,885				
Total for Project 413656-1		**$213,885**				

430185-4 - SR 33 FROM OLD COMBEE RD TO S OF FIRSTPARK BLVD S
Type of Work: ADD LANES & REHABILITATE PVMNT

Phase	Funding Source	2027	2028	2029	2030	2031
Repayment	Federal					$1,000,000
	State					$1,000,000
Total for Project 430185-4						**$2,000,000**

433856-2 - SR 60 FROM CR 630 TO GRAPE HAMMOCK RD
Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Environmental	State				$1,200,000	
Right of Way	State				$15,020,000	
Total for Project 433856-2					**$16,220,000**	

436560-2 - US 92 FROM RECKER HWY TO KELLY LANE
Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$953,197		
Total for Project 436560-2				**$953,197**		

437107-1 - LAKELAND TMC OPS FUND CITY WIDE
Type of Work: OTHER ITS

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	$250,000	$250,000	$250,000	$250,000	$250,000
Total for Project 437107-1		**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**

POLK COUNTY **Highways**

440273-4 - SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y
Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal					$5,598,161
	Local					$116,500
	State					$12,467,511
Environmental	State				$75,000	$250,000
Railroad & Utilities	Federal				$750,000	
	Local					$2,000,000
Right of Way	Federal	$1,766,982				
	State	$186,000	$1,138,157			
Total for Project 440273-4		**$1,952,982**	**$1,138,157**		**$825,000**	**$20,432,172**

442103-1 - POLK COUNTY COMPUTER SIGNAL SYSTEM PHASE I
Type of Work: ATMS - ARTERIAL TRAFFIC MGMT

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State					$3,910,378
Preliminary Engineering	State				$400,000	$100,000
Total for Project 442103-1					**$400,000**	**$4,010,378**

443606-1 - TENOROC TRAIL SEG 2-6 FROM E OF LAKE CRAGO PARK TO BRADDOCK RD
Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
PD & E	State	$2,000,000				
Total for Project 443606-1		**$2,000,000**				

444627-3 - SR 37 FROM ARIANA ST TO LIME ST
Type of Work: MISCELLANEOUS CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$8,563,816				
	Local	$6,251,910				
	State	$15,772,089				
Total for Project 444627-3		**$30,587,815**				

446274-1 - SR 563 AT PEAR ST / PARKER ST
Type of Work: MEDIAN MODIFICATION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$493,958				
Total for Project 446274-1		**$493,958**				

POLK COUNTY **Highways**

446365-1 - SIXTH ST SW FROM S OF AVE G SW TO US 17 (SR 555)
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$627,483			
	Local		$300,371			
Total for Project 446365-1			**$927,854**			

446561-1 - SR 659 (COMBEE RD) FROM US 92 (MEMORIAL BLVD) TO MORGAN COMBEE RD
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$4,052,541			
Environmental	Federal	$49,870	$150,000			
Total for Project 446561-1		**$49,870**	**$4,202,541**			

447075-2 - SR 563 FROM LK HUNTER BOAT RAMP TO LIME ST
Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$2,675,724			
Total for Project 447075-2			**$2,675,724**			

448431-1 - AVENUE C SE FROM FIRST STREET SOUTH TO SIXTH STREET SE
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			$1,118,408		
	Local			$219,019		
Preliminary Engineering	Federal	$1,000				
Total for Project 448431-1		**$1,000**		**$1,337,427**		

449049-1 - US 92 (MEMORIAL BLVD) FROM WABASH AVE TO N GARY RD
Type of Work: RIGID PAVEMENT RECONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				$77,792,490	
Preliminary Engineering	Federal	$3,602,867				
	State	$3,197,133				
Total for Project 449049-1		**$6,800,000**			**$77,792,490**	

449659-1 - SR 25 (US 27) AT AIRPORT RD/PATTERSON RD AND SOUTH BLVD
Type of Work: SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				$3,025,055	
Total for Project 449659-1					**$3,025,055**	

POLK COUNTY **Highways**

449660-1 - PROVIDENCE RD FROM SR 539 KATHLEEN RD TO CR 582 GRIFFIN RD
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$4,080,641				
	Local	$754,359				
Total for Project 449660-1		**$4,835,000**				

449737-1 - I-4 REST AREAS IN POLK COUNTY - ADDITIONAL TRUCK PARKING
Type of Work: PARKING FACILITY

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$11,140,576				
Total for Project 449737-1		**$11,140,576**				

449979-1 - LANDSCAPING I-4 (SR 400) WILDLIFE CROSSING E OF SR 33
Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State				$1,828,645	
Total for Project 449979-1					**$1,828,645**	

450872-1 - SR 659 FROM SR 35 / 700 (US 98) TO SADDLE CREEK RD
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$7,860,856		
Preliminary Engineering	State	$100,000				
Total for Project 450872-1		**$100,000**		**$7,860,856**		

450873-1 - SR 572 FROM SR 600 (US 92) TO N OF ROOMS TO GO ENT
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		$1,304,414			
Total for Project 450873-1			**$1,304,414**			

450875-1 - SR 555(US17) FROM S OF AVENUE A TO S OF SR 600
Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$30,441,729			
Total for Project 450875-1			**$30,441,729**			

POLK COUNTY **Highways**

450876-1 - SR 600 (US 92/US 17) FROM S OF SOUTH BLVD TO N OF NORTH BLVD
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$1,043,552				
Total for Project 450876-1		**$1,043,552**				

450877-1 - SR 35/700 (US 98) FROM S OF SR 540 (WINTER LAKE RD) TO N OF BROOKS ST
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$3,236,227				
Total for Project 450877-1		**$3,236,227**				

450879-1 - SR 17 FROM SR 25 (US 27) TO 5TH AVE
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		$10,386,372			
Total for Project 450879-1			**$10,386,372**			

450880-1 - SR 17 FROM S OF N CROOKED LAKE DR TO N OF JACK TOWNSEND RD
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		$3,568,898			
Total for Project 450880-1			**$3,568,898**			

450881-1 - SR 17 FROM S OF OLD SCENIC HWY TO S OF STARR AVE
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$2,825,896		
Total for Project 450881-1				**$2,825,896**		

450883-1 - SR 17 FROM NORTH OF OLD SCENIC HWY TO LAKE MARION RD / SR 544
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$4,511,597				
Total for Project 450883-1		**$4,511,597**				

POLK COUNTY **Highways**

450884-1 - SR 544 FROM 8TH ST NW (US17) TO 10TH ST S
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$16,237,653		
Preliminary Engineering	State	$100,000				
Total for Project 450884-1		**$100,000**		**$16,237,653**		

450885-1 - SR 25 (US 27) FROM HIGHLANDS COUNTY LINE TO N OF SR 700 (US 98)
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		$16,032,906			
Total for Project 450885-1			**$16,032,906**			

450885-2 - SR 25 (US 27) FROM GEORGE ST TO CHARLES ST
Type of Work: MEDIAN MODIFICATION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$1,546,268			
Total for Project 450885-2			**$1,546,268**			

450886-1 - SR 25 (US 27) FROM N OF CAMP INN RESORT TO S OF SR 60
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$25,239,039		
Total for Project 450886-1				**$25,239,039**		

451381-2 - GRANDVIEW PKWY FROM NORTH OF POSNER BLVD TO DUNSON RD
Type of Work: NEW BRIDGE CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Contract Incentives	State	$377,894	$377,894	$377,894	$377,894	$283,420
Design Build	Local	$15,435,000				
	State	$41,841,010	$550,244	$550,244	$1,232,153	$576,446
Preliminary Engineering	State	$287,672	$287,672	$287,672	$287,672	$575,343
Total for Project 451381-2		**$57,941,576**	**$1,215,810**	**$1,215,810**	**$1,897,719**	**$1,435,209**

451423-1 - SR 700 FROM N OF SR 35 (US 98) TO S OF SR 546 (US 92)
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$3,099,275		
Total for Project 451423-1				**$3,099,275**		

POLK COUNTY **Highways**

451469-1 - SR 563 FROM S OF SR 539 (KATHLEEN RD) TO S OF SR 546 (US 92)
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$1,367,478				
Total for Project 451469-1		**$1,367,478**				

451470-1 - SR 539 FROM N OF ELLIOT ST TO N OF I-4
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$879,011				
Total for Project 451470-1		**$879,011**				

451473-1 - SR 600 (US 92) FROM COUNTY LINE RD TO E OF CHURCHILL AVE
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$3,570,730				
Total for Project 451473-1		**$3,570,730**				

451475-1 - SR 600 (US 92) FROM W OF SR 555 (US 17) TO E ECHO ST
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		$2,583,989			
Total for Project 451475-1			**$2,583,989**			

451476-1 - SR 33 FROM CLEARWATER AVE TO S OF HAYNES CIRCLE
Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			$3,555,564		
Total for Project 451476-1				**$3,555,564**		

451477-1 - SR 60 FROM E OF MICHIGAN BLVD TO SCENIC HIGHWAY OVERPASS
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		$16,387,049			
Total for Project 451477-1			**$16,387,049**			

POLK COUNTY **Highways**

451479-1 - SR 60 FROM BRIDGE NO. 160038 TO WEST OF CAPPS RD
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		$10,314,576			
Total for Project 451479-1			**$10,314,576**			

451480-1 - SR 35 (US 98) FROM N OF SR 546 TO S OF GRIFFIN RD
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$4,524,782				
Total for Project 451480-1		**$4,524,782**				

451481-1 - SR 35 (US 98) FROM SHARON DR TO N OF NORTON RD
Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT.

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$18,352,153				
Total for Project 451481-1		**$18,352,153**				

451484-1 - SR 60 (US 98) FROM W OF LOWE'S ENTRANCE TO SR 555 (US 17)
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$2,628,174		
Total for Project 451484-1				**$2,628,174**		

451485-1 - SR 540 FROM E OF SR 555 (US 17) TO W OF OVERLOOK DR
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State		$8,336,804			
Total for Project 451485-1			**$8,336,804**			

452625-1 - SR 60 FROM PEACE RIVER BRIDGE #160043 & #160130 TO E OF MICHIGAN BLVD
Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$13,659,469			
Total for Project 452625-1			**$13,659,469**			

POLK COUNTY **Highways**

452963-2 - POWERLINE ROAD SOUTH EXTENSION FROM HINSON AVE TO S SCENIC HWY 17
Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal Earmark	$7,500,000				
Total for Project 452963-2		**$7,500,000**				

453407-1 - 8TH STREET NW AND AVE L NW COMPLETE STREETS ENHANCEMENTS
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$1,712,842			
Total for Project 453407-1			**$1,712,842**			

453408-1 - OLD HELENA ROAD AND CYPRESS GARDENS ROAD COMPLETE STREETS ENHANCEMENTS
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$884,140			
Total for Project 453408-1			**$884,140**			

453409-1 - 8TH STREET SE COMPLETE STREETS ENHANCEMENTS
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			$1,623,640		
Total for Project 453409-1				**$1,623,640**		

453504-1 - NORTH LAKE FITNESS TRAIL
Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$1,523,508				
Total for Project 453504-1		**$1,523,508**				

454603-1 - SR563 (SIKES BLVD) FROM LIME TO MLK
Type of Work: RIGID PAVEMENT RECONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal					$20,170,005
	State					$3,261,567
Preliminary Engineering	State	$2,000,000				
Total for Project 454603-1		**$2,000,000**				**$23,431,572**

POLK COUNTY **Highways**

454941-1 - SR544 FROM SR600(US92) TO W OF 8TH ST NW
Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$19,958,989			
Total for Project 454941-1			**$19,958,989**			

455923-1 - LAKE MARTHA DR FROM AVE C TO AVE K NE
Type of Work: PEDESTRIAN SAFETY IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				$1,168,508	
Preliminary Engineering	Local		$175,276			
Total for Project 455923-1			**$175,276**		**$1,168,508**	

455930-1 - MALL HILL DR SIDEWALK - CR35A KATHLEEN RD TO GRAND BAY CIRCLE
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				$314,353	
Preliminary Engineering	Local		$154,276			
Total for Project 455930-1			**$154,276**		**$314,353**	

455931-1 - ROSELAWN ST SW COMPLETE ST ENHANCEMENTS FROM AVE O SW TO 15TH ST SW
Type of Work: PEDESTRIAN SAFETY IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			$1,146,296		
Preliminary Engineering	Local	$171,877				
Total for Project 455931-1		**$171,877**		**$1,146,296**		

455932-1 - W CENTRAL AVE COMPLETE STREETS ENHANCEMENTS
Type of Work: PEDESTRIAN SAFETY IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				$371,366	
Preliminary Engineering	Federal		$10,000			
	Local		$54,200			
Total for Project 455932-1			**$64,200**		**$371,366**	

456130-1 - INGRAHAM AVENUE TRAIL (FORT FRASER TRAIL EXTENSION)
Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			$3,533,994		
Total for Project 456130-1				**$3,533,994**		

POLK COUNTY **Highways**

456241-1 - SR 600 (US 17/US 92) FROM E ECHO STREET TO W OF RAMONA AVE
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$6,005,080		
Preliminary Engineering	State	$100,000				
Total for Project 456241-1		**$100,000**		**$6,005,080**		

456252-1 - SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST
Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			$9,058,125		
Preliminary Engineering	Federal	$835,000				
Total for Project 456252-1		**$835,000**		**$9,058,125**		

456254-1 - SR60 FROM NE 12TH AVE TO WEST OF CR555/CROWN AVE
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$18,270,004		
Preliminary Engineering	State	$100,000				
Total for Project 456254-1		**$100,000**		**$18,270,004**		

456255-1 - SR35(US98) FROM MAIN STREET TO NORTH OF SR546
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$3,132,711		
Preliminary Engineering	State	$100,000				
Total for Project 456255-1		**$100,000**		**$3,132,711**		

457164-1 - SR35 FROM SOUTH OF LUNN RD TO NORTH OF 9TH ST NW
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$6,073,238		
Preliminary Engineering	State	$100,000				
Total for Project 457164-1		**$100,000**		**$6,073,238**		

457232-1 - PED GATE CORRIDOR POLK COUNTY
Type of Work: RAIL SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Railroad & Utilities	Federal			$267,530		
Total for Project 457232-1				**$267,530**		

POLK COUNTY **Highways**

457234-1 - EAST CENTRAL AVENUE CROSSING 625481Y
Type of Work: RAIL SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Railroad & Utilities	Federal			$374,080		
Total for Project 457234-1				**$374,080**		

457236-1 - EAST F STREET CROSSING 627541M
Type of Work: RAIL SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Railroad & Utilities	Federal				$484,261	
Total for Project 457236-1					**$484,261**	

457237-1 - GATE ROAD CROSSING 623054C
Type of Work: RAIL SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Railroad & Utilities	Federal				$405,593	
Total for Project 457237-1					**$405,593**	

457247-1 - FAIRBANK ST SIDEWALK FROM FL-539/KATHLEEN RD TO W BELLA VISTA ST
Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				$499,556	
	Local				$50,000	
Preliminary Engineering	Local	$90,000				
Total for Project 457247-1		**$90,000**			**$549,556**	

457280-1 - US 27 AT SOUTH BLVD
Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$2,051,690				
Total for Project 457280-1		**$2,051,690**				

457697-1 - LAKESHORE DR FROM E PARKER ST TO SOUTH OF W LAKE PARKER FT FRASER EXT
Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State					$919,355
Preliminary Engineering	State		$110,102			
Total for Project 457697-1			**$110,102**			**$919,355**

POLK COUNTY **Highways**

457732-1 - SR35(US98) FROM SR540A TO SOUTH OF BONNEY PARK
Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$11,351,060				
Preliminary Engineering	State	$347,500				
Total for Project 457732-1		**$11,698,560**				

POLK COUNTY **Maintenance**

412583-1 - POLK COUNTY HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$556,469				
Total for Project 412583-1		**$556,469**				

413553-1 - AUBURNDALE HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$62,833				
Total for Project 413553-1		**$62,833**				

413554-1 - BARTOW HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$83,903				
Total for Project 413554-1		**$83,903**				

413555-1 - DAVENPORT HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$9,030				
Total for Project 413555-1		**$9,030**				

413557-1 - EAGLE LAKE HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$25,209				
Total for Project 413557-1		**$25,209**				

413558-1 - FROSTPROOF HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$27,842				
Total for Project 413558-1		**$27,842**				

POLK COUNTY **Maintenance**

413559-1 - FT MEADE HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$47,407				
Total for Project 413559-1		**$47,407**				

413560-1 - HAINES CITY HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$188,123				
Total for Project 413560-1		**$188,123**				

413561-1 - LAKE ALFRED HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$50,041				
Total for Project 413561-1		**$50,041**				

413562-1 - LAKELAND HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$563,241				
Total for Project 413562-1		**$563,241**				

413563-1 - LAKE WALES HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$123,033				
Total for Project 413563-1		**$123,033**				

413564-1 - WINTER HAVEN HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$287,452				
Total for Project 413564-1		**$287,452**				

POLK COUNTY **Maintenance**

414087-2 - ASSET MAINTENANCE NE POLK COUNTY
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$1,448,901	$4,052,969	$4,052,969	$4,052,969	$4,052,969
Total for Project 414087-2		**$1,448,901**	**$4,052,969**	**$4,052,969**	**$4,052,969**	**$4,052,969**

417967-1 - MULBERRY HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$61,328				
Total for Project 417967-1		**$61,328**				

427785-1 - ITS DEVICES ELECTRIC
Type of Work: OTHER ITS

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$30,000	$30,000			
Total for Project 427785-1		**$30,000**	**$30,000**			

431775-1 - I-4 WEST ASSET MAINTENANCE
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$4,168,768	$1,201,231	$1,201,231	$1,201,231	$1,201,231
Total for Project 431775-1		**$4,168,768**	**$1,201,231**	**$1,201,231**	**$1,201,231**	**$1,201,231**

436729-8 - HIGHWAY LIGHTING - POLK PKWY (SR 570)
Type of Work: LIGHTING

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$300,000	$300,000	$300,000	$300,000	$300,000
Total for Project 436729-8		**$300,000**	**$300,000**	**$300,000**	**$300,000**	**$300,000**

437300-3 - SUNTRAX TOLL FACILITY OPERATIONS
Type of Work: TOLL PLAZA

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$157,775	$70,000	$70,000	$70,000	
Total for Project 437300-3		**$157,775**	**$70,000**	**$70,000**	**$70,000**	

POLK COUNTY **Maintenance**

449680-1 - ADA MAT REPLACEMENT
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$65,000				
Total for Project 449680-1		**$65,000**				

455314-1 - SUNTRAX PLUMBING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$50,000	$50,000	$50,000	$50,000	$50,000
Total for Project 455314-1		**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**

455314-2 - SUNTRAX PRESSURE CLEANING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$200,000	$200,000	$200,000	$200,000	$200,000
Total for Project 455314-2		**$200,000**	**$200,000**	**$200,000**	**$200,000**	**$200,000**

455314-3 - SUNTRAX HVAC MAINTENANCE
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$130,000	$130,000	$130,000	$130,000	$130,000
Total for Project 455314-3		**$130,000**	**$130,000**	**$130,000**	**$130,000**	**$130,000**

455314-4 - SUNTRAX FIRE ALARM SERVICES
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$75,000	$75,000	$75,000	$75,000	$75,000
Total for Project 455314-4		**$75,000**	**$75,000**	**$75,000**	**$75,000**	**$75,000**

455314-5 - SUNTRAX SWEEPING SERVICES
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$75,000	$75,000	$80,000	$80,000	$80,000
Total for Project 455314-5		**$75,000**	**$75,000**	**$80,000**	**$80,000**	**$80,000**

POLK COUNTY **Maintenance**

455314-6 - SUNTRAX HVAC MAINT & WTP CHILLER
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$10,000	$10,000	$10,000	$10,000	$10,000
Total for Project 455314-6		**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**

455314-7 - SUNTRAX LANDSCAPING SERVICES
Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$445,000	$445,000	$445,000	$445,000	$445,000
Total for Project 455314-7		**$445,000**	**$445,000**	**$445,000**	**$445,000**	**$445,000**

455314-8 - SUNTRAX TOW TRUCK SERVICES
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$50,000	$50,000	$50,000	$50,000	$50,000
Total for Project 455314-8		**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**

455314-9 - SUNTRAX BUILDING AUTOMATIC SCHEDULE (BAS) MAINTENANCE SERVICES
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$50,000	$50,000	$50,000	$50,000	$50,000
Total for Project 455314-9		**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**

455317-1 - SUNTRAX ELECTRICAL, LIFE SAFETY, AND LIGHTNING PROTECTION SERVICES
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike		$70,000	$70,000	$70,000	$70,000
Total for Project 455317-1			**$70,000**	**$70,000**	**$70,000**	**$70,000**

455317-2 - SUNTRAX GENERATOR MAINTENANCE SERVICES
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$35,000	$35,000	$35,000	$35,000	$35,000
Total for Project 455317-2		**$35,000**	**$35,000**	**$35,000**	**$35,000**	**$35,000**

POLK COUNTY **Maintenance**

455317-3 - SUNTRAX - MAINTENANCE GENERAL - PCARD EXPENSES
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$75,000	$75,000	$75,000	$75,000	$75,000
Total for Project 455317-3		**$75,000**	**$75,000**	**$75,000**	**$75,000**	**$75,000**

455317-4 - SUNTRAX ELEVATOR MAINTENNANCE SERVICES
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$35,000	$35,000	$35,000	$35,000	$35,000
Total for Project 455317-4		**$35,000**	**$35,000**	**$35,000**	**$35,000**	**$35,000**

455317-5 - DRAINAGE MAINTENANCE - SUNTRAX
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	Toll/Turnpike	$100,000	$100,000	$100,000	$100,000	$100,000
Total for Project 455317-5		**$100,000**	**$100,000**	**$100,000**	**$100,000**	**$100,000**

POLK COUNTY **Miscellaneous**

440358-2 - TENOROC TRL SEGMENT 1 FROM LAKE CRAGO DR TO SR 33 AT OLD COMBEE ROAD
Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$2,000,000				
Total for Project 440358-2		**$2,000,000**				

POLK COUNTY **Modal Development: Aviation**

440928-1 - BARTOW MUNICIPAL AIRPORT REHAB RUNWAY 9R/27L
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local			$75,000	$600,000	
	State			$300,000	$2,400,000	
Total for Project 440928-1				**$375,000**	**$3,000,000**	

441851-1 - BARTOW MUNICIPAL AIRPORT REHABILITATE TAXIWAY C
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local			$100,000	$200,816	
	State			$400,000	$803,265	
Total for Project 441851-1				**$500,000**	**$1,004,081**	

441852-1 - BARTOW MUNICIPAL AIRPORT REHABILITATE RUNWAY 5-23
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local	$125,000	$205,666			
	State	$500,000	$822,664			
Total for Project 441852-1		**$625,000**	**$1,028,330**			

444616-1 - LAKE WALES MUNICIPAL ARPT EAST APRON EXPANSION & TAXILANE
Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$810,000				
	State	$90,000				
Total for Project 444616-1		**$900,000**				

445718-1 - LAKELAND LINDER INTERNATIONAL AIRPORT UPGRADE ILS TO CATEGORY III
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local	$299,253				
	State	$1,197,013				
Total for Project 445718-1		**$1,496,266**				

POLK COUNTY **Modal Development: Aviation**

453425-1 - LAKELAND LINDER INTL AIRPORT VOR RELOCATION
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local				$600,000	
	State				$400,000	$2,000,000
Total for Project 453425-1					**$1,000,000**	**$2,000,000**

453834-1 - WINTER HAVEN REGIONAL AIRPORT TAXIWAY E EXTENSION
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal		$189,000	$1,890,000		
	Local		$10,500	$105,000		
	State		$10,500	$105,000		
Total for Project 453834-1			**$210,000**	**$2,100,000**		

455461-1 - LAKE WALES AIRPORT AWOS-II BEACON INSTALLATION
Type of Work: AVIATION SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$351,000				
	Local	$7,800				
	State	$31,200				
Total for Project 455461-1		**$390,000**				

455569-1 - WINTER HAVEN AIRPORT PAPIS AND REILS FOR RWY 11/29
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local				$47,000	
	State				$188,000	
Total for Project 455569-1					**$235,000**	

456014-1 - LAKELAND LINDER INTL AIRPORT CONTRUCT RUNWAY 10R/28L (NEW PARRALLE)
Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local		$8,000,000	$52,000,000	$40,000,000	
	State		$8,000,000	$52,000,000	$40,000,000	
Total for Project 456014-1			**$16,000,000**	**$104,000,000**	**$80,000,000**	

POLK COUNTY **Modal Development: Aviation**

457277-1 - LAKE WALES AIRPORT WILDLIFE HAZARD FENCE
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$135,000	$2,700,000			
	Local	$3,000	$60,000			
	State	$12,000	$240,000			
Total for Project 457277-1		**$150,000**	**$3,000,000**			

457279-1 - WINTER HAVEN AIRPORT 5/23 & NORTH TAXIWAY B REHABILITATION
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal			$315,000	$2,884,140	
	Local			$17,500	$160,230	
	State			$17,500	$160,230	
Total for Project 457279-1				**$350,000**	**$3,204,600**	

457284-1 - BARTOW AIRPORT RUNWAY APPROACH CLEARING
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal		$705,986			
	Local		$39,221			
	State		$39,221			
Total for Project 457284-1			**$784,428**			

POLK COUNTY **Modal Development: Intermodal**

450036-1 - BARTOW EXECUTIVE AIRPORT ENTRANCE ROAD
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local	$17,028				
	State	$68,112				
Total for Project 450036-1		**$85,140**				

453426-1 - LAKELAND LINDER INTL AIRPORT MAINTENANCE, REPAIR AND OPERATIONS HANGER
Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local	$3,322,086	$4,622,672	$3,963,848		
	State	$3,322,086	$4,329,633	$3,963,848		
Total for Project 453426-1		**$6,644,172**	**$8,952,305**	**$7,927,696**		

POLK COUNTY **Modal Development: Rail**

451348-1 - E TILLMAN AVE FROM S 2ND ST TO S 4TH ST
Type of Work: RAIL SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Railroad & Utilities	Federal	$150,749				
Total for Project 451348-1		**$150,749**				

451354-1 - E SEMINOLE AVE FROM N 1ST ST TO N 3RD ST
Type of Work: RAIL SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Railroad & Utilities	Federal	$246,842				
Total for Project 451354-1		**$246,842**				

POLK COUNTY **Modal Development: Transit**

410149-1 - LAMTD/LKND UZA/FTA SECT 5307 CAPITAL ASSIST LKLD UZA
Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$1,062,476	$1,654,180	$1,667,371	$2,185,561	$2,129,482
	Local	$265,619	$413,545	$416,843	$546,390	$532,371
Total for Project 410149-1		**$1,328,095**	**$2,067,725**	**$2,084,214**	**$2,731,951**	**$2,661,853**

410149-2 - LAMTDLKND UZA/FTA SECT 5307 OPERATING ASSIST
Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	$1,882,190	$4,678,904	$4,742,943	$6,158,128	$6,388,447
	Local	$1,882,190	$4,678,904	$4,742,943	$6,158,128	$6,388,447
Total for Project 410149-2		**$3,764,380**	**$9,357,808**	**$9,485,886**	**$12,316,256**	**$12,776,894**

410150-1 - LAMTD/WINTER HAVEN UZA/FTA SECTION 5307 CAPITAL ASSISTANCE
Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$758,102	$1,208,647	$1,310,081	$2,072,677	$2,031,010
	Local	$189,526	$302,162	$327,520	$518,169	$507,753
Total for Project 410150-1		**$947,628**	**$1,510,809**	**$1,637,601**	**$2,590,846**	**$2,538,763**

410150-2 - LAMTD/WINTER HAVEN UZA/FTA SECTION 5307 OPERATING ASSISTANCE
Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	$1,412,168	$3,625,944	$3,816,993	$5,667,260	$6,093,032
	Local	$1,412,168	$3,625,944	$3,816,993	$5,667,260	$6,093,032
Total for Project 410150-2		**$2,824,336**	**$7,251,888**	**$7,633,986**	**$11,334,520**	**$12,186,064**

414063-1 - LAKELAND AREA MASS TRANSIT (LAMTD)-OPERATING ASSISTANCE - CORRIDOR
Type of Work: URBAN CORRIDOR IMPROVEMENTS

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	$455,211	$455,211	$455,211	$455,211	
	State	$455,211	$455,211	$455,211	$455,211	
Total for Project 414063-1		**$910,422**	**$910,422**	**$910,422**	**$910,422**	

POLK COUNTY **Modal Development: Transit**

435771-1 - LAMTD/LKND-WH UZA FTA SECTION 5339 CAPITAL ASSISTANCE
Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$732,922	$848,314	$888,095	$1,037,303	$1,088,030
	Local	$183,231	$212,079	$222,024	$259,326	$272,008
Total for Project 435771-1		**$916,153**	**$1,060,393**	**$1,110,119**	**$1,296,629**	**$1,360,038**

440258-1 - LAKELAND AREA MASS TRANSIT DISTRICT FTA SEC 5311 OPERATING ASSISTANCE
Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	$795,486	$913,000	$800,000	$805,000	$984,041
	Local	$795,486	$913,000	$800,000	$805,000	$984,041
Total for Project 440258-1		**$1,590,972**	**$1,826,000**	**$1,600,000**	**$1,610,000**	**$1,968,082**

440757-1 - LAKELAND AREA MASS TRANSIT FOR WH AND LKLD BLOCK GRANT OPER ASSISTANCE
Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	$2,055,366	$2,117,027	$2,180,539	$2,245,954	$2,313,334
	State	$2,055,366	$2,117,027	$2,180,539	$2,245,954	$2,313,334
Total for Project 440757-1		**$4,110,732**	**$4,234,054**	**$4,361,078**	**$4,491,908**	**$4,626,668**

445916-1 - LAMTD OPERATING SR37 CIRCULATOR
Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	$150,577	$150,577	$150,577	$150,577	
	State	$150,577	$150,577	$150,577	$150,577	
Total for Project 445916-1		**$301,154**	**$301,154**	**$301,154**	**$301,154**	

448715-1 - LAKELAND AREA MASS TRANSIT DIST - OPERATING - CORRIDOR - PILOT PROJECT
Type of Work: URBAN CORRIDOR IMPROVEMENTS

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	$249,740	$249,740	$249,740	$249,740	
	State	$249,740	$249,740	$249,740	$249,740	
Total for Project 448715-1		**$499,480**	**$499,480**	**$499,480**	**$499,480**	

455183-1 - FTA SECTION 5339 LAMTD POINCIANA SMALL URBAN CAPITAL ASSISTANCE
Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$18,199	$20,929	$24,068	$27,678	$26,534
	Local	$4,550	$5,232	$6,017	$6,920	$6,634
Total for Project 455183-1		**$22,749**	**$26,161**	**$30,085**	**$34,598**	**$33,168**

POLK COUNTY **Modal Development: Transit**

455184-1 - FTA SECTION 5339 LAMTD FOUR CORNERS SMALL URBAN CAPITAL ASSISTANCE
Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$5,112	$5,879	$6,761	$7,774	$10,755
	Local	$1,278	$1,470	$1,690	$1,944	$2,689
Total for Project 455184-1		**$6,390**	**$7,349**	**$8,451**	**$9,718**	**$13,444**

455571-1 - LAMTD FTA SECTION 5307 POINCIANA SMALL URBAN AREA - CAPTIAL
Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$68,667	$78,967	$90,812	$104,434	$104,013
	Local	$17,167	$19,742	$22,703	$26,109	$26,003
Total for Project 455571-1		**$85,834**	**$98,709**	**$113,515**	**$130,543**	**$130,016**

455571-2 - LAMTD FTA SECTION 5307 POINCIANA SMALL URBAN AREA - OPERATING
Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	$205,998	$236,898	$272,433	$313,297	$312,040
	Local	$205,998	$236,898	$272,433	$313,297	$312,040
Total for Project 455571-2		**$411,996**	**$473,796**	**$544,866**	**$626,594**	**$624,080**

455572-1 - LAMTD FTA SECTION 5307 FOUR CORNERS SMALL URBAN AREA - CAPITAL
Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$15,431	$17,746	$20,408	$23,469	$42,373
	Local	$3,858	$4,437	$5,102	$5,867	$10,593
Total for Project 455572-1		**$19,289**	**$22,183**	**$25,510**	**$29,336**	**$52,966**

455572-2 - LAMTD FTA SECTION 5307 FOUR CORNERS SMALL URBAN AREA - OPERATING
Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	$46,293	$53,237	$61,223	$70,406	$127,118
	Local	$46,293	$53,237	$61,223	$70,406	$127,118
Total for Project 455572-2		**$92,586**	**$106,474**	**$122,446**	**$140,812**	**$254,236**

457667-1 - LAMTD OPERTING SERVICE DEVELOPMENT EXTENDED ROUTE HOURS
Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	$566,678				
	State	$566,678				
Total for Project 457667-1		**$1,133,356**				

POLK COUNTY **Transportation Planning**

439313-6 - POLK COUNTY MPO FY 2026/2027-2027/2028 UPWP
Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal	$1,365,146	$1,365,146			
Total for Project 439313-6		**$1,365,146**	**$1,365,146**			

439313-7 - POLK COUNTY MPO FY 2028/2029-2029/2030 UPWP
Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal			$1,365,146	$1,365,146	
Total for Project 439313-7				**$1,365,146**	**$1,365,146**	

439313-8 - POLK COUNTY MPO FY 2030/2032-2031/2032 UPWP
Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal					$1,365,146
Total for Project 439313-8						**$1,365,146**

POLK COUNTY **Turnpike**

437300-3 - SUNTRAX TOLL FACILITY OPERATIONS
Type of Work: TOLL PLAZA

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Toll/Turnpike	$100,000	$100,000	$100,000	$100,000	
Operations	Toll/Turnpike	$765,000	$765,000	$765,000	$765,000	
Total for Project 437300-3		**$865,000**	**$865,000**	**$865,000**	**$865,000**	

437300-8 - SUNTRAX CONNECTED/AUTOMATED VEHICLE TEST FACILITY OPERATIONS
Type of Work: TRAFFIC MANAGEMENT CENTERS

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Toll/Turnpike	$12,087,500	$12,471,875	$12,521,875	$12,621,875	$12,721,875
Total for Project 437300-8		**$12,087,500**	**$12,471,875**	**$12,521,875**	**$12,621,875**	**$12,721,875**

440897-2 - CENTRAL POLK PARKWAY - FROM POLK PKWY (SR 570) TO US 17 (SR 35)
Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Toll/Turnpike	$2,210,000				
Contract Incentives	Toll/Turnpike	$8,002,911				
Total for Project 440897-2		**$10,212,911**				

440897-3 - CENTRAL POLK PARKWAY - FROM US 17 (SR 35) TO SR 60
Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Toll/Turnpike		$3,128,048	$2,674,100		
Total for Project 440897-3			**$3,128,048**	**$2,674,100**		

446619-1 - PD&E STUDY TO WIDEN POLK PARKWAY (SR 570) FROM I-4 TO SR 540 (MP 0-14)
Type of Work: PD&E/EMO STUDY

Phase	Funding Source	2027	2028	2029	2030	2031
PD & E	Toll/Turnpike	$4,000,000				
Total for Project 446619-1		**$4,000,000**				

451419-1 - PD&E CENTRAL POLK PARKWAY EAST FROM US17/92 TO SR538
Type of Work: PD&E/EMO STUDY

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Toll/Turnpike	$20,000,000				
Total for Project 451419-1		**$20,000,000**				

POLK COUNTY **Turnpike**

451419-2 - ACE FOR CENTRAL POLK PARKWAY EAST - SR 60 TO US17/92
Type of Work: PD&E/EMO STUDY

Phase	Funding Source	2027	2028	2029	2030	2031
PD & E	Toll/Turnpike		$550,000			
Total for Project 451419-2			**$550,000**			

451420-1 - CENTRAL POLK PARKWAY EAST FROM S OF JOHNSON AVE TO N OF US 17/92
Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Toll/Turnpike	$14,000,000				
Right of Way	Toll/Turnpike			$20,000,000		
Total for Project 451420-1		**$14,000,000**		**$20,000,000**		

451421-1 - CENTRAL POLK PARKWAY EAST- N OF LAKE MABEL LOOP RD TO S OF JOHNSON AVE
Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Toll/Turnpike	$11,000,000				
Right of Way	Toll/Turnpike			$20,000,000		
Total for Project 451421-1		**$11,000,000**		**$20,000,000**		

451422-1 - CENTRAL POLK PARKWAY EAST FROM US 27 TO N. OF LAKE MABEL LOOP RD
Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Toll/Turnpike	$6,000,000				
Total for Project 451422-1		**$6,000,000**				

455878-1 - PD&E CPP EAST FROM N OF LAKE MABEL LOOP RD TO S OF JOHNSON AVE
Type of Work: PD&E/EMO STUDY

Phase	Funding Source	2027	2028	2029	2030	2031
PD & E	Toll/Turnpike	$500,000				
Total for Project 455878-1		**$500,000**				

455879-1 - PD&E CPP EAST FROM S OF JOHNSON AVE TO N OF US 17/92
Type of Work: PD&E/EMO STUDY

Phase	Funding Source	2027	2028	2029	2030	2031
PD & E	Toll/Turnpike	$500,000				
Total for Project 455879-1		**$500,000**				

FLORIDA DEPARTMENT OF TRANSPORTATION
DRAFT TENTATIVE WORK PROGRAM
POLK TPO
FY2027 THROUGH FY2031 SUMMARY OF CHANGES

County	FPID Number	Project Description	Project Phase	Type of Work	Old Fiscal Year	Old Estimate	New Fiscal Year	New Estimate
ADD								
POLK	433856-2	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD	Enviromental Consultants Contractors	Add Lanes & Reconstruct		$0	2030	$1,200,000
POLK	433856-2	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD	Right Of Way Services	Add Lanes & Reconstruct		$0	2030	$2,800,000
POLK	433856-2	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD	Right Of Way In-House	Add Lanes & Reconstruct		$0	2030	$1,320,000
POLK	433856-2	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD	Right Of Way Purchase	Add Lanes & Reconstruct		$0	2030	$10,900,000
POLK	440273-4	SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y	Enviromental Consultants Contractors	Add Lanes & Reconstruct		$0	2030	$325,000
POLK	442103-1	POLK COUNTY COMPUTER SIGNAL SYSTEM PHASE I	Preliminary Engineering Consultant Contractors	Atms-Arterial Traffic Mgmt		$0	2030	$500,000
POLK	442103-1	POLK COUNTY COMPUTER SIGNAL SYSTEM PHASE I	Construction Consultant Contractors	Atms-Arterial Traffic Mgmt		$0	2031	$3,284,716
POLK	442103-1	POLK COUNTY COMPUTER SIGNAL SYSTEM PHASE I	Construction Support Consultant Contractors	Atms-Arterial Traffic Mgmt		$0	2031	$625,662
POLK	444627-3	SR 37 FROM ARIANA ST TO LIME ST	Construction Support Other Agency	Miscellaneous Construction		$0	2027	$3,031,225
POLK	449979-1	LANDSCAPING I-4 (SR 400) WILDLIFE CROSSING E OF SR 33	Construction Consultant Contractors	Landscaping		$0	2030	$1,579,340
POLK	449979-1	LANDSCAPING I-4 (SR 400) WILDLIFE CROSSING E OF SR 33	Construction Support In-House	Landscaping		$0	2030	$5,640
POLK	449979-1	LANDSCAPING I-4 (SR 400) WILDLIFE CROSSING E OF SR 33	Construction Support Consultant Contractors	Landscaping		$0	2030	$243,665
POLK	450872-1	SR 659 FROM SR 35 / 700 (US 98) TO SADDLE CREEK RD	Premilinary Engineering In-House	Pavement Only Resurface (Flex)		$0	2027	$100,000
POLK	450872-1	SR 659 FROM SR 35 / 700 (US 98) TO SADDLE CREEK RD	Construction Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$7,096,551
POLK	450872-1	SR 659 FROM SR 35 / 700 (US 98) TO SADDLE CREEK RD	Construction Support In-House	Pavement Only Resurface (Flex)		$0	2029	$54,650
POLK	450872-1	SR 659 FROM SR 35 / 700 (US 98) TO SADDLE CREEK RD	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$709,655
POLK	450875-1	SR 555(US17) FROM S OF AVENUE A TO S OF SR 600	Construction Consultant Contractors	Resurfacing		$0	2028	$27,318,411
POLK	450875-1	SR 555(US17) FROM S OF AVENUE A TO S OF SR 600	Construction Support In-House	Resurfacing		$0	2028	$53,000
POLK	450875-1	SR 555(US17) FROM S OF AVENUE A TO S OF SR 600	Construction Support Consultant Contractors	Resurfacing		$0	2028	$3,070,318
POLK	450884-1	SR 544 FROM 8TH ST NW (US17) TO 10TH ST S	Premilinary Engineering In-House	Pavement Only Resurface (Flex)		$0	2027	$100,000

POLK	450884-1	SR 544 FROM 8TH ST NW (US17) TO 10TH ST S	Construction Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$14,497,904
POLK	450884-1	SR 544 FROM 8TH ST NW (US17) TO 10TH ST S	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$1,739,749
POLK	450886-1	SR 25 (US 27) FROM N OF CAMP INN RESORT TO S OF SR 60	Construction Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$22,910,949
POLK	450886-1	SR 25 (US 27) FROM N OF CAMP INN RESORT TO S OF SR 60	Construction Support In-House	Pavement Only Resurface (Flex)		$0	2029	$109,300
POLK	450886-1	SR 25 (US 27) FROM N OF CAMP INN RESORT TO S OF SR 60	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$2,218,790
POLK	451423-1	SR 700 FROM N OF SR 35 (US 98) TO S OF SR 546 (US 92)	Construction Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$2,713,897
POLK	451423-1	SR 700 FROM N OF SR 35 (US 98) TO S OF SR 546 (US 92)	Construction Support In-House	Pavement Only Resurface (Flex)		$0	2029	$27,325
POLK	451423-1	SR 700 FROM N OF SR 35 (US 98) TO S OF SR 546 (US 92)	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$358,053
POLK	453407-1	8TH STREET NW AND AVE L NW COMPLETE STREETS ENHANCEMENTS	Construction Other Agency	Sidewalk		$0	2028	$1,712,842
POLK	454603-1	SR563 (SIKES BLVD) FROM LIME TO MLK	Preliminary Engineering Consultant Contractors	Rigid Pavement Reconstruction		$0	2027	$2,000,000
POLK	454603-1	SR563 (SIKES BLVD) FROM LIME TO MLK	Construction Consultant Contractors	Rigid Pavement Reconstruction		$0	2031	$20,630,371
POLK	454603-1	SR563 (SIKES BLVD) FROM LIME TO MLK	Construction Support In-House	Rigid Pavement Reconstruction		$0	2031	$582,500
POLK	454603-1	SR563 (SIKES BLVD) FROM LIME TO MLK	Construction Support Consultant Contractors	Rigid Pavement Reconstruction		$0	2031	$2,218,701
POLK	455931-1	ROSELAWN ST SW COMPLETE ST ENHANCEMENTS FROM AVE O SW TO 15TH ST SW	Construction Support In-House	Pedestrian Safety Improvement		$0	2029	$448
POLK	456241-1	SR 600 (US 17/US 92) FROM E ECHO STREET TO W OF RAMONA AVE	Premilinary Engineering In-House	Pavement Only Resurface (Flex)		$0	2027	$100,000
POLK	456241-1	SR 600 (US 17/US 92) FROM E ECHO STREET TO W OF RAMONA AVE	Construction Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$5,434,323
POLK	456241-1	SR 600 (US 17/US 92) FROM E ECHO STREET TO W OF RAMONA AVE	Construction Support In-House	Pavement Only Resurface (Flex)		$0	2029	$27,325
POLK	456241-1	SR 600 (US 17/US 92) FROM E ECHO STREET TO W OF RAMONA AVE	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$543,432
POLK	456252-1	SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST	Premilinary Engineering In-House	Resurfacing		$0	2027	$10,000
POLK	456252-1	SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST	Preliminary Engineering Consultant Contractors	Resurfacing		$0	2027	$825,000
POLK	456252-1	SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST	Construction Consultant Contractors	Resurfacing		$0	2029	$8,189,946

POLK	456252-1	SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST	Construction Support In-House	Resurfacing		$0	2029	$27,325
POLK	456252-1	SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST	Construction Support Consultant Contractors	Resurfacing		$0	2029	$840,854
POLK	456254-1	SR60 FROM NE 12TH AVE TO WEST OF CR555/CROWN AVE	Premilinary Engineering In-House	Pavement Only Resurface (Flex)		$0	2027	$100,000
POLK	456254-1	SR60 FROM NE 12TH AVE TO WEST OF CR555/CROWN AVE	Construction Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$17,014,800
POLK	456254-1	SR60 FROM NE 12TH AVE TO WEST OF CR555/CROWN AVE	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$1,255,204
POLK	456255-1	SR35(US98) FROM MAIN STREET TO NORTH OF SR546	Premilinary Engineering In-House	Pavement Only Resurface (Flex)		$0	2027	$100,000
POLK	456255-1	SR35(US98) FROM MAIN STREET TO NORTH OF SR546	Construction Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$2,823,078
POLK	456255-1	SR35(US98) FROM MAIN STREET TO NORTH OF SR546	Construction Support In-House	Pavement Only Resurface (Flex)		$0	2029	$27,325
POLK	456255-1	SR35(US98) FROM MAIN STREET TO NORTH OF SR546	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$282,308
POLK	457164-1	SR35 FROM SOUTH OF LUNN RD TO NORTH OF 9TH ST NW	Premilinary Engineering In-House	Pavement Only Resurface (Flex)		$0	2027	$100,000
POLK	457164-1	SR35 FROM SOUTH OF LUNN RD TO NORTH OF 9TH ST NW	Construction Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$5,422,534
POLK	457164-1	SR35 FROM SOUTH OF LUNN RD TO NORTH OF 9TH ST NW	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)		$0	2029	$650,704
POLK	457232-1	PED GATE CORRIDOR POLK COUNTY	Construction Railroad	Rail Safety Project		$0	2029	$267,530
POLK	457234-1	EAST CENTRAL AVENUE CROSSING 625481Y	Construction Railroad	Rail Safety Project		$0	2029	$374,080
POLK	457236-1	EAST F STREET CROSSING 627541M	Construction Railroad	Rail Safety Project		$0	2030	$484,261
POLK	457237-1	GATE ROAD CROSSING 623054C	Construction Railroad	Rail Safety Project		$0	2030	$405,593
POLK	457247-1	FAIRBANK ST SIDEWALK FROM FL-539/KATHLEEN RD TO W BELLA VISTA ST	Construction Other Agency	Resurfacing		$0	2030	$307,787
POLK	457247-1	FAIRBANK ST SIDEWALK FROM FL-539/KATHLEEN RD TO W BELLA VISTA ST	Construction Support Other Agency	Resurfacing		$0	2030	$191,769
POLK	457277-1	LAKE WALES AIRPORT WILDLIFE HAZARD FENCE	Capital Grant	Aviation Preservation Project		$0	2027	$252,000
POLK	457279-1	WINTER HAVEN AIRPORT 5/23 & NORTH TAXIWAY B REHABILITATION	Capital Grant	Aviation Preservation Project		$0	2029	$177,730
POLK	457280-1	US 27 AT SOUTH BLVD	Construction Consultant Contractors	Traffic Signals		$0	2027	$1,783,184
POLK	457280-1	US 27 AT SOUTH BLVD	Construction Support In-House	Traffic Signals		$0	2027	$1,029
POLK	457280-1	US 27 AT SOUTH BLVD	Construction Support Consultant Contractors	Traffic Signals		$0	2027	$267,477
POLK	457284-1	BARTOW AIRPORT RUNWAY APPROACH CLEARING	Capital Grant	Aviation Preservation Project		$0	2028	$39,221
POLK	457667-1	LAMTD OPERTING SERVICE DEVELOPMENT EXTENDED ROUTE HOURS	Operations Grant	Operating/Admin. Assistance		$0	2027	$566,678

POLK	457697-1	LAKESHORE DR FROM E PARKER ST TO SOUTH OF W LAKE PARKER FT FRASER EXT	Premilinary Engineering Grant	Bike Path/Trail		$0	2028	$110,102
POLK	457697-1	LAKESHORE DR FROM E PARKER ST TO SOUTH OF W LAKE PARKER FT FRASER EXT	Construction Grant	Bike Path/Trail		$0	2031	$919,355
POLK	457732-1	SR35(US98) FROM SR540A TO SOUTH OF BONNEY PARK	Preliminary Engineering Consultant Contractors	Resurfacing		$0	2027	$347,500
POLK	457732-1	SR35(US98) FROM SR540A TO SOUTH OF BONNEY PARK	Construction Consultant Contractors	Resurfacing		$0	2027	$9,592,698
POLK	457732-1	SR35(US98) FROM SR540A TO SOUTH OF BONNEY PARK	Construction Support In-House	Resurfacing		$0	2027	$729,362
POLK	457732-1	SR35(US98) FROM SR540A TO SOUTH OF BONNEY PARK	Construction Support Consultant Contractors	Resurfacing		$0	2027	$1,029,000
DEFER								
POLK	412530-3	POLK TPO IDENTIFIED OPERATIONAL IMPROVEMENTS - FUNDING	Construction Consultant Contractors	Traffic Ops Improvement	2028	$7,017,770	2029	$10,824,133
POLK	412530-4	POLK TPO IDENTIFIED OPERATIONAL IMPROVEMENTS - FUNDING	Construction Consultant Contractors	Traffic Ops Improvement	2028	$7,694,377	2029	$2,284,854
POLK	440273-4	SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y	Construction Consultant Contractors	Add Lanes & Reconstruct	2030	#########	2031	$16,046,849
POLK	440273-4	SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y	Construction Relocate	Add Lanes & Reconstruct	2029	$2,750,000	2030	$2,750,000
POLK	440273-4	SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y	Construction Support In-House	Add Lanes & Reconstruct	2030	$58,450	2031	$58,250
POLK	440273-4	SR 544 (LUCERNE PARK) FROM MLK BLVD TO AVENUE Y	Construction Support Consultant Contractors	Add Lanes & Reconstruct	2030	$970,270	2031	$2,077,073
POLK	440928-1	BARTOW MUNICIPAL AIRPORT REHAB RUNWAY 9R/27L	Capital Grant	Aviation Preservation Project	2027	$2,700,000	2029	$2,700,000
POLK	441851-1	BARTOW MUNICIPAL AIRPORT REHABILITATE TAXIWAY C	Capital Grant	Aviation Preservation Project	2028	$27,000	2029	$1,203,265
POLK	450881-1	SR 17 FROM S OF OLD SCENIC HWY TO S OF STARR AVE	Construction Consultant Contractors	Pavement Only Resurface (Flex)	2028	$1,894,228	2029	$2,540,978
POLK	450881-1	SR 17 FROM S OF OLD SCENIC HWY TO S OF STARR AVE	Construction Support In-House	Pavement Only Resurface (Flex)	2028	$21,920	2029	$21,860
POLK	450881-1	SR 17 FROM S OF OLD SCENIC HWY TO S OF STARR AVE	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)	2028	$280,220	2029	$263,058
POLK	451476-1	SR 33 FROM CLEARWATER AVE TO S OF HAYNES CIRCLE	Construction Consultant Contractors	Resurfacing	2028	$2,560,526	2029	$3,216,432
POLK	451476-1	SR 33 FROM CLEARWATER AVE TO S OF HAYNES CIRCLE	Construction Support In-House	Resurfacing	2028	$239,690	2029	$1,093
POLK	451476-1	SR 33 FROM CLEARWATER AVE TO S OF HAYNES CIRCLE	Construction Support Consultant Contractors	Resurfacing	2028	$240,255	2029	$338,039
POLK	451479-1	SR 60 FROM BRIDGE NO. 160038 TO WEST OF CAPPS RD	Construction Consultant Contractors	Pavement Only Resurface (Flex)	2027	$8,664,207	2028	$9,367,251

POLK	451479-1	SR 60 FROM BRIDGE NO. 160038 TO WEST OF CAPPS RD	Construction Support In-House	Pavement Only Resurface (Flex)	2027	$10,620	2028	$10,600
POLK	451479-1	SR 60 FROM BRIDGE NO. 160038 TO WEST OF CAPPS RD	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)	2027	$1,384,748	2028	$936,725
POLK	451484-1	SR 60 (US 98) FROM W OF LOWE'S ENTRANCE TO SR 555 (US 17)	Construction Consultant Contractors	Pavement Only Resurface (Flex)	2028	$1,755,666	2029	$2,297,789
POLK	451484-1	SR 60 (US 98) FROM W OF LOWE'S ENTRANCE TO SR 555 (US 17)	Construction Support In-House	Pavement Only Resurface (Flex)	2028	$54,800	2029	$54,650
POLK	451484-1	SR 60 (US 98) FROM W OF LOWE'S ENTRANCE TO SR 555 (US 17)	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)	2028	$206,892	2029	$275,735
POLK	451485-1	SR 540 FROM E OF SR 555 (US 17) TO W OF OVERLOOK DR	Construction Consultant Contractors	Pavement Only Resurface (Flex)	2027	$4,539,079	2028	$7,569,276
POLK	451485-1	SR 540 FROM E OF SR 555 (US 17) TO W OF OVERLOOK DR	Construction Support In-House	Pavement Only Resurface (Flex)	2027	$10,620	2028	$10,600
POLK	451485-1	SR 540 FROM E OF SR 555 (US 17) TO W OF OVERLOOK DR	Construction Support Consultant Contractors	Pavement Only Resurface (Flex)	2027	$464,227	2028	$756,928
POLK	453408-1	OLD HELENA ROAD AND CYPRESS GARDENS ROAD COMPLETE STREETS ENHANCEMENTS	Construction Other Agency	Sidewalk	2027	$592,094	2028	$883,140
POLK	453408-1	OLD HELENA ROAD AND CYPRESS GARDENS ROAD COMPLETE STREETS ENHANCEMENTS	Construction Support Other Agency	Sidewalk	2027	$1,000	2028	$1,000
POLK	453409-1	8TH STREET SE COMPLETE STREETS ENHANCEMENTS	Construction Other Agency	Sidewalk	2027	$893,377	2029	$1,449,679
POLK	453409-1	8TH STREET SE COMPLETE STREETS ENHANCEMENTS	Construction Support Other Agency	Sidewalk	2027	$1,000	2029	$173,961
POLK	455569-1	WINTER HAVEN AIRPORT PAPIS AND REILS FOR RWY 11/29	Capital Grant	Aviation Preservation Project	2027	$188,000	2030	$188,000
DELETE								
POLK	419243-4	SR 25 (US 27) AT SR 60	Preliminary Engineering Consultant Contractors	Interchange - Add Lanes	2029	$3,700,000		$0
POLK	436559-1	SR 60 GRADE SEPARATION OVER CSX RAILROAD	Construction Relocate	Rail Capacity Project	2027	$2,000,000		$0
POLK	436559-1	SR 60 GRADE SEPARATION OVER CSX RAILROAD	Construction Railroad	Rail Capacity Project	2027	$600,000		$0
POLK	437300-7	SUNTRAX TEST FACILITY - POWERTRAX IN-FIELD	Construction Relocate	Miscellaneous Construction	2028	$500,000		$0
POLK	444627-3	SR 37 FROM ARIANA ST TO LIME ST	Administration Other Agency	Miscellaneous Construction	2030	$7,500,710		$0

Florida's Turnpike Enterprise
Tentative Five-Year Work Program
FY 2027 through FY 2031
Summary of Projects

FDOT District 1

Overview

Since FY 2023, Florida's Turnpike Enterprise continued and/or initiated funding construction of various transportation infrastructure improvements in FDOT District One, with a total value of over $502 million[1]. Major projects include:

Project Category		Facility	Location / Additional Details	FPID
N	New Road Construction	Central Polk Parkway	Polk Parkway / SR 570 to US 17	440897-2
N	New Road Construction	Central Polk Parkway	US 17 to SR 60	440897-3
W I	Other Widening | New Interchange	Polk Parkway / SR 570	Old Dixie Highway / CR 546 (MP 18) to South of Pace Road (MP 22) | New Interchange at Braddock Road (MP 20)	438018-1
R	Resurfacing	Polk Parkway / SR 570	MP 8 to MP 17	449688-1,-2
O	Other	SunTrax Connected/Automated Vehicle Test Facility	Auburndale, Florida	437300-4
O	All-Electronic Tolling	Polk Parkway / SR 570	I-4 (MP 0) to Old Dixie Highway / CR 546 (MP 18)	440857-1

[1] This value does not include projects that cross into other districts.

The Enterprise continues to make project investments in FDOT District One. In FY 2027 through FY 2031, over $27 million in Enterprise funding is programmed for construction projects within Polk and Okeechobee counties. This amount includes the phases referenced below:

Phase		Funding Code
ENV	Environmental	C2
CST	Construction	52, 53, 61, 62

Summary of Major Project Funding by Category

The table below summarizes the Enterprise funding programmed for the major projects in the Tentative Five-Year Work Program (FY 2027 through FY 2031) that are located in FDOT District One, by category.

Project Category	Fiscal Year					5 Year Total
	2027	2028	2029	2030	2031	
New Road Construction	$ -	$3,128,100	$2,674,100	$ -	$ -	**$5,802,200**
Total	**$ -**	**$3,128,100**	**$2,674,100**	**$ -**	**$ -**	**$5,802,200**

Construct Central Polk Parkway from US 17 to SR 60
FPID: 440897-3

The project constructs the second segment of Central Polk Parkway from US 17 to SR 60. This approximately 3-mile-long roadway will be a four-lane, divided, limited-access facility. It will reduce commercial vehicle traffic through Bartow, enhance safety by separating regional through-traffic from local traffic, and provide regional connectivity. Construction of this over $176 million project began in FY 2025, and the remaining expenditures to complete the project are funded in FY 2028 and FY 2029.

Phase	Fiscal Year					5 Year Total
	2027	2028	2029	2030	2031	
CST	$ -	$3,128,100	$2,674,100	$ -	$ -	$5,802,200
Total	$ -	$3,128,100	$2,674,100	$ -	$ -	$5,802,200

Summary of Minor Project Funding by Category

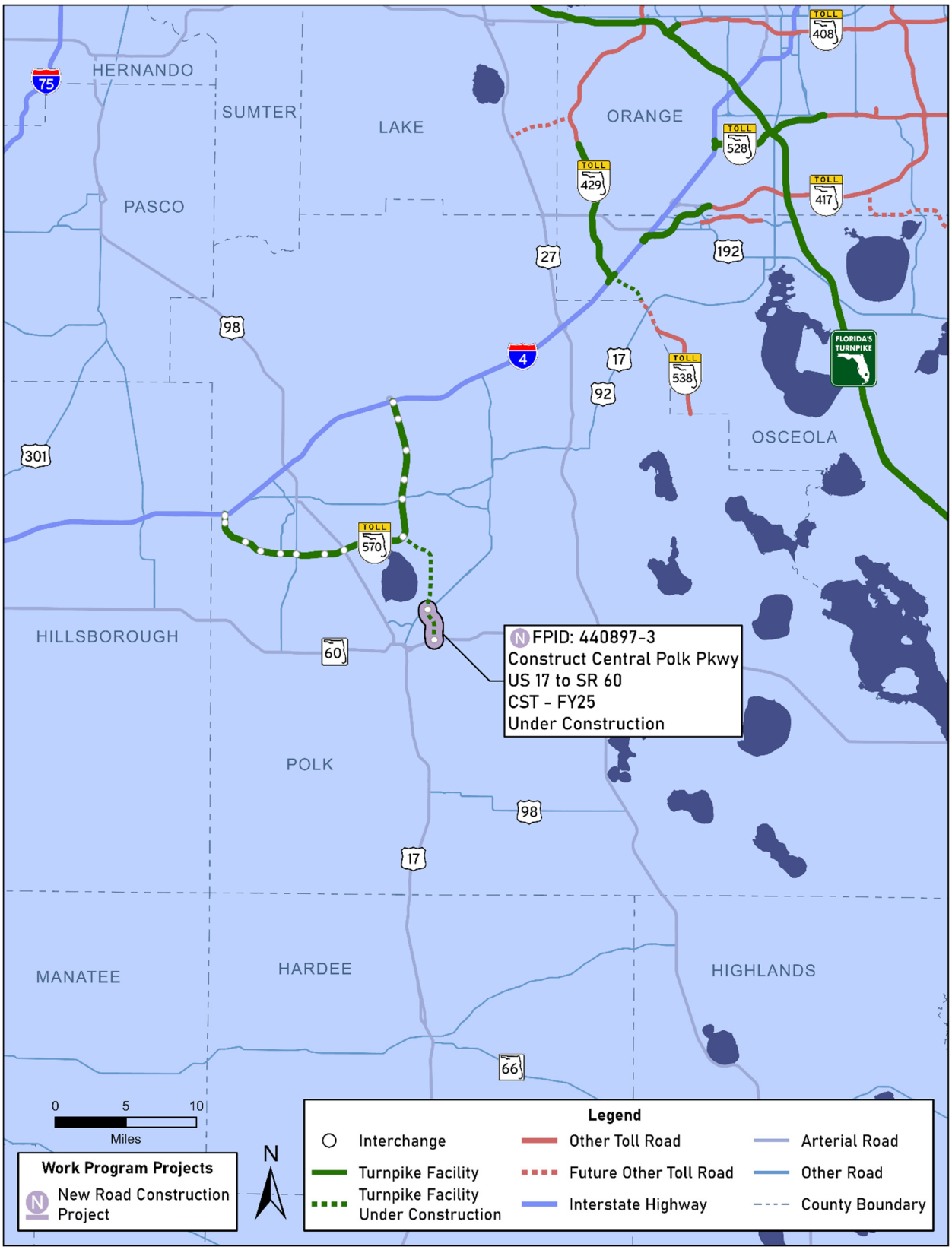
Minor projects may include bridge paintings/rehabilitations, intelligent transportation systems (ITS) upgrades, signing/pavement markings, guardrail/safety improvements, landscaping, and other miscellaneous types. The table below summarizes the Enterprise funding programmed for the minor projects in the Tentative Five-Year Work Program (FY 2027 through FY 2031) that are located in FDOT District One, by category.

Project Category	Fiscal Year					5 Year Total
	2027	2028	2029	2030	2031	
ITS Upgrades	$1,985,300	$ -	$ -	$ -	$ -	$1,985,300
Lighting	$18,796,900	$ -	$ -	$ -	$ -	$18,796,900
Miscellaneous	$712,200	$ -	$ -	$ -	$ -	$712,200
Total	$21,494,400	$ -	$ -	$ -	$ -	$21,494,400

Summary of All Project Funding with Construction in the Tentative Five-Year Work Program

Classification	Fiscal Year					5 Year Total
	2027	2028	2029	2030	2031	
Minor Projects	$21,494,400	$ -	$ -	$ -	$ -	$21,494,400
Major Projects	$ -	$3,128,100	$2,674,100	$ -	$ -	$5,802,200
Total	$21,494,400	$3,128,100	$2,674,100	$ -	$ -	$27,296,600

N New Road Construction Project


HERNANDO
SUMTER
LAKE
ORANGE
PASCO
HILLSBOROUGH
POLK
OSCEOLA
MANATEE
HARDEE
HIGHLANDS
75
98
301
4
27
192
17
92
60
66
TOLL 408
TOLL 528
TOLL 429
TOLL 417
TOLL 538
TOLL 570
FLORIDA'S TURNPIKE
FPID: 440897-3
Construct Central Polk Pkwy
US 17 to SR 60
CST - FY25
Under Construction
0 5 10
Miles
N
Work Program Projects
New Road Construction Project
Legend
Interchange
Turnpike Facility
Turnpike Facility Under Construction
Other Toll Road
Future Other Toll Road
Interstate Highway
Arterial Road
Other Road
County Boundary

Project Development and Environment (PDE), Preliminary Engineering (PE), and/or Right of Way (ROW) Projects

The table below provides a summary of the projects in FDOT District One that have funding for Project Development and Environment (PDE – Phase 22), Preliminary Engineering (PE – Phase 32), and/or Right of Way (ROW – Phase 43), but are not currently funded for construction in the Tentative Five-Year Work Program (FY 2027 through FY 2031). The projects listed below are not included in the previous funding tables or map. New road construction projects are subject to a test of economic feasibility according to Florida Statutes.

FPID	County	Project Category		Description	Phase	FY	Funding
446619-1	Polk	W	Other Widening	Widen Polk Parkway / SR 570 from I-4 (MP 0) to Winter Lake Road / SR 540 / Central Polk Parkway (Future) (MP 14)	PDE	2027	$4,000,000
451419-1	Polk	N	New Road Construction	Construct Central Polk Parkway East from US 17/92 to SR 538	*PE	2027	$20,000,000
451422-1	Polk	N	New Road Construction	Construct Central Polk Parkway East from US 27 to North of Lake Mabel Loop Road	PE	2027	$6,000,000
455878-1	Polk	N	New Road Construction	Construct Central Polk Parkway East from North of Lake Mabel Loop Road to South of Johnson Avenue	*PDE	2027	$500,000
451421-1					PE	2027	$11,000,000
					ROW	2029	$20,000,000
455879-1	Polk	N	New Road Construction	Construct Central Polk Parkway East from South of Johnson Avenue to US 17/92	*PDE	2027	$500,000
451420-1					PE	2027	$14,000,000
					ROW	2029	$20,000,000
451008-1	Okee-chobee	O	Other	Implement Parking Improvements at Ft Drum Service Plaza (MP 185)	PE	2027 – 2028	$3,388,000

* = Phase underway and the remaining expenditure shown is to complete the phase.

2025

Transportation Priority Projects

Approved
June 12, 2025

Polk Transportation Planning Organization

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Polk Transportation Planning Organization

2025 Priority Transportation Projects

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)
			PD&E	Design	ROW	CST				
Candidate Priority Road Projects (Non-SIS Roads) - State Funds and other Surface Transportation Program (STP) Funds										
1	**US 98 Widening, TSM & Operational Improvements** FPN: 197564-4	This portion of US 98 is one the most congested state highways in Lakeland and is a long-standing priority of the TPO to widen the corridor from 4 to 6-lanes from Edgewood Dr to Sylvester Rd. Project is broken down into three segments. Portions of the corridor are operating over capacity.	Complete	Complete	Complete	Unfunded	Construction	FY 2026/27 - 2030/31	STP/other State funds	$38,814
2	**US 17/92** FPN: 431351-1	Long-standing priority of the TPO to widen a small section of US 17/92 in Downtown Haines City between 1st St. and 17th St. Volume approaching capacity of the roadway.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	$5,000
3	**SR 544** FPN: 440273-1	Roadway widening, intersection, safety and complete street improvements from Avenue Y NE to SR 17. Project has been divided into 8 segments for design and construction. The priority is the intersection of SR 544 and US 27. Improvements should be consistent to extent feasible with the ultimate Improvements identified in the 2045 LRTP, and PD&E Study that is underway.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	$22,500
4	**US 92 (New Tampa Highway)** FPN: 433558-2	Intersection Improvements requested along corridor (County Line Rd to Wabash Ave) to address failing/congested turning movements at County Line Road, SR 572 (Airport Rd) and Wabash Avenue.	Complete	Unfunded	NA	Unfunded	Design/CST	FY 2026/27 - 2030/31	STP/other State funds	$27,071
5	**US 17/92 Lake Alfred** FPN: 442404-3	Polk County will be widening CR 557 from US 17/92 to Interstate 4. This project will evaluate the needed Intersection Improvement at US 17/92 and CR 557 in Downtown Lake Alfred.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	$5,000
6	**US 17/92 Lake Alfred (**442404-1)	Project will evaluate complete street improvements as recommended in FDOT US 17/92 Study (2019) through Downtown Lake Alfred.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	$5,000
7	**Wabash Avenue Extension**	Construction of a new 2-lane road between Harden Blvd and Ariana St. intended to provide additional north-south capacity in southwest Lakeland. The City of Lakeland is seeking Federal funding for construction of this new roadway.	Complete	Complete	Committed	Unfunded	Construction, CEI & Post-Des. Services	FY 2026/27 - 2030/31	Federal Funds	$35,058
8	**US 17**	The US 17 Vision Plan Improvements consist of Complete Street project on US 17 from SR 540 (Cypress Gardens Blvd) to SR 544 (Havendale Blvd) - a distance of 2.8 miles. The goal of the project is to improve safety, improve the multimodal framework, intersection improvements, building place making features (gateway, way finding), and other improvements for the environment and comfort of the corridor users.	Unfunded	Unfunded	Unfunded	Unfunded	Design/ Construction	FY 2026/27 - 2030/31	STP/other State funds	$881 PE $7,340 CST
9	**Cypress Gardens Blvd Corridor (West)**	The City is requesting funding for the design and implementation of the recommendations from FDOT's Corridor Study for the portion of State Road 540 (Cypress Gardens Blvd) between 1st Street and CR 550 (Overlook Drive). Volume is approaching the capacity of the roadway.	Unfunded	Unfunded	Unfunded	Unfunded	Design/ Construction	FY 2026/27 - 2030/31	STP/other State funds	$5,000
10	**Cypress Gardens Blvd Corridor (East)**	Complete Street project on SR 540/Cypress Gardens Boulevard from East Lake Summit Drive to Waterview Way extending approximately 1.75 miles. The project includes adding sidewalk connections, changing the typical section of the roadway, reconstructing the intersection at SR 540/Cypress Gardens Boulevard and Legoland Way.	Unfunded	Unfunded	Unfunded	Unfunded	Design/ Construction	FY 2026/27 - 2030/31	STP/other State funds	$1,553 PE $12,942 CST
11	**Main Street Roundabout**	The City of Bartow is requesting funding for the design and construction of a roundabout at the intersection of Main Street and North Second Avenue.	Unfunded	Unfunded	Unfunded	Unfunded	Design/ Construction	FY 2026/27 - 2030/31	Federal Funds	$181 PE $952 CST
									Total	$167,292

Polk Transportation Planning Organization

2025 Priority Transportation Projects

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)
			PD&E	Design	ROW	CST				
Candidate Freight Projects for Strategic Intermodal System (SIS) Funds										
1	**State Road 60 widening** FPN: 433856-2/3	State Road 60 is planned to be widened from two to four-lanes in eastern Polk County from CR 630 to just east of the Kissimmee River. State Road 60 is a regionally significant SIS freight corridor in Central Florida serving the seaports of Port of Tampa and Port Canaveral on either coast and one of Florida's largest inland ports in the Central Florida Integrated Logistics Center (ILC) in Winter Haven. The two-lane portion of State Road 60 in eastern Polk and western Osceola County between CR 630 and Florida's Turnpike is the only portion of the road that is not four or more lanes in Florida. The two-lane section of roadway, with little or no shoulders, presents an increased safety hazard for high-speed truck and automobile travel. This portion of State Road 60 has a high number of severe crashes and fatalities which result in very long road closures and delays.	Complete	Partially Funded	Unfunded	Unfunded	Design/ROW	FY 2026	SIS/State Funds/NHFP Funds & TMA SU Funds ($2M to match NHFP Grant)	$19,600
									Total	$19,600

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)
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Candidate Transportation Regional Incentive Program (TRIP) and County Incentive Grant Program (CIGP) Projects										
1	**Thompson Nursery Road Widening**	Thompson Nursery Road is planned to be widened from two to four-lanes between West Lake Ruby Drive and US 27 in South Winter Haven. This segment of Thompson Nursery Road serves as Phase 2 of the larger improvement to extend and realign Thompson Nursery Road between US 17 and US 27. Upon completion, the expanded corridor will, along with State Road 540 (Winter Lake Road), provide a new contiguous four-lane connection between State Road 570 (Polk Parkway) and US 27.	Comeplete	Underway	Funded	Funded	Construction	FY 2026 - 2028	State TRIP/CIGP Funds	$5,000
									Total	$5,000

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)
			PD&E	Design	ROW	CST				
Candidate Transit Projects - FTA and TMA-SU Funds										
1	**Lakeland Intermodal Center**	The Lakeland Intermodal Center will be a state-of-the-art transit terminal for the Citrus Connection, with a new transportation center for Citrus Connection staff, a parking garage supporting potential future SunRail commuter rail service, a re-located AMTRAK Station, as well as, planned re-development activity around the RP Funding Center convention center and arena complex.	Underway	Unfunded	Unfunded	Unfunded	Design	FY 2025 - 2029	FTA Funds	$5,000
									Total	$5,000

Polk Transportation Planning Organization

2025 Priority Transportation Projects

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)
			PD&E	Design	ROW	CST				
Candidate Surface Transportation Program Projects - Lakeland & Winter Haven TMA SU & Transportation Alternative Funds (TAP) - Complete Streets & Multi-Use Trails										
1	**8th Street NW & Ave L NW Complete Street Enhancements FPN: 453407-1**	This project was a priority of the TPO in 2023, was funded by FDOT, then deleted from the Work Program due to the removal of Carbon Reduction funding from the Work Program. As a result, the TPO is establishing this project as its number one priority in this category for 2025. Project requests funding for complete street improvements including sidewalks, crosswalks, a roundabout and bike sharrows in Winter Haven.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2029/30	TMA SU (4125302)/ TAP Funds	$1,115
2	**Lake Parker - Tenoroc Conenctor Trail**	Project will complete a gap in the SunTrail network (Fort Fraser Trail Extension & Tenoroc Trail) and extends from East Robson Street in Lake Parker Park to Lake Crago Drive at Lakeland Regional Cancer Center This project is, also, part of Lakeland's Lake-to-Lake Bikeway Network and is, ultimately, part of the SunTrail Network which includes the Collier County to Polk Regional County Corridor.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2026/27 - 2029/30	TMA SU (4125302)/ TAP Funds/SUN Trail Funds	$3,268
3	**Fairbanks Street Sidewalk**	The Fairbanks Street Sidewalk project will add a sidewalk along the south side of Fairbanks Street between W. Bella Vista Street and FL-539/Kathleen Road addressing the bicycle/pedestrian needs and will support the redevelopment goals of this area and fill a gap in the connectivity of sidewalks and pedestrian network.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2025/26 - 2029/30	TMA SU (4125302)/ TAP Funds	$500
4	**Jackson Avenue Corridor Safety Project**	This project is on the Collier to Polk Regional SunTrail Corridor and will fill sidewalk gaps, provide intersection traffic calming for speed management, crosswalk improvements, introduce signage and pavement markings for non-motorized roadway users, and add shared-use path elements where feasible. The extent of the project will be 2.02 miles on Jackson Avenue from East Clower Street/Shumate Drive to the Fort Frasier Trail with a width of 10 feet to 12 feet of concrete surface.	Not Applicable	Unfunded	Unfunded	Unfunded	Design/ Construction	FY 2026/27 - 2029/30	TMA SU (4125302)/ TAP Funds/SUN Trail Funds	$752 PE $3,363 CST
5	**US 92 (Memorial Blvd) Bridge Improvements (Bridge #160068)**	This project consists of a request for PD&E and preliminary design phase (up to 30%) for appropriate bicycle/pedestrian infrastructure on, or adjacent to, the US 92/Memorial Boulevard that spans the CSX "S" Line and State Road 539 (Kathleen Road), just northwest of downtown Lakeland. This project is in response to the recommendation from FDOT's AAA Study (2019).	Not Applicable	Unfunded	Unfunded	Unfunded	PD&E/Design (30%)	FY 2026/27 - 2029/30	TMA SU (4125302)/ TAP Funds	$2,000
									Total	$10,998

Polk Transportation Planning Organization

2025 Priority Transportation Projects

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)
			PD&E	Design	ROW	CST				
Candidate Regional Multi-Use Trail Projects - Transportation Alternative Funds (TAP), SUNTrail and Lakeland/Winter Haven TMA SU Funds										
1	**Old Dixie Trail - Auburndale to Haines City FPN: 435391-2**	Regional multi-use trail between Auburndale and Haines City. Joint application prepared by Auburndale, Lake Alfred, Winter Haven and Polk County. Trail will link the Auburdale/Van Fleet Trail with the Lake Alfred/Chain of Lakes Trail. Part of Florida's SUN Trail network.	Complete	Underway	Unfunded	Unfunded	ROW, Construction	FY 2026/27 - 2030/31	Florida SUN Trail Funds	$14,750
2	**Lake Parker - Tenoroc Conenctor Trail (Lakeland)**	Project will complete a gap in the SunTrail network (Fort Fraser Trail Extension & Tenoroc Trail) and extends from East Robson Street in Lake Parker Park to Lake Crago Drive at Lakeland Regional Cancer Center This project is, also, part of Lakeland's Lake-to-Lake Bikeway Network and is, ultimately, part of the SunTrail Network which includes the Collier County to Polk Regional County Corridor.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2026/27 - 2030/31	SUN Trail/TMA SU (4125302)/ TAP Funds	$3,268
3	**Lakeshore Drive SUN Trail Project**	The project replaces 5-6-foot wide sidewalk along the the east side of Lakeshore Drive with a 10-foot-wide multi-use trail bewteen Parker St. and southern terminus of the West Lake Parker Trail just north of Memorial Blvd. The trail will also cross US 92 (Memorial Blvd.) which is a top five intersection for fatal/severe injury angle crashes within Lakeland.	Not Applicable	Unfunded	Unfunded	Unfunded	Design/CST	FY 2027/28 - 2030/31	SUN Trail/TMA SU (4125302)/ TAP Funds	$2,142
4	**Jackson Avenue Corridor Safety Project (Bartow)**	This project is on the Collier to Polk Regional SunTrail Corridor and will fill sidewalk gaps, provide intersection traffic calming for speed management, crosswalk improvements, introduce signage and pavement markings for non-motorized roadway users, and add shared-use path elements where feasible. The extent of the project will be 2.02 miles on Jackson Avenue from East Clower Street/Shumate Drive to the Fort Frasier Trail with a width of 10 feet to 12 feet of concrete surface.	Not Applicable	Unfunded	Not Applicable	Unfunded	Construction	FY 2026/27 - 2030/31	SUN Trail/TMA SU (4125302)/ TAP Funds	$752 PE $3,363 CST
									Total	$24,275

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)
			PD&E	Design	ROW	CST				
Candidate Projects from Lakeland Area Alternative Analysis (AAA) - State Funds, Surface Transportation Program Funds, or TMA-SU Funds										
1	**SR 539 (Kathleen Rd)**	Pedestrian/complete street and intersection improvements between 8th and 14th Streets.	Unfunded	Unfunded	Unfunded	Unfunded	Design/CST	FY 2025/26 - 2029/30	SF/STP/TMA SU funds	$1,000
2	**Lake Beulah-Bonnet Springs Park Bicycle/Pedestrian Tunnel - Sloan Avenue**	With the opening of Bonnet Springs Park immediately north of SR 548/George Jenkins Boulevard, a bicycle/pedestrian route has become an even more important connection to Downtown and will complement the roundabout recently completed at the adjacent "Five Points" intersection.	FDOT's Polk Rail Study	Unfunded	Unfunded	Unfunded	Funding for Design & ROW	FY 2025/26 - 2029/30	Other State/ Federal Rail - Intermodal Funds	$2,000
									Total	$3,000
									Total Cost of All Projects	$235,165

MOMENTUM 2045

2025 Transportation Priority Projects

Legend

Funded Highway Projects FY 2025 - 2030

- Committed/Funded Highway Projects
- Committed/Funded Intersection/ Interchange/Bridge Project

Candidate Highway Projects FY 2025/26 - 2030/31

- New Road/Road Widening Project
- Intersection/Interchange Project

Other Candidate Projects FY 2025/26 - 2030/31

- Complete Street/Congestion Management
- Bicycle/Pedestrian
- Multi-Use Trail

Polk Transportation Planning Organization

June 12, 2025

Polk Transportation Planning Organization

State Road 60
CR 630 - US 441

Legend

Funded Highway Projects FY 2024 - 2029

- PD&E Study Programmed
- PD&E Study Complete
- Design Underway
- Construction (Passing Lanes)

Grape Hammock Rd - E of Kissimmee River Bridge
FPN: 433856-3
PD&E: Complete
Design: Not Funded
ROW: Not Funded
CST: Not Funded

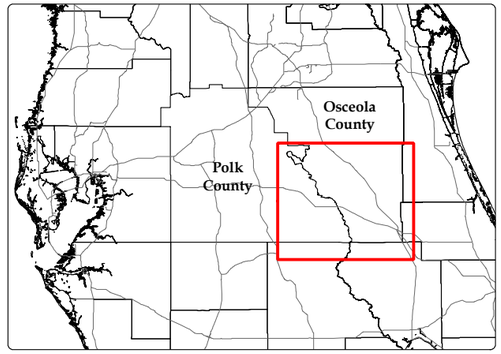
EB & WB Passing Lanes
FPN: 443702-1
Design: Underway
ROW: Underway
CST: FY 2024/25

CR 630 - Grape Hammock Rd
FPN: 433856-2
PD&E: Complete
Design: Underway
ROW: Not Funded
CST: Not Funded

Polk County Line - US 441
FPN: 452574-1
PD&E: FY 2028/29
Design: Not Funded
ROW: Not Funded
CST: Not Funded

Turnpike SR 70 - SR 60 (includes SR 60 Int.)
FPN: 423374-2
PD&E: Underway
Design: Not Funded
ROW: Not Funded
CST: Not Funded

Map Locator



N

0 1.25 2.5 5 7.5 Miles

June 12, 2025

SCTPA District 1 MPOs - DRAFT 2025 TRIP Project List

2025 Rank	FPN #	Project Name	Description	Agency	Requested Phase(s)	TRIP Funding Request	Total Project Cost
1		THOMPSON NURSERY RD FROM WEST LAKE RUBY DRIVE TO US 27	Widen from 2 Lanes to 4 Lanes	Polk County TPO	**ROW**	$ 5,000,000	$22,000,000
2		FRUITVILLE RD FROM SARASOTA CENTER BLVD TO LORRAINE RD	Widen from 2 Lanes to 4 Lanes	Sarasota/Manatee MPO	CST	$ 12,533,934	$25,067,869
3		LORRAINE RD FROM PALMER BLVD TO FRUITVILLE RD	Construct two outer lanes of new four lane roadway	Sarasota/Manatee MPO	CST	$ 25,072,461	$50,144,922
4		LORRAINE RD FROM SR 72/CLARK RD TO KNIGHTS TRAIL - SEGMENT B	Construct new four lane roadway	Sarasota/Manatee MPO	CST	$ 24,569,060	$49,138,119
5		LORRAINE RD FROM SR 72/CLARK RD TO KNIGHTS TRAIL - SEGMENT C	Construct new four lane roadway	Sarasota/Manatee MPO	CST	$ 33,587,042	$67,174,084
6		SR 72/CLARK RD AT MCINTOSH RD	Intersection improvements at Clark Rd (SR 72) and McIntosh Rd	Sarasota/Manatee MPO	PE	$ 1,000,000	$2,000,000
		~~*FORT HAMER RD FROM RIVE ISLE RUN TO US 301~~	**Project is not listed in current MPO LRTP**	~~Sarasota/Manatee MPO~~		~~$ 9,682,150~~	
		~~CR 557 FROM NORTH OF US 17/92 TO INTERSTATE 4~~		~~Polk County TPO~~		~~$ 5,000,000~~	
		~~NORTH RIDGE TRAIL FROM DEEN STILL RD TO SAND MINE RD~~		~~Polk County TPO~~		~~$ 5,000,000~~	
		~~HONORE AVE FROM FRUITVILLE RD TO 17TH ST~~		~~Sarasota/Manatee MPO~~		~~$ 5,010,000~~	

MOMENTUM 2045

Thompson Nursery Rd
US 17 - US 27

Legend

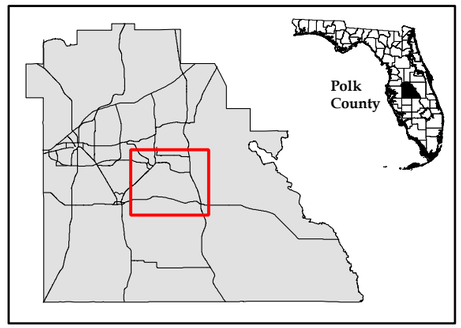
Thompson Nursery Rd Projects

- New 4-Lane Road
- 2 to 4-Lane Road Widening
- New 4-Lane Road - Corridor being Studied

Other Map Features

- Other Road Projects
- Other Major Roads
- City Limits (color varies)

Map Locator



N

0 0.5 1 2 3 Miles

Polk Transportation Planning Organization

June 12, 2025

2025 Priority Project List Compared to FDOT's Tentative Work Program FY 2026-2031

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)	New Project Cost ($1,000)	Status in Draft Tentative 2026 Work Program
			PD&E	Design	ROW	CST						
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2	**US 17/92 FPN: 431351-1**	Long-standing priority of the TPO to widen a small section of US 17/92 in Downtown Haines City between 1st St. and 17th St. Volume approaching capacity of the roadway.	Ongoing	Unfunded	Unfunded	Unfunded	Design	FY 2026/27 - 2030/31	STP/other State funds	$5,000		Not included in Draft Tentative WP
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									Total	$167,292	$0	

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)	New Project Cost ($1,000)	Status in Draft Tentative 2026 Work Program
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									Total	$19,600	$16,220	

2025 Priority Project List Compared to FDOT's Tentative Work Program FY 2026-2031

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)	New Project Cost ($1,000)	Status in Draft Tentative 2026 Work Program
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Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)	New Project Cost ($1,000)	Status in Draft Tentative 2026 Work Program
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Candidate Transit Projects - FTA and TMA-SU Funds												
1	**Lakeland Intermodal Center**	The Lakeland Intermodal Center will be a state-of-the-art transit terminal for the Citrus Connection, with a new transportation center for Citrus Connection staff, a parking garage supporting potential future SunRail commuter rail service, a re-located AMTRAK Station, as well as, planned re-development activity around the RP Funding Center convention center and arena complex.	Underway	Unfunded	Unfunded	Unfunded	Design	FY 2025 - 2029	FTA Funds	$5,000		Not included in Draft Tentative WP
									Total	$5,000		

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)	New Project Cost ($1,000)	Status in Draft Tentative 2026 Work Program
			PD&E	Design	ROW	CST						
Candidate Surface Transportation Program Projects - Lakeland & Winter Haven TMA SU & Transportation Alternative Funds (TAP) - Complete Streets & Multi-Use Trails												
1	**8th Street NW & Ave L NW Complete Street Enhancements FPN: 453407-1**	This project was a priority of the TPO in 2023, was funded by FDOT, then deleted from the Work Program due to the removal of Carbon Reduction funding from the Work Program. As a result, the TPO is establishing this project as its number one priority in this category for 2025. Project requests funding for complete street improvements including sidewalks, crosswalks, a roundabout and bike sharrows in Winter Haven.	Not Applicable	Committed	Not Applicable	Funded	Construction	FY 2029/30	TMA SU (4125302)/ TAP Funds	$1,713	$1,713	Funded in Tentative Draft WP *Funding for Construction in FY 2029
2	**Lake Parker - Tenoroc Connector Trail**	Project will complete a gap in the SunTrail network (Fort Fraser Trail Extension & Tenoroc Trail) and extends from East Robson Street in Lake Parker Park to Lake Crago Drive at Lakeland Regional Cancer Center This project is, also, part of Lakeland's Lake-to-Lake Bikeway Network and is, ultimately, part of the SunTrail Network which includes the Collier County to Polk Regional County Corridor.	Not Applicable	Committed	Not Applicable	Funded	Construction	FY 2026/27 - 2029/30	TMA SU (4125302)/ TAP Funds/SUN Trail Funds	$3,268		Not included in Draft Tentative WP
3	**Fairbanks Street Sidewalk FPN: 457247**	The Fairbanks Street Sidewalk project will add a sidewalk along the south side of Fairbanks Street between W. Bella Vista Street and FL-539/Kathleen Road addressing the bicycle/pedestrian needs and will support the redevelopment goals of this area and fill a gap in the connectivity of sidewalks and pedestrian network.	Not Applicable	Committed	Not Applicable	Funded	Construction	FY 2025/26 - 2029/30	TMA SU (4125302)/ TAP Funds	$500	$6,400	Funded in Tentative Draft WP *Funding for Construction in FY 2030
4	**Jackson Avenue Corridor Safety Project**	This project is on the Collier to Polk Regional SunTrail Corridor and will fill sidewalk gaps, provide intersection traffic calming for speed management, crosswalk improvements, introduce signage and pavement markings for non-motorized roadway users, and add shared-use path elements where feasible. The extent of the project will be 2.02 miles on Jackson Avenue from East Clower Street/Shumate Drive to the Fort Frasier Trail with a width of 10 feet to 12 feet of concrete surface.	Not Applicable	Unfunded	Unfunded	Unfunded	Design/ Construction	FY 2026/27 - 2030/31	TMA SU (4125302)/ TAP Funds/SUN Trail Funds	$752 PE $3,363 CST		Not included in Draft Tentative WP
5	**US 92 (Memorial Blvd) Bridge Improvements (Bridge #160068)**	This project consists of a request for PD&E and preliminary design phase (up to 30%) for appropriate bicycle/pedestrian infrastructure on, or adjacent to, the US 92/Memorial Boulevard that spans the CSX "S" Line and State Road 539 (Kathleen Road), just northwest of downtown Lakeland. This project is in response to the recommendation from FDOT's AAA Study (2019).	Not Applicable	Unfunded	Unfunded	Unfunded	PD&E/Design (30%)	FY 2026/27 - 2030/31	TMA SU (4125302)/ TAP Funds	$2,000		Not included in Draft Tentative WP
									Total	$10,998	$8,113	

2025 Priority Project List Compared to FDOT's Tentative Work Program FY 2026-2031

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)	New Project Cost ($1,000)	Status in Draft Tentative 2026 Work Program
			PD&E	Design	ROW	CST						
Candidate Regional Multi-Use Trail Projects - Transportation Alternative Funds (TAP), SUNTrail and Lakeland/Winter Haven TMA SU Funds												
1	**Old Dixie Trail - Auburndale to Haines City FPN: 435391-2**	Regional multi-use trail between Auburndale and Haines City. Joint application prepared by Auburndale, Lake Alfred, Winter Haven and Polk County. Trail will link the Auburdale/Van Fleet Trail with the Lake Alfred/Chain of Lakes Trail. Part of Florida's SUN Trail network.	Complete	Underway	Unfunded	Unfunded	ROW, Construction	FY 2026/27 - 2030/31	Florida SUN Trail Funds	$14,750		Not included in Draft Tentative WP
2	**Lake Parker - Tenoroc Connector Trail (Lakeland)**	Project will complete a gap in the SunTrail network (Fort Fraser Trail Extension & Tenoroc Trail) and extends from East Robson Street in Lake Parker Park to Lake Crago Drive at Lakeland Regional Cancer Center This project is, also, part of Lakeland's Lake-to-Lake Bikeway Network and is, ultimately, part of the SunTrail Network which includes the Collier County to Polk Regional County Corridor.	Not Applicable	Committed	Not Applicable	Unfunded	Construction	FY 2026/27 - 2030/31	SUN Trail/TMA SU (4125302)/ TAP Funds	$3,268		Not included in Draft Tentative WP
3	**Lakeshore Drive SUN Trail Project FPN: 457697-1**	The project replaces 5-6-foot wide sidewalk along the the east side of Lakeshore Drive with a 10-foot-wide multi-use trail bewteen Parker St. and southern terminus of the West Lake Parker Trail just north of Memorial Blvd. The trail will also cross US 92 (Memorial Blvd.) which is a top five intersection for fatal/severe injury angle crashes within Lakeland.	Funded	Funded	Not Applicable	Funded	Construction	FY 2026/27 - 2030/31	SUN Trail/TMA SU (4125302)/ TAP Funds	$2,142	$1,030	Funded in Tentative Draft WP *Funding for Preliminary Engineering in FY 2028 and Construction in FY 2031
4	**Jackson Avenue Corridor Safety Project (Bartow)**	This project is on the Collier to Polk Regional SunTrail Corridor and will fill sidewalk gaps, provide intersection traffic calming for speed management, crosswalk improvements, introduce signage and pavement markings for non-motorized roadway users, and add shared-use path elements where feasible. The extent of the project will be 2.02 miles on Jackson Avenue from East Clower Street/Shumate Drive to the Fort Frasier Trail with a width of 10 feet to 12 feet of concrete surface.	Not Applicable	Unfunded	Not Applicable	Unfunded	Construction	FY 2026/27 - 2030/31	SUN Trail/TMA SU (4125302)/ TAP Funds	$752 PE $3,363 CST		Not included in Draft Tentative WP
									Total	$24,275	$3,030	

Priority	Project	Project Description	Project Status				2025 Priority Request Phase(s)	Fiscal Year Requested	Funding Source Requested	Project Cost ($1,000)	New Project Cost ($1,000)	Status in Draft Tentative 2026 Work Program
			PD&E	Design	ROW	CST						
Candidate Projects from Lakeland Area Alternative Analysis (AAA) - State Funds, Surface Transportation Program Funds, or TMA-SU Funds												
1	**SR 539 (Kathleen Rd)**	Pedestrian/complete street and intersection improvements between 8th and 14th Streets.	Unfunded	Unfunded	Unfunded	Unfunded	Design/CST	FY 2025/26 - 2029/30	SF/STP/TMA SU funds	$1,000		Not included in Draft Tentative WP
2	**Lake Beulah-Bonnet Springs Park Bicycle/Pedestrian Tunnel - Sloan Avenue**	With the opening of Bonnet Springs Park immediately north of SR 548/George Jenkins Boulevard, a bicycle/pedestrian route has become an even more important connection to Downtown and will complement the roundabout recently completed at the adjacent "Five Points" intersection.	FDOT's Polk Rail Study	Unfunded	Unfunded	Unfunded	Funding for Design & ROW	FY 2025/26 - 2029/30	Other State/ Federal Rail - Intermodal Funds	$2,000		Not included in Draft Tentative WP
									Total	$3,000		
									Total Cost of All Projects	$235,165	$25,363	Five Projects Funded in the Tentative Draft WP

POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
DECEMBER 9, 2025
AGENDA ITEM 12

AGENDA ITEM:
Appointments to the Florida Metropolitan Planning Organization Advisory Committee (MPOAC) and Central Florida MPO Alliance (CFMPOA)

PRESENTER:

Ryan Kordek, Polk TPO Staff

SUMMARY:

The TPO Board will be requested to make appointments to two regional policy boards the TPO is represented on - the Metropolitan Planning Organization Advisory Council (MPOAC) and the Central Florida MPO Alliance (CFMPOA).

RECOMMENDED ACTION:

Appointment of members to serve on these boards.

ATTACHMENTS:

None

POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
DECEMBER 9, 2025
AGENDA ITEM 13

AGENDA ITEM:
2026 TPO Board Meeting Calendar

PRESENTER:

Ryan Kordek, Polk TPO Staff

SUMMARY:

Staff will request the Board to review and approve the proposed meeting dates for 2026. As part of this discussion, staff will request the Board consider holding the TPO Board meetings at FDOT's District One Conference Center in Bartow.

RECOMMENDED ACTION:

Approval of the meeting dates as presented.

ATTACHMENTS:

Proposed 2026 TPO Board Meeting Calendar

Polk Transportation Planning Organization

Draft 2026 Board/Committee Meeting Calendar

	Polk Transportation Planning Organization (TPO)	Polk TPO Technical Advisory Committee (TAC)	Polk County Transportation Disadvantaged Local Coordinating Board (TDLCB)	Metropolitan Planning Organization Advisory Council (MPOAC)	Central Florida MPO Alliance (CFMPOA)	Sun Coast Transportation Planning Alliance (SCTPA)	Lakeland Area Mass Transit District (LAMTD) Citrus Connection
Time:		9:30 AM	1:30 PM	1:00 PM	10:00 AM	10:30 AM	8:30 AM
January		**22 (Thursday)**		**28th (Wednesday)**			**14 (Wednesday)**
February	**12 (Thursday)**				**13 (Friday)**		**11 (Wednesday)**
March		**19 (Thursday)**	**16 (Monday)**				**11 (Wednesday)**
April	**9 (Thursday)**			**30th (Thursday)**	**10 (Friday)**		**8 (Wednesday)**
May		**21 (Thursday)**					**13 (Wednesday)**
June	**11 (Thursday)**		**15 (Monday)**		**5 (Friday)**	**5 (Friday)**	**10 (Wednesday)**
July		**23 (Thursday)**		**30th (Thursday)**			**15 (Wednesday)**
August	**27 (Thursday)**						**19 (Wednesday)**
September		**17 (Thursday)**	**21 (Monday)**				**9 (Wednesday)**
October	**8 (Thursday)**		**26 (Monday)**	**29th (Thursday)**	**9 ** (Friday)**		**TBD (Wednesday)**
November							**TBD (Wednesday)**
December	**10 (Thursday)**	**3 (Thursday)**	**21 (Monday)**			**4 or 11 (Friday)**	**TBD (Wednesday)**

*** Dates and locations subject to change.**

****Fall meeting is contingent upon the Priority Project List adoption schedule.**

POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
DECEMBER 9, 2025
AGENDA ITEM 14

AGENDA ITEM:
Best Foot Forward (BFF) Campaign in Polk County Report

PRESENTER:

Staff from Best Foot Forward

SUMMARY:

Best Foot Forward will provide a presentation on the group's work to improve safety and driver yield rates at various crosswalks throughout Polk County.

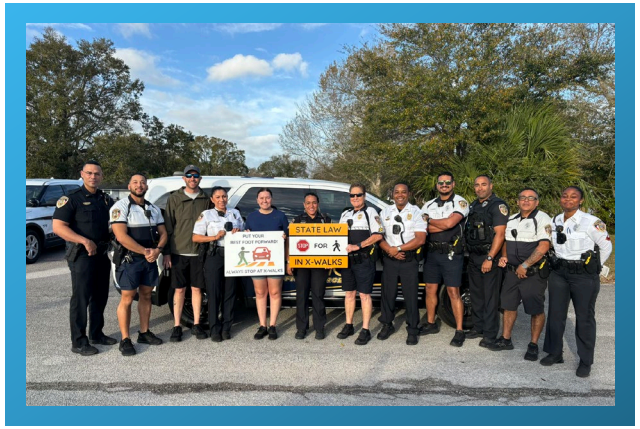
RECOMMENDED ACTION:

This item is being presented for information only.

ATTACHMENTS:

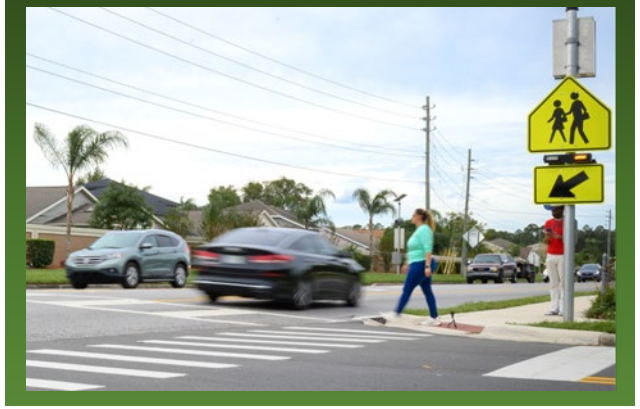
1. Best Foot Forward Presentation











Best Foot Forward
for pedestrian safety

Polk Transportation Planning Organization











Program-wide Overview

Best Foot Forward
for pedestrian safety

Evaluation

107
Crosswalks Monitored

538
Collections Completed

21,520
Staged Crossings

Engineering

21
Engineering Improvements

26%
Avg. DYR Increase

241
Engineering Recommendations

Enforcement

113
Crosswalk Details

962
Crosswalk Warnings

790
Crosswalk Citations

Education

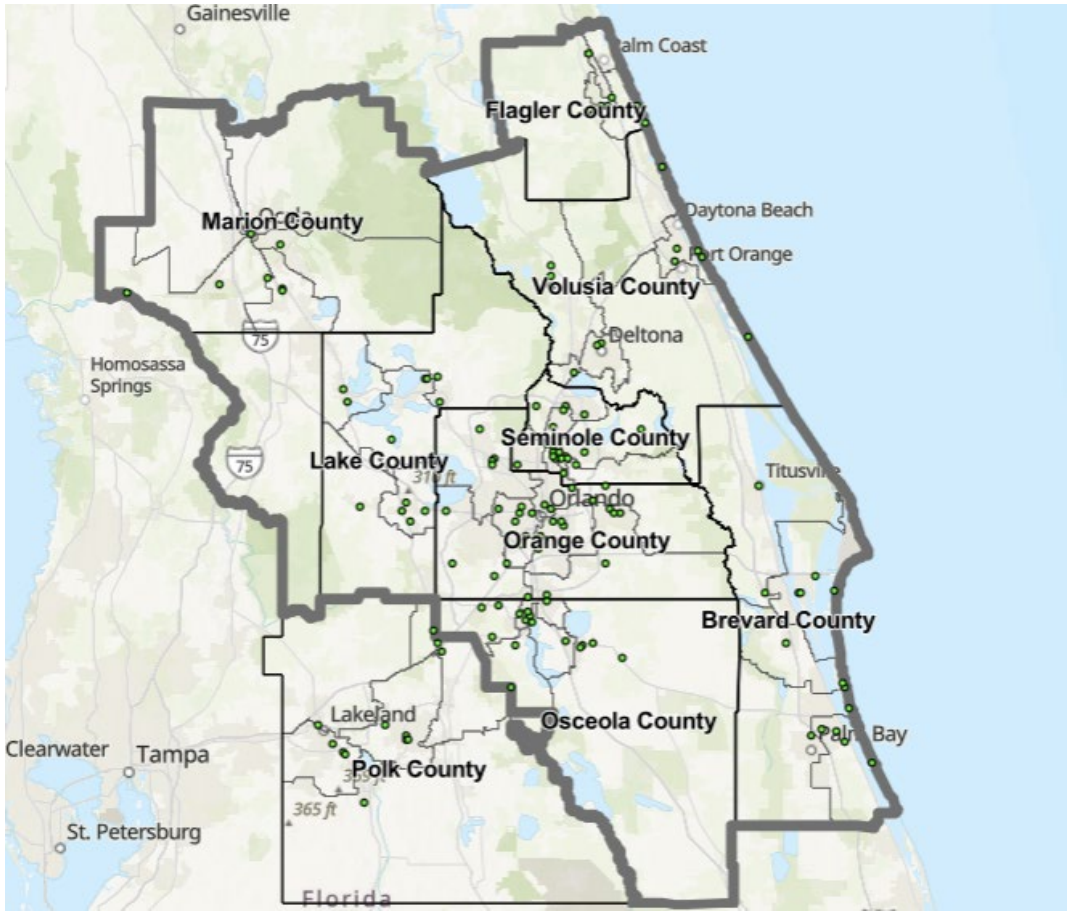
97
Events & Presentations

16,234
People Reached

6,908
Resources Distributed

Crosswalks Program-Wide

- **107** crosswalks evaluated with **31** city partners and **9** county partners
- **21** crosswalks improved an average of **26%** in response to **engineering** interventions
- **31** crosswalks improved an average of **13%** in response to **enforcement** and/or **education** interventions



Crosswalk Evaluation Data

Best Foot Forward
for pedestrian safety

Crosswalk Name	Lanes	Speed	2025 DYR
Schumate Dr & E Clower St	4	30	**76%**
Lake Hollingsworth Dr & Ingraham Ave	2	30	**89%**
W 4th St & MLK Jr Ave	2	25	**29%**
Berkley Rd & Luna Rd	5	45	**4%**
Bella Citta Blvd & Tierra del sol Blvd	4	40	**49%**
Bartow Rd & Central Ave	6	50	**97%**
Ave M NW & Unity Way NW	2	25	**32%**
N. Lake Howard Dr & Ave D NW	3	30	**51%**

Low Yielding
0 – 32%

Moderate
33 - 65%

High Yielding
66% +

Crosswalk Improvements

Winter Haven: N. Lake Howard Dr. & Ave. D NW



Sign Waving Event



Before - 51%

11% increase

After - 62%

FY26 Crosswalks in Polk County

Law Enforcement Agency	Crosswalk Name
Lakeland PD	W 4th St & MLK Jr Ave
Lakeland PD	Lakeland Highlands Rd & E. Edgewood Dr
Winter Haven PD	Ave M NW & Unity Way NW
Winter Haven PD	N Lake Howard Dr & Ave D NW
Winter Haven PD	W Central Ave & 1st St. N
Bartow PD	Schumate Dr & E Clower St
Auburndale PD	Main St., Midblock S. of Auburndale Central Elementary
Polk County Sheriff	Bartow Rd & Winter Lake Rd
Polk County Sheriff	Autumnwood Grove Blvd & SR-98
Polk County Sheriff	Bella Citta Blvd & Tierra del sol Blvd
Polk County Sheriff	Dunson Rd., Midblock W. of Ridgeview Global Studies Academy
Polk County Sheriff	Main View Dr & Broad Way

Crosswalk Improvement Plans

Best Foot Forward
for pedestrian safety

2025 Driver Yield Rate Data Collections

Collection Date	Drivers Yielding < 30-ft	Drivers Yielding > 30-ft	Drivers Not Yielding	Driver Yield Rate
4/10/2025	3	4	156	4%
9/4/2025	3	3	148	4%

Average Driver Yield Rate by Year

2023: N/A **2024:** N/A **2025:** 4%

Roadway Characteristics

Speed: 45 mph
Number of Lanes: 5
Crossing Type: Semi-Controlled
Crossing Signal: N/A



Roadway Users

Avg. Daily Traffic: 25,500
Avg. Pedestrians/hour: 3
Avg. Cyclists/hour: 0
Bike/Ped Crashes within 70 ft: N/A

Signs

Crossing Sign Type: Ped Crossing Signs + Arrow (School)
Ahead Sign Type: Ped Crossing Signs + Ahead (School)
Vertical Sign Type: N/A
Turning Vehicle Sign Type: N/A
Yield/Stop Sign Type: N/A

Markings

Yield/Stop Markings: N/A
Ped Crossing Markings: No
Transverse Rumble Strips: No
High Visibility Crosswalk Markings: Yes

Medians and Ramps

ADA Detection Pads: Yes
ADA Ramp: Yes
Median Type: N/A

Best Foot Forward
for pedestrian safety
Program administered by Bike/Walk Central Florida

Berkley Rd & Luna Rd

Crosswalk Characteristics and Driver Yield Rate Summary

0 50 ft

2025-09-24

B

Berkley Rd. & Luna Rd.

Polk County

Best Foot Forward
for pedestrian safety

Crosswalk Observations:

- Low percentage of drivers (<33%) yield to pedestrians at this crosswalk
- Data collectors were frequently trapped in the center with no safe refuge
- Drivers observed speeding, with the maximum speed recorded on pocket radar was 61MPH (in a 45MPH zone)
- No street lighting near the crosswalk
- Truncated dome warning pads are present on sidewalk ramps









Countermeasure Recommendations:

- Add flexposts on the northbound double-yellow centerline as well as the southbound solid white edge line, and consider two on each side of the crosswalk to create visual friction for drivers
- Upgrade the school crossing S1-1 signs to the fluorescent yellow-green option per MUTCD standards for school crossings

Enforcement Operations

Winter Haven Police Department

Operation Best Foot Forward

Date	Location	Warnings	Citations
Thursday, July 31	Ave M NW & Unity Way NW	20	6









Q4 Operation BFF: Program-Wide

Regional High-Visibility Crosswalk Enforcement
Theme: Back to School
July 29 – August 8

27	40	594
Participating Agencies	Crosswalk Details	Warnings & Citations

71	1M	$116K
Media Placements	Est. Media Impressions	Est. Earned Media Value









Upcoming Operation BFF windows in March & July of 2026

Educations & Outreach

Activity Schedule

BFF Program Support in Polk County

Date	Event Type	Event Title or Organization
5/16/2025	BFF Stakeholder Meeting	Polk County Steering Committee Meeting
8/1/2025	BFF Outreach Event	First Friday Block Party - Lakeland
8/19/2025	BFF Sign Waving	N Lake Howard Dr & Ave D NW Sign Waving









Community Quotes

Capturing Community Conversations

"I really don't feel safe cycling around Lakeland. I try to stay on the sidewalks."

"I was almost hit while trying to cross the street by a vehicle who didn't stop for a red light. That crosswalk was not well-marked."





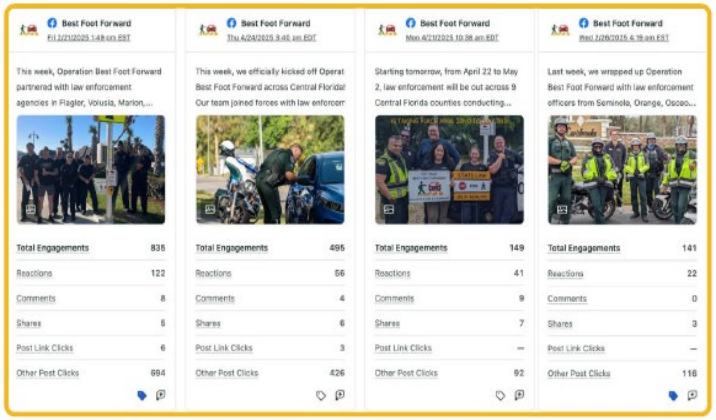
"There is a huge need to get drivers to slow down around Lake Howard."

"There's an intersection by the softball fields where vehicles speed and rarely stop for pedestrians. It's so dangerous!"

Social Media Performance

October 2024 - September 2025

84,384	1,564	393	5,827
IMPRESSIONS	REACTIONS	SHARES	TOTAL ENGAGEMENTS
16,087	**185**	**2,808**	**193**
VIDEO VIEWS	AVERAGE REACH/POST	TOTAL POST CLICKS	COMMENTS



FY25 Program-Wide Insights

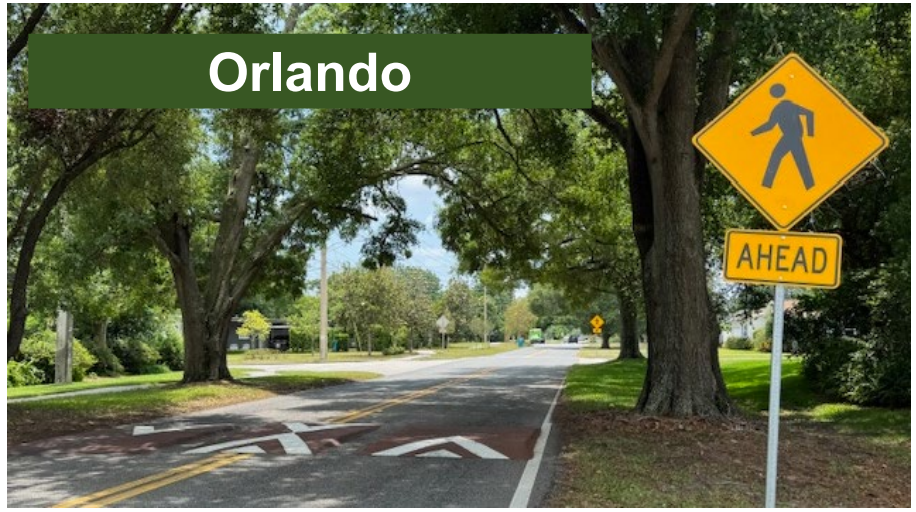
Engineering

- Installing **delineator posts** near crosswalks was the most effective low-cost solution for improving driver yield rate (DYR) this year, with a **29%** average DYR increase at three crosswalks

- Speed humps **ahead of the crosswalk** have a higher driver yield rate average than raised crosswalks (**60%** vs 44% final DYR average)

- By beacon type in 2025:
  - Circular Flashing Beacon: **No impact** on DYR avg.
  - Rect. Rapid-Flashing Beacon: **73%** final DYR avg.
  - Pedestrian Hybrid Beacon: **89%** final DYR avg.





FY25 Program-Wide Insights

Enforcement

- Driver yield rates improved **100% of the time** when these three conditions were met:
  - Enforced over a two-year period
  - Enforced two different seasons each year
  - 4 travel lanes or less

- **8** crosswalks met this criteria in 2024-25 and improved an average of **13%**

- **4** met this criteria in 2023-24 and improved an average of **14%**
  - Two of these four crosswalks dropped down to just one enforcement in 2025, and their annual yield rate improvement dropped an average of 3% each





FY25 Program-Wide Insights

Education

- Sign-waving events can help improve driver yield rates
  - **Similar in effect to enforcement** by bringing visibility to drivers at the crosswalk itself
  - Raises annual driver yield rates in a similar way:
    8 crosswalks showed an average improvement of **11%**

- At community events, drivers can typically identify that walkers have the right of way at **marked crosswalks**, but fail to recognize the same is true at **unmarked intersections**

- Many drivers are concerned about the **rise in electric bike and scooter usage**, especially among kids





Education Program-Wide





Community Events





Pop-Up Events





Presentations



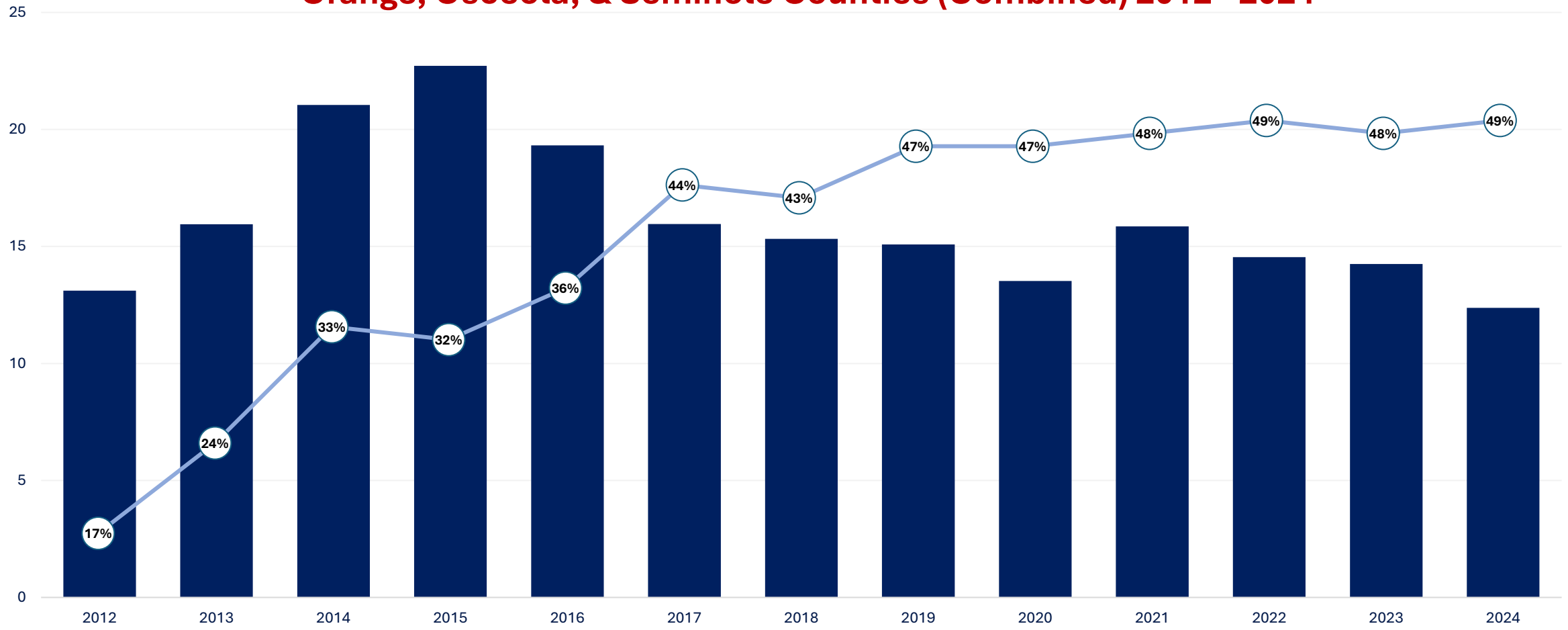


Sign-Waving Campaigns

Tracking Progress: Serious Injuries vs. DYR

Best Foot Forward
for pedestrian safety

Orange, Osceola, & Seminole Counties (Combined) 2012 - 2024



Percent of drivers yielding to pedestrians at program crosswalks

Source: Best Foot Forward

Bike/Ped deaths & incapacitating injuries per 100,000 people

Source: Signal4Analytics



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Executive Director
Emily@bikewalkcf.org



Patrick Panza
Programs Director
Patrick@bikewalkcf.org



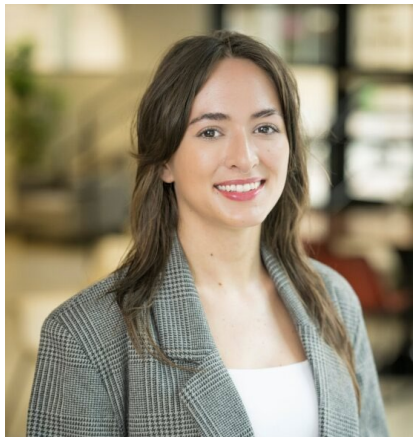
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Jenna Mousseau
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Best Foot Forward
for pedestrian safety

@BestFootCFL

Thank you

Contact our team or visit our social media pages and websites!

Bike/Walk Central Florida

@BikeWalkCFL

POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
DECEMBER 9, 2025
AGENDA ITEM 15

AGENDA ITEM:
Adopted Transit Development Plan

PRESENTER:

TPO Staff/Consultant

SUMMARY:

The project consultant will provide an overview of the Transit Development Plan recently adopted by LAMTD, the governing Board for Citrus Connection

RECOMMENDED ACTION:

This item is being presented for information only.

ATTACHMENTS;

1. TDP Executive Summary



Citrus Connection
2025 Transit Development Plan Update

Executive Summary

October 2025

CitrusConnection
PROGRESS IN MOTION

Polk Transportation Planning Organization

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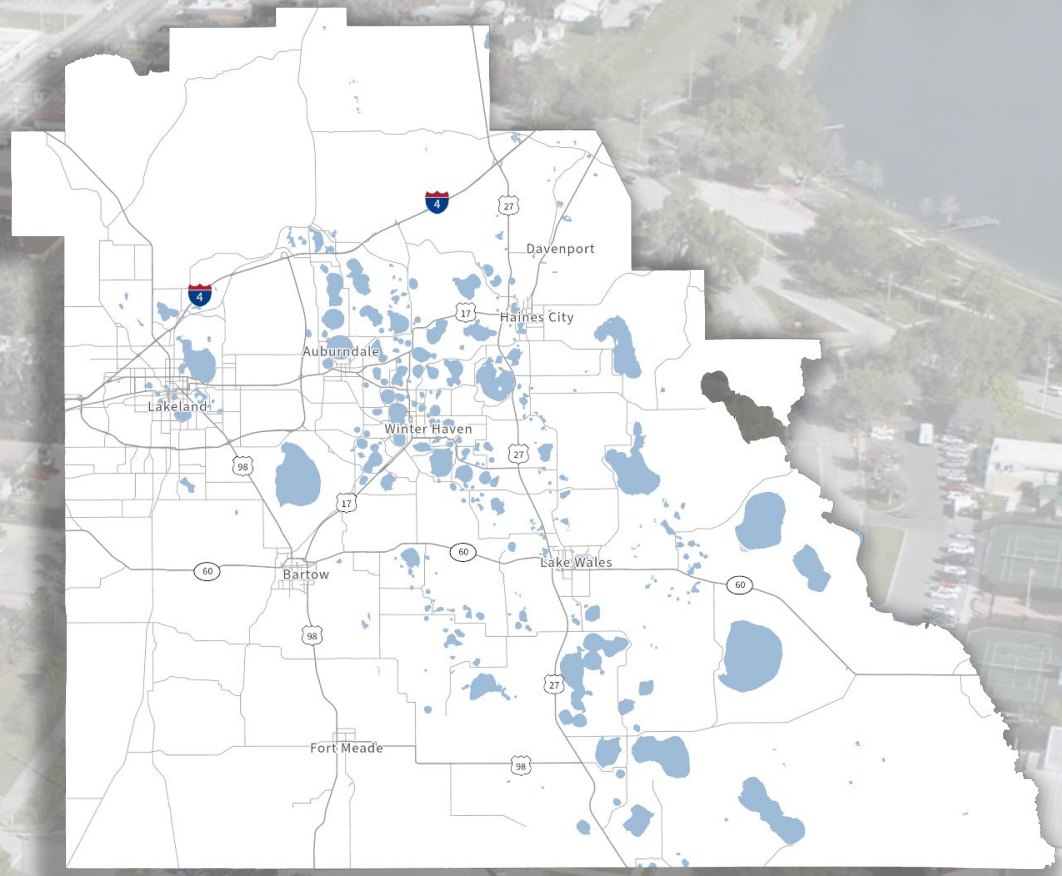


What is the Citrus Connection Transit Development Plan?

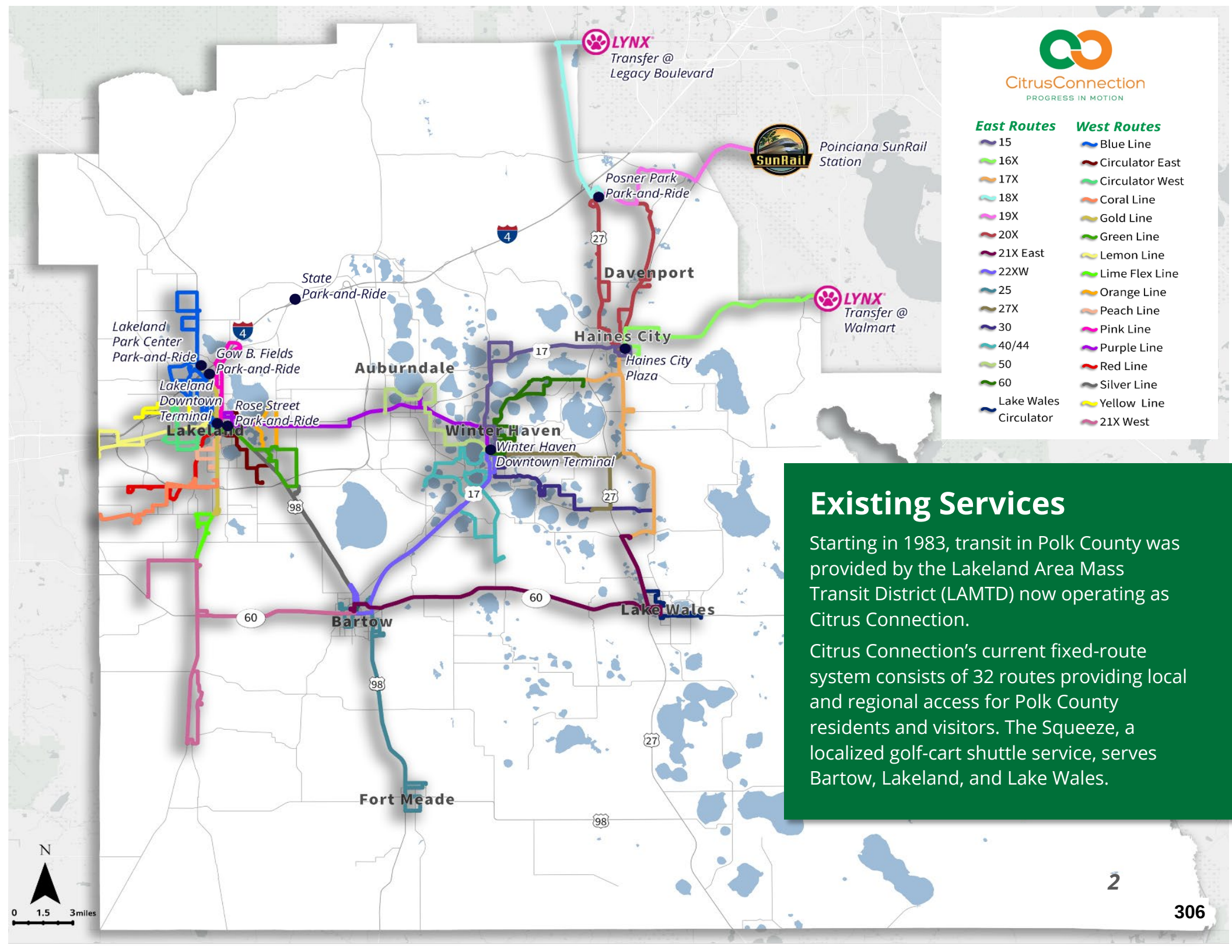
This Transit Development Plan (TDP) is led by the Polk Transportation Planning Organization (TPO) in collaboration with Citrus Connection, Polk County's transit service provider.

The TDP is consistent with the requirements of the State of Florida Public Transit Block Grant Program, enacted by the Florida Legislature to provide a stable source of funding for public transportation. The Florida Department of Transportation (FDOT) requires recipients of Block Grant Program funds, such as Citrus Connection, to prepare a major TDP update every five years. This requirement helps to ensure that the transit services being provided and planned for are consistent with the community's mobility needs.

Located in central Florida, the TDP study area, Polk County, is undergoing significant growth. It is Florida's fourth largest county by size (1,798 square miles) and the ninth largest by population with 826,090 residents in 2024.[1]



[1] *2024 Bureau of Economic and Business Research (BEBR) Florida Estimates of Population*



Existing Services

Starting in 1983, transit in Polk County was provided by the Lakeland Area Mass Transit District (LAMTD) now operating as Citrus Connection.

Citrus Connection's current fixed-route system consists of 32 routes providing local and regional access for Polk County residents and visitors. The Squeeze, a localized golf-cart shuttle service, serves Bartow, Lakeland, and Lake Wales.

Public Outreach

Public involvement was a key part of the TDP and provides critical information for developing the 10-year transit needs in the community, including perceptions on and expectations for local and regional transit services.

To engage a full range of community stakeholders and facilitate active participation during the Citrus Connection TDP process, a wide range of outreach activities were used.

Throughout the outreach process, more than 1,300 people were engaged through surveys, email and web outreach, public workshops, discussion groups, stakeholder interviews, and grassroots outreach.



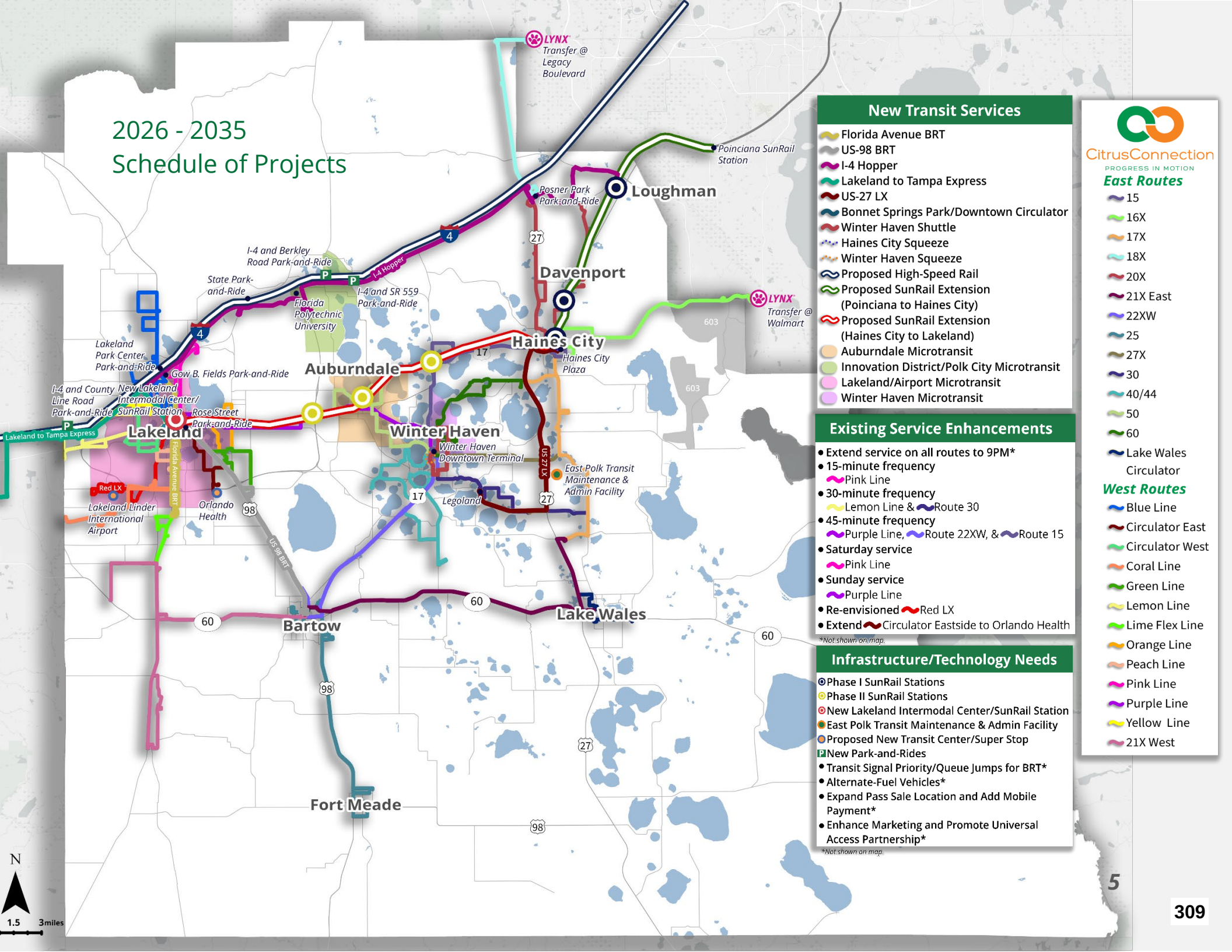


Schedule of Projects

Transit needs were identified and developed without consideration of funding constraints and reflect the true unimpeded needs of the community. The improvements were identified using information gathered through various data collection, analytical, and outreach efforts conducted for the TDP. The needs development process is essential to ensure Citrus Connection effectively addresses the community's current and future mobility needs. The list of improvements, referred to as the Schedule of Projects, shown on the next page reflect transit needs in Polk County. These needs were identified using careful review of community outreach and vision, data and analyses, direction from the TDP plan and policy direction, along with a review of the land use and corridor assessment.

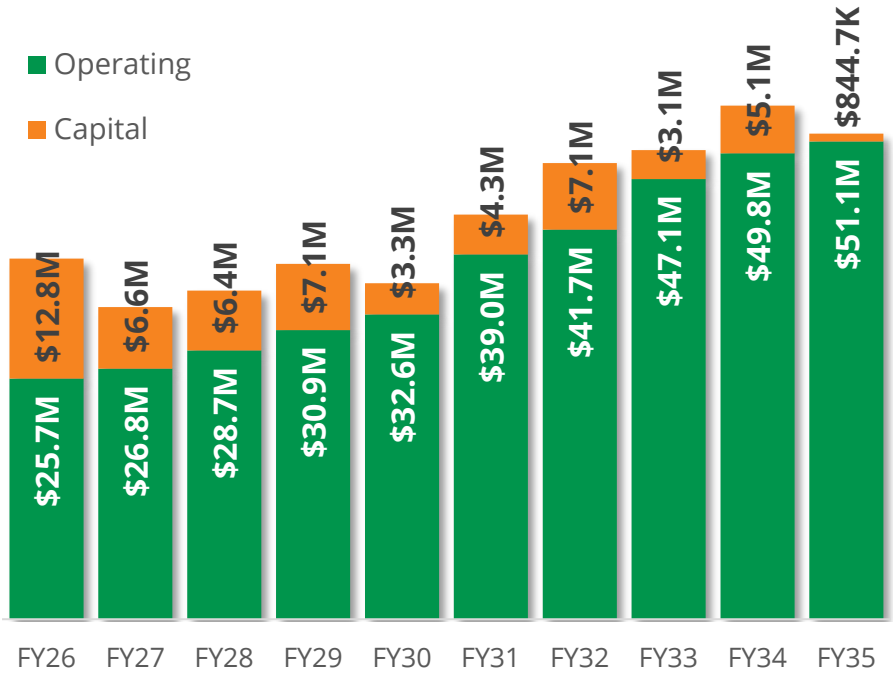
- **Community Direction**—Findings from public outreach efforts and input from stakeholders were reviewed to gauge public interest.
- **Operating Context Review**—Understandings from the review of the study area data that influence how transit functions in Polk County.
- **Plans and Policy Direction**—Review of related plans and policies at the local, regional, state, and federal levels.
- **Land Use and Corridor Assessment**—Insight from the review of transit supportive land use and urban design efforts in combination with direction from the Priority Transit Corridor Assessment.




2026 - 2035
Schedule of Projects
LYNX Transfer @ Legacy Boulevard
Poinciana SunRail Station
Posner Park Park-and-Ride
Loughman
Davenport
I-4 and Berkley Road Park-and-Ride
State Park-and-Ride
I-4 and SR 559 Park-and-Ride
Florida Polytechnic University
I-4 Hopper
LYNX Transfer @ Walmart
Haines City
Haines City Plaza
Lakeland Park Center Park-and-Ride
Gow B. Fields Park-and-Ride
Auburndale
I-4 and County Line Road Park-and-Ride
New Lakeland Intermodal Center/ SunRail Station
Rose Street Park-and-Ride
Lakeland to Tampa Express
Lakeland
Winter Haven
Winter Haven Downtown Terminal
East Polk Transit Maintenance & Admin Facility
US 27 LX
Red LX
Florida Avenue BRT
Lakeland Linder International Airport
Orlando Health
Legoland
US 98 BRT
Bartow
Lake Wales
Fort Meade
N
1.5
3miles
5
309
New Transit Services
Florida Avenue BRT
US-98 BRT
I-4 Hopper
Lakeland to Tampa Express
US-27 LX
Bonnet Springs Park/Downtown Circulator
Winter Haven Shuttle
Haines City Squeeze
Winter Haven Squeeze
Proposed High-Speed Rail
Proposed SunRail Extension (Poinciana to Haines City)
Proposed SunRail Extension (Haines City to Lakeland)
Auburndale Microtransit
Innovation District/Polk City Microtransit
Lakeland/Airport Microtransit
Winter Haven Microtransit
Existing Service Enhancements
Extend service on all routes to 9PM*
15-minute frequency
Pink Line
30-minute frequency
Lemon Line & Route 30
45-minute frequency
Purple Line, Route 22XW, & Route 15
Saturday service
Pink Line
Sunday service
Purple Line
Re-envisioned Red LX
Extend Circulator Eastside to Orlando Health
*Not shown on map.
Infrastructure/Technology Needs
Phase I SunRail Stations
Phase II SunRail Stations
New Lakeland Intermodal Center/SunRail Station
East Polk Transit Maintenance & Admin Facility
Proposed New Transit Center/Super Stop
New Park-and-Rides
Transit Signal Priority/Queue Jumps for BRT*
Alternate-Fuel Vehicles*
Expand Pass Sale Location and Add Mobile Payment*
Enhance Marketing and Promote Universal Access Partnership*
*Not shown on map.
CitrusConnection
PROGRESS IN MOTION
East Routes
15
16X
17X
18X
20X
21X East
22XW
25
27X
30
40/44
50
60
Lake Wales Circulator
West Routes
Blue Line
Circulator East
Circulator West
Coral Line
Green Line
Lemon Line
Lime Flex Line
Orange Line
Peach Line
Pink Line
Purple Line
Yellow Line
21X West

Finance Plan

A financial plan was developed as part of the TDP's 10-year operating and capital program that identifies operating and capital costs for the schedule of projects. It is estimated to cost $373.4 million to operate Citrus Connection over the next 10 years with another $56.6 million in capital costs to support the necessary technology, fleet, and capital infrastructure. It is anticipated that the network will continue to be funded mainly with a mix of local, state, and federal sources and fare revenues generated by existing and new transit services. The next page shows the recommended timeline for implementation.



Recommended Timeline

Improvement

Convert Red Line to Limited Express
Extend Circulator Eastside to Orlando Health
Bonnet Springs Park/ Downtown Circulator
Auburndale Microtransit
Winter Haven Shuttle
Winter Haven Squeeze
Winter Haven Microtransit
US-27 LX
30-minute Frequency on Lemon Line
Lakeland – Tampa Express
45-minute Frequency on Purple Line
15-minute Frequency on Pink Line
I-4 Hopper
Lakeland/Airport Microtransit
Extend weekday service until 9PM
30-minute Frequency on Route 30
Florida Avenue BRT
Sunday service on Purple Line
Innovation District/Polk City Microtransit
US-98 BRT
Saturday service on Pink Line
Lakeland – Haines City Express
45-minute Frequency on Route 15
45-minute Frequency on Route 22XW
Haines City Squeeze
Haines City – Posner Express (Pre-SunRail)



Action Items

Obtaining the support of decision-makers who support Citrus Connection is only the first step in a longer process of bringing the TDP to fruition. The following are action items to complete to carry out the transit vision:

Polk Transportation Planning Organization

FDOT



Coordinate with Polk TPO

Citrus Connection will continue to build off existing coordination efforts with the TPO to support its efforts to consider/include TDP project priorities in TPO's TIP updates, corridor development, and other studies.

Engage FDOT as a Partner

Continuing to engage FDOT District One staff is a key and mutually beneficial endeavor as Citrus Connection and FDOT share a lot of common goals. Citrus Connection will continue to coordinate with the TPO and District One to ensure the TDP project priorities are considered in UPWP updates and other applicable studies.

Continue Marketing/ Outreach

During the TDP process, Citrus Connection conducted public outreach that can be leveraged and expanded to market other planning efforts, such as service initiation efforts, marketing programs and campaigns, and budget plans.

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Citrus Connection
2025 Transit Development Plan Update

Final

November 2025

CitrusConnection
PROGRESS IN MOTION

Polk Transportation Planning Organization

Citrus Connection 2025 Transit Development Plan Update

Final

Prepared for
Polk Transportation Planning Organization & Citrus Connection

Prepared by
benesch



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List of Acronyms

AADT	Annual Average Daily Traffic
ADA	Americans With Disabilities Act
APR	Annual Progress Report
APTA	American Public Transportation Association
BEBR	Bureau Of Economic and Business Research
BRT	Bus Rapid Transit
CEDS	Comprehensive Economic Development Strategy
CFDC	Central Florida Development Council
CIG	Capital Investment Grants
CTC	Community Transportation Coordinator
DTA	Density Threshold Assessment
FAC	Florida Administrative Code
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FLU	Future Land Use
FTA	Federal Transit Administration
FTIS	Florida Transit Information System
FY	Fiscal Year
GTFS	General Transit Feed Specification
HART	Hillsborough Area Regional Transit
LAMTD	Lakeland Area Mass Transit District
LDDA	Lakeland Downtown Development Authority
LEHD	Longitudinal Employer-Household Dynamics
LEP	Limited English Proficiency
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
NTD	National Transit Database
PCTA	Polk County Transit Authority
PCTS	Polk County Transit System
PIP	Public Involvement Plan
PPP	Public-Private Partnerships
RLRTP	Regional Long Range Transportation Plan
SOV	single-occupant vehicles
SWOT	Strength, Weakness, Opportunities, and Threat
TAZ	Traffic Analysis Zone
TBEST	Transit Boardings Estimation and Simulation Tool
TBRPC	Tampa Bay Regional Planning Council
TCAR	Transit Concept and Alternatives Review
TCCO	Transit Corridors and Centers Overlay
TCPE	Transit Corridor and Project Evaluation
TCRP	Transit Cooperative Research Program
TD	Transportation Disadvantaged
TDP	Transit Development Plan
TDSP	Transportation Disadvantaged Service Plan
TIP	Transportation Improvement Program
TNC	Transportation Network Companies
TOI	Transit Orientation Index
TPO	Transportation Planning Organization
TRB	Transportation Research Board
TSDA	Transit Supportive Development Areas
TSP	Transit Signal Priority
UAP	Universal Access Program
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOMS	Vehicles Operated in Maximum Service
WHAT	Winter Haven Area Transit



Section 1. Introduction

This Transit Development Plan (TDP) is led by the Polk Transportation Planning Organization (TPO) in collaboration with Citrus Connection, Polk County's transit service provider. It represents Polk County's vision to identify strategies to increase ridership and efficiency of Citrus Connection's current services while enhancing connectivity to other local or regional transit services. This TDP was updated to coordinate and synchronize with the Polk TPO's Long Range Transportation Plan (LRTP).

Preparing and submitting a TDP that complies with Florida Administrative Code (F.A.C.) Rule 14-73.001 (commonly called the TDP Rule) every five years is also required by the Florida Department of Transportation (FDOT) as a prerequisite to the receipt of Public Transit Block Grant funds. According to the TDP Rule, "The TDP shall be the applicant's planning, development and operational guidance document to be used in developing the Transportation Improvement Program and the Department's Five-Year Work Program."

A TDP also allows transit agencies to outline actions to be taken in the following year and set goals for subsequent years. As a strategic plan, the TDP identifies needs in an unconstrained fashion and for which currently there is no funding. This current update of the TDP covers the 10-year period from Fiscal Year (FY) 2026 to FY 2035.

Objectives of This Plan

The primary objective of this effort is to update the currently adopted Polk Transit Vision TDP, as required by the TDP Rule. This TDP update provides a 10-year vision plan to help Polk County continue providing transit service that supports the broader local and regional multimodal transportation goals. The recommendations herein provide a blueprint for Polk County to improve transit while also assisting in the development of the Transportation Improvement Program (TIP), FDOT Five-Year Work Program, and FDOT Program and Resource Plan.

TDP Requirements

Key requirements of the current TDP Rule, effective July 9, 2024, include:

- Major update completed every 5 years, covering a 10-year planning horizon.
- A Public Involvement Plan (PIP) approved by FDOT or consistent with the approved Metropolitan Planning Organization (MPO)/TPO public participation plan.
- Description of the process used, and the public involvement activities undertaken.



- Solicitation of comments from the local and the regional workforce development board.
- Notification to FDOT, the local/regional workforce board, local government comprehensive planning departments, and the MPO of all public meetings. These entities must also be given an opportunity to review and comment on the TDP during the development of the proposed public transportation projects and services and the 10-year implementation program.
- Detailed coordination program defining collaborative participation and consistency in developing and implementing the TDP and the LRTP with the local MPO, and other related programs such as the Unified Planning Work Program (UPWP), TIP, and Corridor Development Studies.
- Estimation of the community's demand for transit services using the planning tools provided by FDOT or an alternative demand estimation technique approved by FDOT.
- Assessment of land use and urban design patterns to the extent of supporting or hindering transit services, including efforts to support a multimodal environment and an assessment to address priority transit corridors.
- A 10-Year Operating and Capital program, including a schedule of projects, a financial plan, and a list of priority projects.

TDP Checklist

This TDP meets the requirements for a five-year TDP update in accordance with Rule Chapter 14-73, F.A.C. Table 1-1 is a list of TDP requirements from Rule 14-73.001 and indicates where each can be found in this 10-year plan.



Table 1-1: TDP Checklist

	TDP Rule Requirement	TDP Component /Section
✓	Approved PIP for public involvement (TDP-specific PIP approved by FDOT, or TPO-adopted PIP approved by Federal Transit Administration [FTA] and Federal Highway Administration [FHWA])	Public Involvement | Section 2 & Appendix A
✓	Opportunities for public involvement outlined in PIP	Public Involvement | Section 2 & Appendix A
✓	Summaries of outreach process and activities included in TDP	Public Involvement | Section 2
✓	Solicitation of comments from local/regional workforce board	Public Involvement | Section 2
✓	Notifications on public meetings to FDOT, local/regional workforce board, local government comprehensive planning departments, and TPO	Public Involvement | Section 2
✓	Review opportunities for FDOT, local/regional workforce board, local government comprehensive planning departments, and TPO	Public Involvement | Section 2
✓	Relationship reviews of plans/studies as identified by TDP Rule	Context Evaluation | Section 3
✓	Coordination with TPO on LRTP data, outreach, and goals	Context Evaluation | Section 3
✓	Consistency review with UPWP, TIP, and Corridor Development Studies	Context Evaluation | Section 3
✓	Assessment of land use and urban design patterns	Land Use & Corridor Development| Section 4
✓	Identification, evaluation, and ranking of priority transit corridors	Land Use & Corridor Development| Section 4
✓	Annual projections of transit ridership using FDOT-approved software tool or other FDOT-approved method	Operating & Capital Program | Section 5
✓	10-year Schedule of Projects with descriptions, maps, timelines, costs, and the types and levels of service and capital improvements	Operating & Capital Program | Section 5
✓	10-year Financial Plan with operating and capital costs for the Schedule of Projects	Operating & Capital Program | Section 5
✓	Ranked List of Priority Projects based on the Schedule of Projects, with descriptions, types, locations, and funding availability	Operating & Capital Program | Section 5
✓	Presented to the TPO Board	N/A
✓	Approved by transit agency governing board	N/A
✓	Submitted to FDOT by March 1, 2026	N/A

Study Area

Located in central Florida, the TDP study area, Polk County, is undergoing significant growth. It is Florida's fourth largest county by size (1,798 square miles) and the ninth largest by population with 826,090 residents in 2024.[1] There are 17 incorporated areas including Lakeland, Davenport, Winter Haven, and Haines City among others (Map 1-1). Furthermore, it features many lakes and other attractions like Lake Kissimmee State Park and Legoland Florida Resort. Polk County directly borders ten other counties: Hillsborough, Pasco, Sumter, Lake, Manatee, Okeechobee, Orange, Osceola, Highlands, and Hardee and is well connected by major roadways such as I-4, US-17, US-98, and SR-60.

Transit services within the study area are provided by Citrus Connection, which operates local and regional fixed-route bus, paratransit, and local shuttle services.

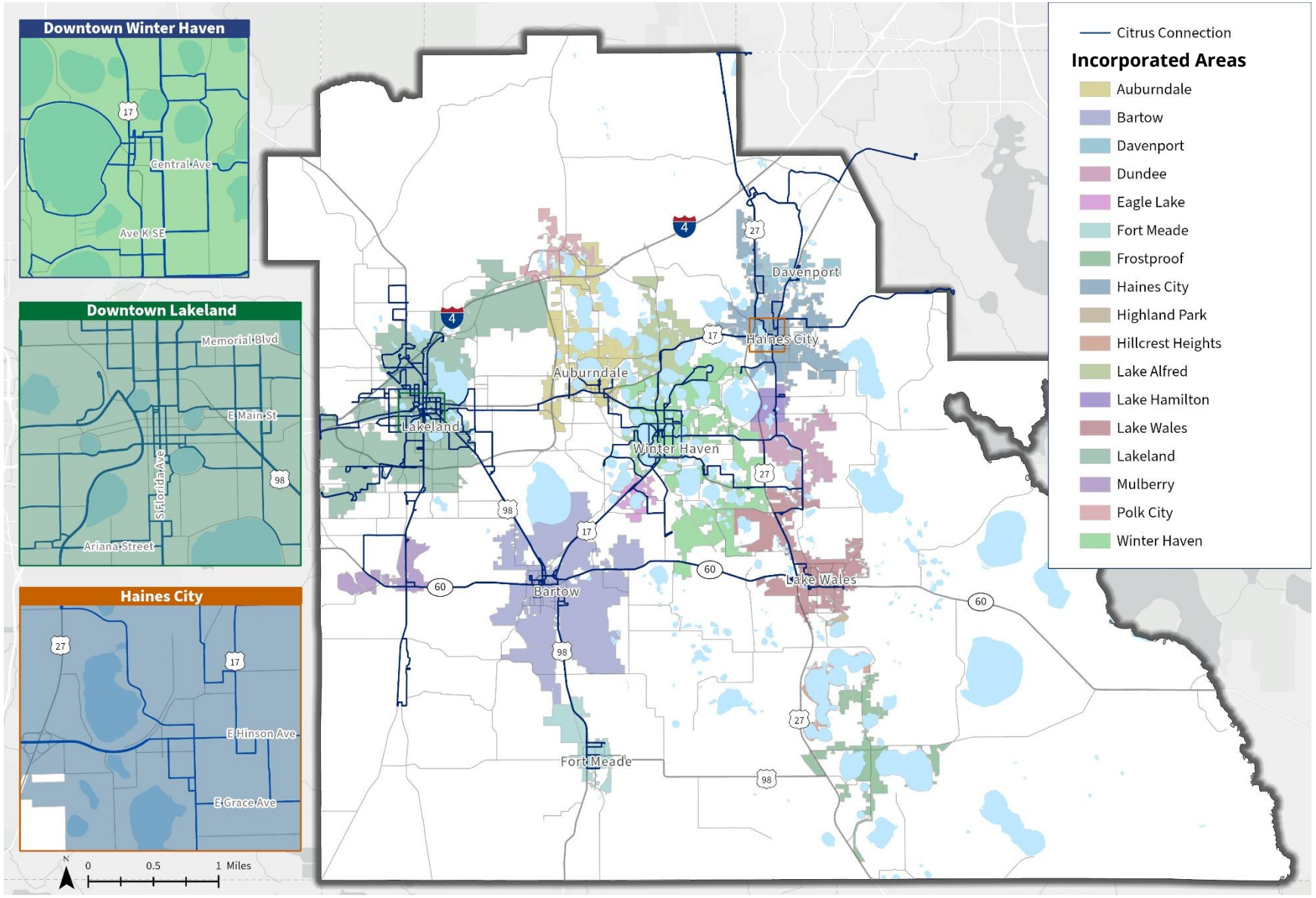


Source: Benesch

[1] *2024 Bureau of Economic and Business Research (BEBR) Florida Estimates of Population*



Map 1-1: Study Area



Source: Polk County



Organization of This TDP

This report is organized into five sections, including this Introduction.

Section 2 presents the **Public Outreach** activities, including a summary review of the outreach efforts completed and the associated findings. TDP outreach efforts were conducted in two phases and included stakeholder interviews, public input surveys, public workshops, discussion group workshops, and use of online platforms and tools.

Section 3 summarizes the **Operating Context Evaluation** for transit services in Polk County. This includes a physical description of the study area, demographic and socioeconomic characteristics and trends that may impact transit services. Citrus Connection's existing services were also reviewed and assessed. A review of local, regional, state, and federal plans and documents is presented to identify and evaluate applicable federal and state policies, as well as local and regional community goals and objectives that relate to transit and mobility.

Section 4 documents the **Land Use & Corridor Development Assessment**, which addresses local land use policies, urban design practices, and development patterns in Polk County. This section also includes a Corridor Assessment which integrates data and findings with input and direction from the community to identify priority corridors for improving transit in the next 10 years.

Section 5 summarizes the **10-Year Operating & Capital Program** developed for Citrus Connection's transit service. This includes the recommended service and capital/technology/policy improvements and unfunded needs. It also includes a discussion of the capital and operating costs and revenue assumptions used. The improvements are prioritized and programmed into a phased 10-year implementation plan.



Section 2. Public Outreach

Public involvement provides critical information for developing the 10-year transit needs in the community, including perceptions on and expectations for local and regional transit services. This section summarizes the public involvement process and activities conducted for the Citrus Connection TDP. Key findings from each also are analyzed and discussed.

Prior to initiating any outreach activities, Citrus Connection and the Polk TPO prepared a PIP to guide the public involvement process and activities to be undertaken during the TDP. The PIP was submitted for review and approval by FDOT District One prior to implementing the TDP outreach activities. As shown in Appendix A, the PIP includes a wide range of activities to provide numerous opportunities for involvement by the public and key stakeholders representing local and regional public or private agencies and organizations.



Source: Benesch



Public Involvement Techniques

To engage a full range of community stakeholders and facilitate active participation during the Citrus Connection TDP process, outreach activities categorized as direct or indirect were used.

TDP Outreach Overview

Multiple outreach techniques were used to ensure adequate opportunities for Citrus Connection's existing customers, community stakeholders, and the public to participate in the TDP development process. Table 2-1 summarizes the public involvement activities conducted and the scale of engagement.

Table 2-1: TDP Outreach Participation Overview

Event	Date	Engaged
Stakeholder Interviews	September 2024 – January 2025	25
Discussion Groups		
Social Services/Job Access	October 29, 2024	9
Business/Growth	October 30, 2024	12
Customer	November 6, 2024	31
Open House Public Workshops		
Lakeland Public Library	November 6, 2024	74
Winter Haven Downtown Terminal	June 17, 2025	55
Surveys		
Customer Experience	Summer 2024	410
Bus Operator	September – October 2024	18
Transit Needs	September – November 2024	357
Transit Priority Feedback	June 2025	30
Grassroots Outreach	October 2024 – August 2025	12
Other Outreach		
LRTP Outreach	June – August 2025	203
Web and Social Media	September 2024 – August 2025	50
Email and Other Outreach	September 2024 – August 2025	40
Total		**1,326**

Note: Customer Experience survey data collected by Citrus Connection.



Review Team Meetings

A Review Team was formed to guide the TDP process in a transparent manner, provide input during its development, and ensure a quality deliverable. The Review Team consisted of representatives from FDOT District One, the Polk TPO, Citrus Connection, CareerSource Polk, and the Polk County Office of Planning and Development. Three virtual meetings were held with the Review Team during the TDP update process:

- August 2024—This meeting kicked off the project and participants discussed the TDP goals and objectives, project tasks and deliverables, planned public involvement strategies, and the project schedule.
- March 2025—The Review Team discussed the public outreach efforts and the transit needs identified. Feedback regarding transit needs was collected and incorporated into the Schedule of Projects.
- August 2025—The Review Team discussed the prioritization of the schedule of projects and the funded plan.



Source: Benesch



Stakeholder Interviews

Stakeholder interviews are one-on-one meetings for the purpose of gathering input from policy, agency, or community leaders regarding the future needs of Citrus Connection and transit needs in the community. This input enhances the understanding of local conditions for transit as assessed through the perceptions and attitudes of stakeholders representing members of the broader public. To gather this input, 25 stakeholders (as shown in Table 2-2) were contacted from September 2024 through January 2025.

Interview Methodology and Technique

A uniform list of questions and discussion topics were discussed with each stakeholder (see Stakeholder Discussion Questions in Appendix A). The input received was reviewed and major themes identified and summarized. Overall, interviewees indicated a need for better transit connections in preparation for anticipated regional growth. They praised the staff and leadership of Citrus Connection and expressed a desire to see more funding for the agency.

Table 2-2: Stakeholders

Name	Organization
Nancy Daley	Lake Alfred Mayor
William Mutz	Lakeland Mayor
Nat Birdsong	Winter Haven Mayor
Sam Pennett	Dundee Mayor
Morris West	Haines City Vice Mayor
Omar Arroyo	Haines City Mayor
Jack Hilligoss	Lake Wales Mayor
Jeremy Clark	City of Davenport Vice Mayor
Dorthea Bogert	Auburndale Mayor
Trish Pfeiffer	Bartow Mayor
Brian Yates	Winter Haven Mayor Pro Tem
Bradley Dantzer	Winter Haven Commissioner
Keith Cowie	Auburndale Vice Mayor
L. Tracy Mercer	Winter Haven Commissioner
Mike Herr	Bartow City Manager
Kelly Callihan	Davenport City Manager
Tandra Davis	Dundee Town Manager
James Elensky	Haines City City Manager
Joseph Lesniewicz IV	Representing Veterans
Diane Durr	Winter Haven Affordable Housing Manager
Connie Miller	Agency for Persons with Disabilities
Chuck Barmby	Lakeland Planning Manager
Sean Byers	Winter Haven Planning Manager
Kris Hallstrand	Lakeland Linder International Airport Director



Transit Today

- Population Increase—Stakeholders indicated that population growth is occurring throughout Polk County, but significant development and growth in eastern Polk County was highlighted. Stakeholders noted that Lakeland's population is expected to keep growing, accompanied by additional new office parks and medical facilities. Additionally, Winter Haven is experiencing high-density growth along major roadways.
- Community—While Citrus Connection should continue to attract new markets, it is necessary to serve people with low incomes, individuals with disabilities, seniors, veterans, and students.
- Community Awareness—Better outreach efforts and strategic marketing are needed. Stakeholders agreed that outside of existing customers, the public lacks knowledge about existing services.
- Citrus Connection's Staff—Stakeholders praised Citrus Connection staff for their leadership, vision, and recent improvements. Additionally, they acknowledged how responsive the agency is despite budget constraints.
- Traffic Congestion—Stakeholders highlighted traffic congestion as an existing issue expected to worsen without transit investments and the influx of new residents projected throughout the county.

Where We Want to Go

- Regional Connections—Stakeholders highlighted the benefits of regional transit connections. Stakeholders agreed that regional connections would ideally be provided by rail but expressed interest in regional express bus routes between major activity centers as a goal for the next 10 years.
- New Connections and Services—Stakeholders indicated a need to connect to the Lakeland Airport that recently began commercial flights. Innovative strategies to provide mobility to residents and visitors throughout Polk County are needed. A few stakeholders mentioned microtransit for more rural areas. Stakeholders also suggested services like the Squeeze in downtown areas to quickly connect people to errands and restaurants. Additionally, stakeholders mentioned new connections to areas where population is increasing.
- Increased Frequency—Stakeholders agreed that increasing frequency on popular routes would attract new customers and increase the quality of service for existing customers.



- Upgraded Stations and Stops—More shelters and benches are needed to make using the system more appealing.

How Do We Get There

- Funding—Stakeholders highlighted funding limitations and were open to additional funding mechanisms like sales taxes and impact fees that increased funding for transit, rather than reallocating from other essential departments' funding.
- Political and Popular Support—Some stakeholders expressed the desire to give the public the opportunity to vote on a local option sales tax. Greater advocacy by elected officials is needed. Stakeholders mentioned that the local population needs to see how investments will benefit them.
- Universal Access Program (UAP)—Stakeholders praised the program, which allows organizations to give employees or students access to Citrus Connection services, and hope to see more major employers and institutions participate.



Source: Polk TPO



Discussion Group Workshops

Three discussion group workshops with stakeholders representing key focus areas for transit were held. The TDP project team coordinated to invite potential participants representing existing customers, social/public service agencies and the business/education perspective.

After a presentation to set the foundation for a discussion on transit needs and vision, the attendees participated in a guided discussion. During the roundtable discussions, participants reviewed existing services and explored future transit needs through guided questions designed to motivate and inspire conversation about the transit development process.

Social Services/Workforce Discussion Group

Stakeholders from social service and workforce agencies who regularly engage with residents throughout Polk County were invited to a discussion group on October 29, 2024, to provide input on their client's transit needs.

Participants from the following agencies contributed to the discussion:

- Bartow Housing Authority
- Bartow Kiwanis Club
- Junior League of Lakeland
- Pace Center for Girls
- Peace River Center
- Polk County Health and Human Services
- United Way of Central Florida
- Winter Haven Housing Authority

Input obtained from the guided group discussion was categorized into key themes and summarized below.

Transit Today

- Part of the Community Fabric—Participants perceive Citrus Connection as a critical service to the community. They mentioned how transit is vital to connect customers to lifeline trips, such as health care and grocery shopping. Other participants mentioned that Citrus Connection is a big part of connecting the community. One participant praised Citrus Connection for altering a route to connect children to educational opportunities.
- Lack of Awareness—Participants feel there was a lack of awareness about routes and what services Citrus Connection offers. A participant mentioned that some people who may want to use Citrus Connection may not know how to access or navigate the system.
- Expanded Availability of Bus Passes—Although information on transit is available, participants mentioned that there is limited availability to buy passes. Some participants mentioned the



need for social service agencies and county departments to coordinate to ensure that passes are available to purchase at a variety of locations.

Where We Want to Go

- Expanded Service—Participants want to see expanded evening service and expansion of routes.
- Regional Rail Options—Participants liked the idea of SunRail or Brightline services in Polk County, but it would be necessary to have direct connections to and from Lakeland, Auburndale, Winter Haven, and Haines City.

How Do We Get There

- Extended Service Hours—Later service was indicated as the top need. One participant would like to see Citrus Connection operate 24 hours a day.
- Increasing Connectivity—While participants noted the importance of regional connectivity, most indicated improving connectivity within Polk County. Some participants mentioned providing park-and-rides in conjunction with regional service to reach events and medical services, such as the VA Hospital and Moffitt services.
- Funding—One participant mentioned that with the population increasing, Citrus Connection will be strained. Participants recommended coordinating with the regional economic development agency to foster relationships and increase public-private partnerships (PPP) and better coordination with larger employers.

Business/Growth Discussion Group

The Business/Growth discussion group workshop was held on October 30, 2024, with business, education, and economic development leaders to gauge their input on existing and future transit needs in Polk County. Participants from the following agencies contributed to the discussion:

- Ameriprise Financial
- Central Florida Development Council
- City of Lakeland
- Community member
- Polk County School Board
- Webber International University

Information received and transit needs identified from workshop attendees include the following:

Transit Today

- Citrus Connection is Needed—Participants agree Citrus Connection is a critical service that should serve everyone in the community and is helpful to connect customers to and from lifeline trips, such as education and work.



Participants also feel that Citrus Connection's materials are very helpful, functional, and aesthetically pleasing.

- Transit Bolsters the Economy—Participants see transit as an economic development driver and its importance to connecting people to major emerging job hubs. Some participants mentioned that transit will be important to support the county's population growth.
- Traffic Congestion is a Major Issue—Some participants mentioned they want Citrus Connection to be part of the solution to worsening traffic congestion, especially on already congested corridors like Florida Avenue and Bartow Road.

Where We Want to Go

- Increased Service Options and Supply for Growth—Participants expressed a need to enhance mobility options to better serve the community and to address traffic congestion. They expressed that the current service has great reach, but more frequent service is needed. Some participants mentioned the need to review service schedules to align with school schedules for students who rely on the service.
- New Services—Participants mentioned that due to the rapid growth projected in the eastern part of the county, there is a need for service on US-27. There will also be a need for additional regional services to the east and west to improve connectivity. Furthermore, there is rapid growth in the Innovation District, adjacent to Florida Polytechnic University, with new medical facilities and centers. It will be critical to connect to this area as it develops.
- Premium Service—Some participants agreed that they would like to see premium service options like Bus Rapid Transit (BRT) on busy and developed corridors, such as Florida Avenue.
- Increased Awareness—Participants suggested improving communications about Citrus Connection services to increase ridership after the public health emergency in 2020. It was mentioned that the MyStop app should be improved and better marketed as many people do not know about it.

How Do We Get There

- Unique Service Area—Participants mentioned that Polk County is a large service area so different approaches should be applied. It was noted that for lower density areas flex service may be best, whereas fixed-route service may be best for denser areas.
- Supportive Infrastructure—Participants would like to see supportive infrastructure for BRT such as bus-only lanes and park-and-rides.

- Regional Connectivity—Participants felt that regional connectivity is needed for educational opportunities. They also noted the need for additional or enhanced regional connections to Hillsborough and Orange counties given strong commuting patterns.
- Community Awareness—Participants want to see more outreach to smaller community groups, such as faith-based entities, retirement communities, and homeowner associations. Additionally, these opportunities should be evaluated to ensure this information is distributed effectively.

Customer Discussion Group

The Customer discussion group workshop was held in-person on November 6, 2024, with customers to gauge their input on transit needs in Polk County. Approximately 31 customers at the Lakeland Downtown Terminal gave their input on needed transit services, including the following:

- Extended service hours to at least 9:00 PM
- More frequent service
- Connections to Tampa and Orlando



Source: Benesch



Citrus Connection Customer Experience Survey

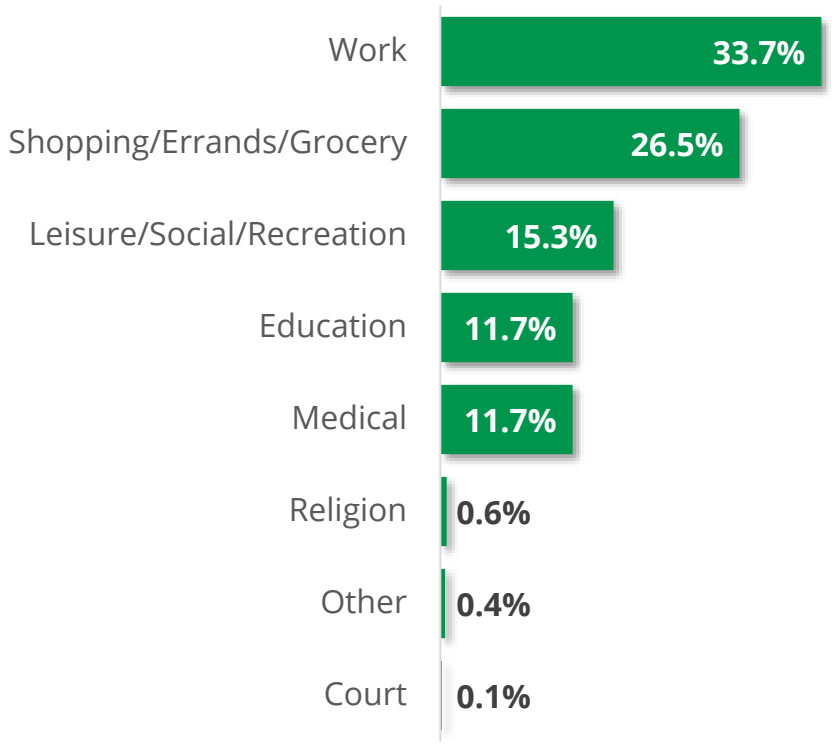
To gauge existing customers' perception of Citrus Connection services and future needs, customers were recently surveyed in-person by Citrus Connection. Throughout the process, 410 customers were surveyed while they were on the bus or waiting for a bus at various terminals and stations in Polk County. As part of the TDP, information from this recent customer experience survey was reviewed and summarized below.

Most customers rated Citrus Connection favorably and would recommend it to a friend or neighbor. Most customers do not own a vehicle and are frequent customers, with nearly half (47.3%) riding the bus five or more days a week.

Key Takeaways

Most use Citrus Connection to go to work (33.7%). Shopping, errands, or groceries trips (26.5%) and leisure, social, or recreation activities (15.3%) were also common trip purposes (Figure 2-1).

Figure 2-1: What is your primary purpose of using transit?

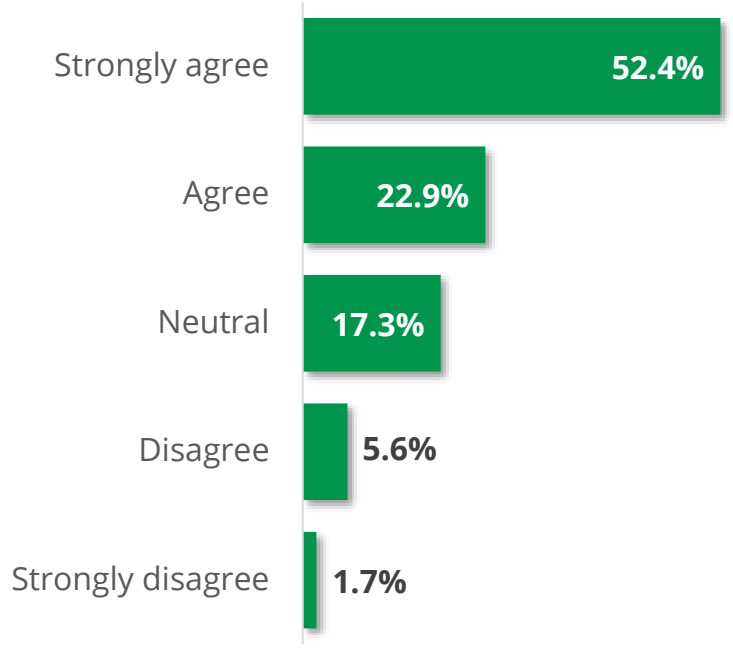


Note: Due to rounding, totals may not add up to 100%.



Most customers (75.3%) agreed or strongly agreed that the frequency of the service is satisfactory, while only 7.3% disagreed or strongly disagreed, as shown in Figure 2-2.

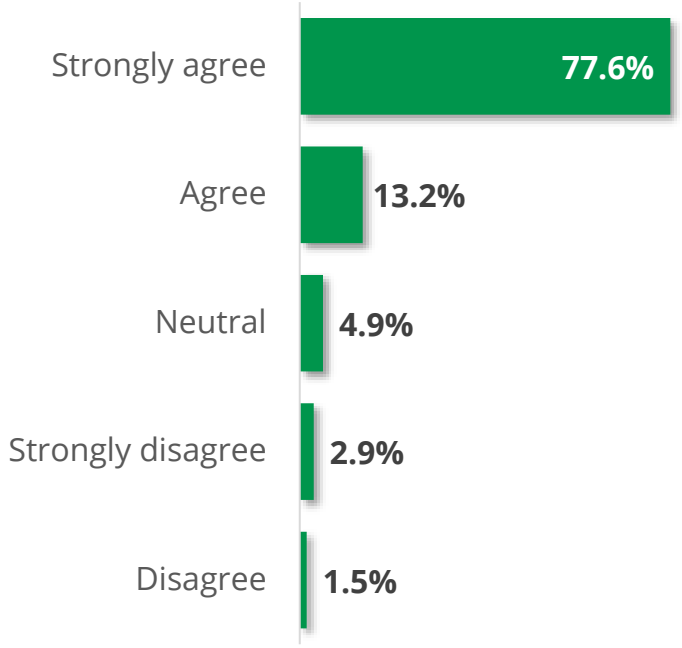
Figure 2-2: The frequency of service (how often the buses come) is satisfactory.



Note: Due to rounding, totals may not add up to 100%.

Most customers (90.8%) strongly agreed or agreed that Citrus Connection services begin early enough in the morning. Figure 2-3 shows a marginal number strongly disagreed (2.9%) or disagreed (1.5%).

Figure 2-3: Transit services begin early enough in the morning to meet my needs.

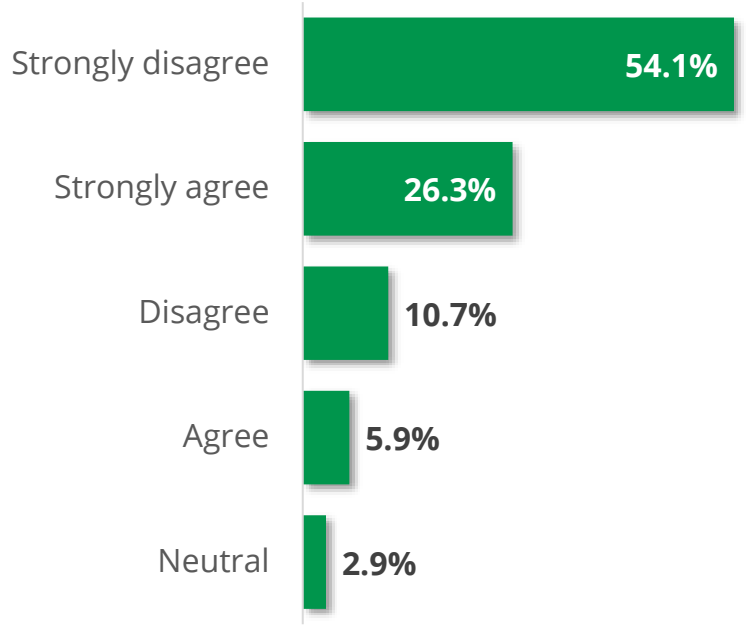


Note: Due to rounding, totals may not add up to 100%.



Figure 2-4 shows that most customers (54.1%) strongly disagreed that Citrus Connection services operate late enough, followed by 26.3% who strongly agreed that operating times are satisfactory.

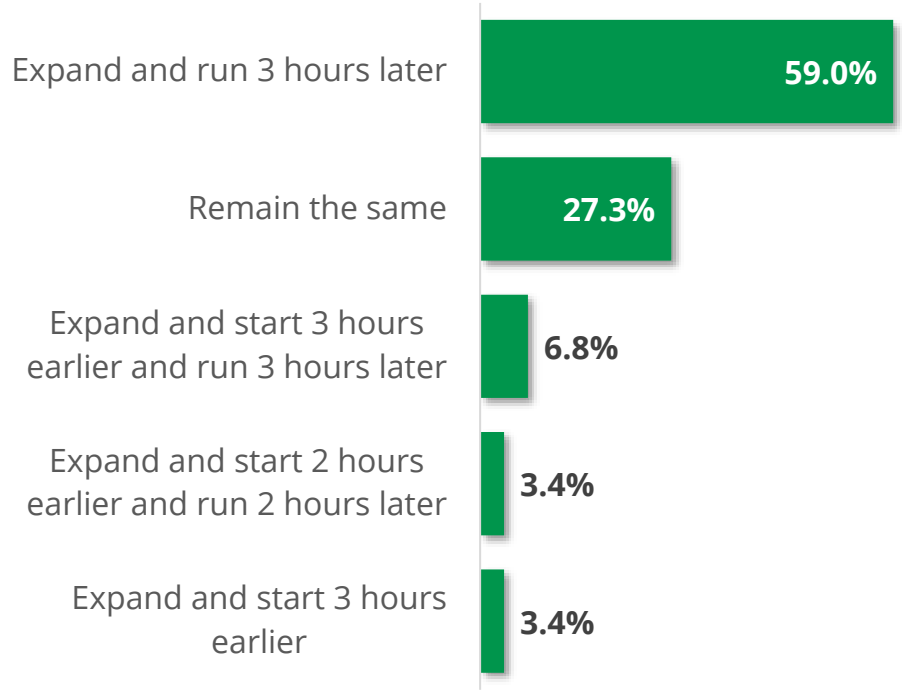
Figure 2-4: Transit services continue to run late enough at night to meet my needs.



Note: Due to rounding, totals may not add up to 100%.

When asked about service hours, the top request was to run evening service three hours later (59.0%). Approximately 27.3% of customers would like service hours to remain the same, as shown in Figure 2-5. Other responses included expanding service hours by three hours earlier and later (6.8%), two hours earlier/later (3.4%), or starting three hours earlier (3.4%).

Figure 2-5: I would like to see service hours:



Note: Due to rounding, totals may not add up to 100%.



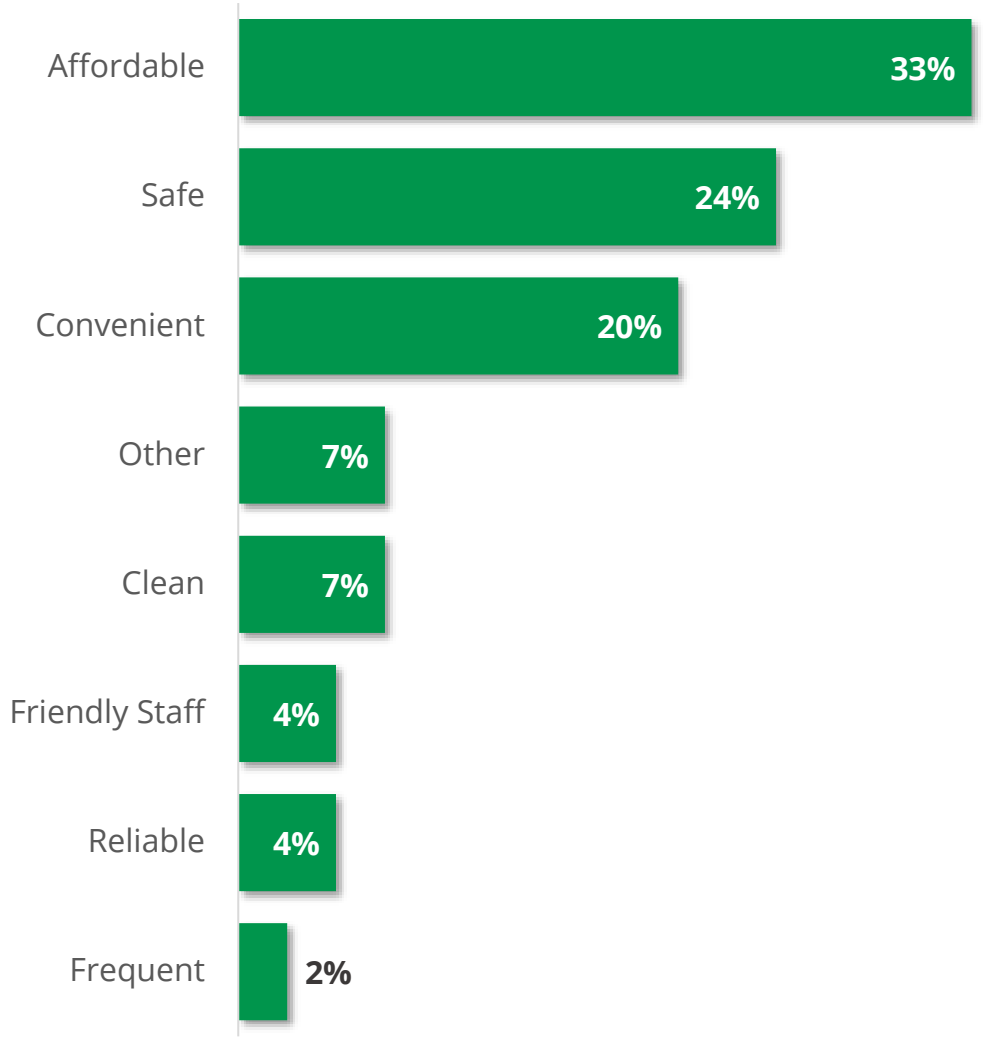
Bus Operator Survey

Bus operators, as ambassadors of Citrus Connection, have ongoing contact with customers. This, plus their input on route-level and system operations from delivering the services, makes their input critical. As part of the TDP, 18 Citrus Connection bus operators were surveyed on existing services, future improvements, safety issues, and customer remarks.

Key operator input includes the following:

- The top benefits for customers are that the system is affordable, safe, and convenient (Figure 2-6).
- Customers want more frequent service, improved on time performance, expanded weekend service, and access to new destinations.
- Providing Wi-Fi on buses and prioritizing traffic signals for buses would improve service.
- Traffic congestion and other safety concerns are key issues.

Figure 2-6: Bus Operator Survey | Top Positive Customer Comments





Transit Needs Survey

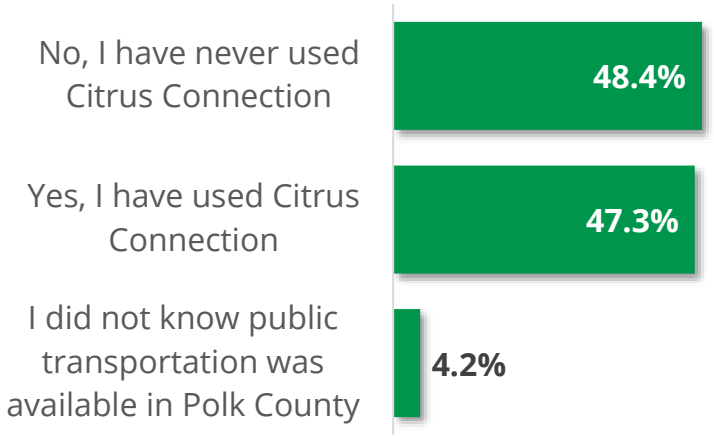
An online public survey was conducted from September to December 2024 via social media, email, the Citrus Connection website, the Polk TPO website, and electronic tablets at the TDP public workshop. An awareness campaign on the survey also occurred using online platforms and through the various TDP stakeholders.

Questions were asked about current services, willingness to use transit, and the community's transit needs. The survey was also designed to gauge public awareness of transit in Polk County and to gather socio-demographic information about respondents. A total of 357 surveys were completed, and the results are summarized below.

Survey Results

Approximately half, 48.4%, of respondents had not used Citrus Connection, while 47.3% have. Another 4% were unaware that transit is available (Figure 2-7).

Figure 2-7: Have you or a member of your household used Citrus Connection, the public transportation service in Polk County?

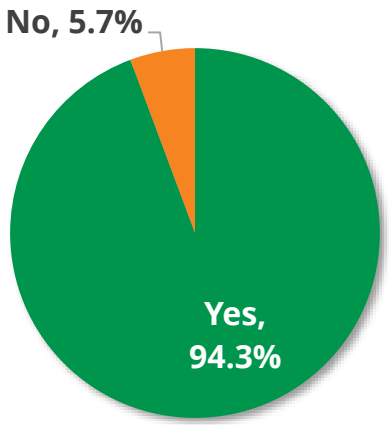


Note: Due to rounding, totals may not add up to 100%.



Most respondents (94.3%) agreed there is a need for improved transit services (Figure 2-8).

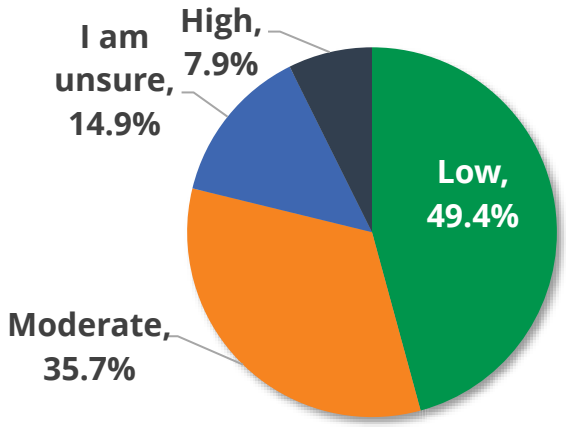
Figure 2-8: Do you think there is a need for additional/improved transit services in Polk County?



Note: Due to rounding, totals may not add up to 100%.

Approximately half of the respondents agreed that awareness is low. A smaller group (35.7%) rated awareness as moderate, while 14.9% were unsure. Only 7.9% considered awareness to be high (Figure 2-9).

Figure 2-9: How much awareness is there in Polk County about Citrus Connection's services?

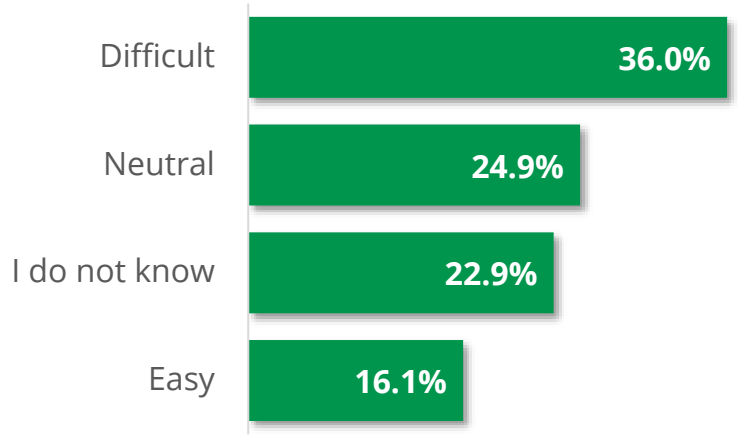


Note: Due to rounding, totals may not add up to 100%.



Figure 2-10 shows that a significant percentage of respondents (56.2%) find access to a bus stop difficult. Another 38.9% expressed neutrality, indicating neither ease nor difficulty. Additionally, 35.8% stated they do not know, which may reflect a lack of familiarity with bus stop locations. Only 25.2% reported finding access easy.

Figure 2-10: Please rate the ease of access to a Citrus Connection bus stop from your home or work.

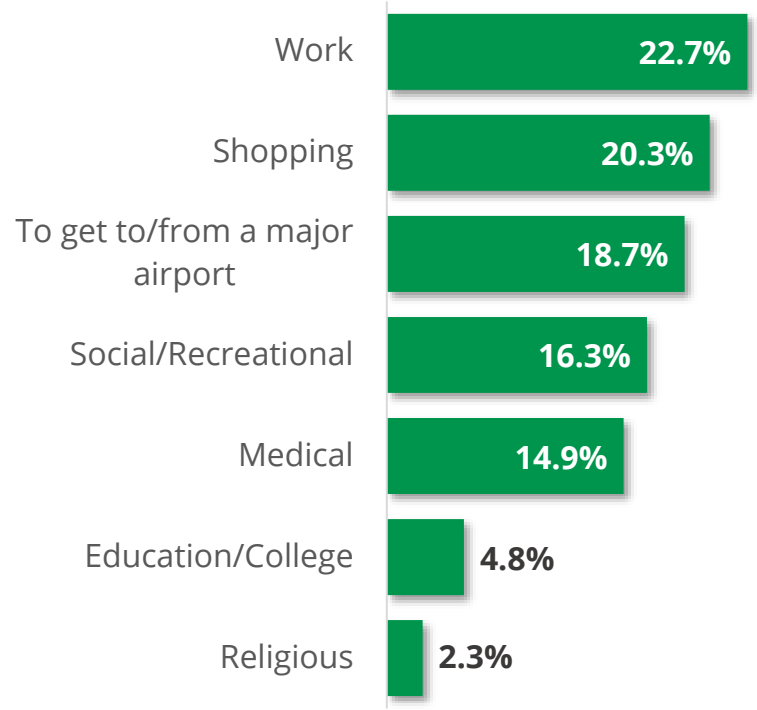


Note: Due to rounding, totals may not add up to 100%.

Respondents were asked where they would go if they used transit or decided to use it in the future and could select up to three trip purposes. Work-related trips are the most popular choice (22.7%). Shopping trips (20.3%) and trips to or from major airports (18.7%) followed closely.

Other common trip purposes included social or recreational (16.3%) and medical (14.9%). Education or college trips (4.8%) and religious activities (2.3%) represent smaller proportions of desired trip purposes (Figure 2-11).

Figure 2-11: If you use Citrus Connection's services now or decide to use them in the future, where would you go using it?

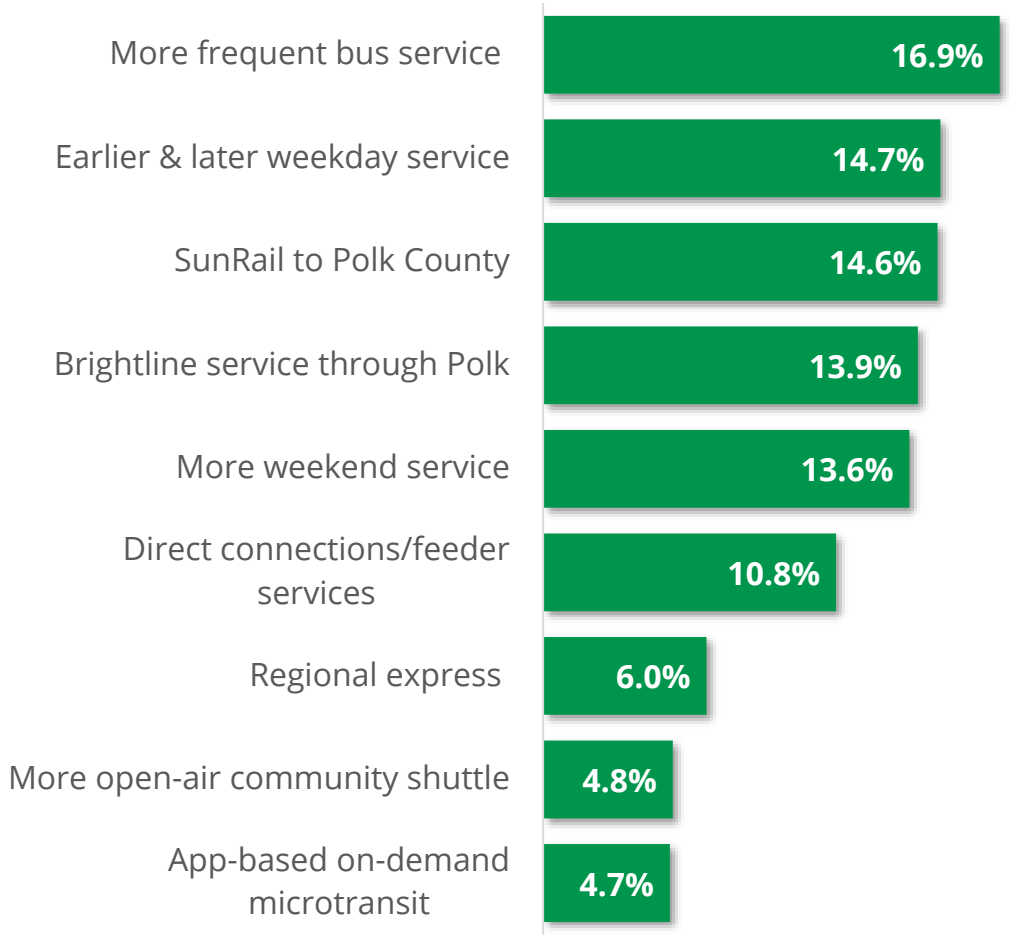


Note: Due to rounding, totals may not add up to 100%.



Survey respondents were asked to select the top three service improvements for the next 10 years. The top request was for more frequent bus service (16.9%), followed by a desire for earlier and later weekday service (14.7%). There was also strong support for introducing SunRail (14.6%) or Brightline service (13.9%) to Polk County, which would offer high-speed rail connectivity. Additionally, 13.6% of respondents would like more weekend service, and 10.8% support direct connections or feeder services to future rail stations. Figure 2-12 shows other well-received responses included regional express services (6.0%), open-air community shuttles (4.8%), and app-based on-demand microtransit (4.7%).

Figure 2-12: What should Citrus Connection consider as top improvements for the next 10 years?

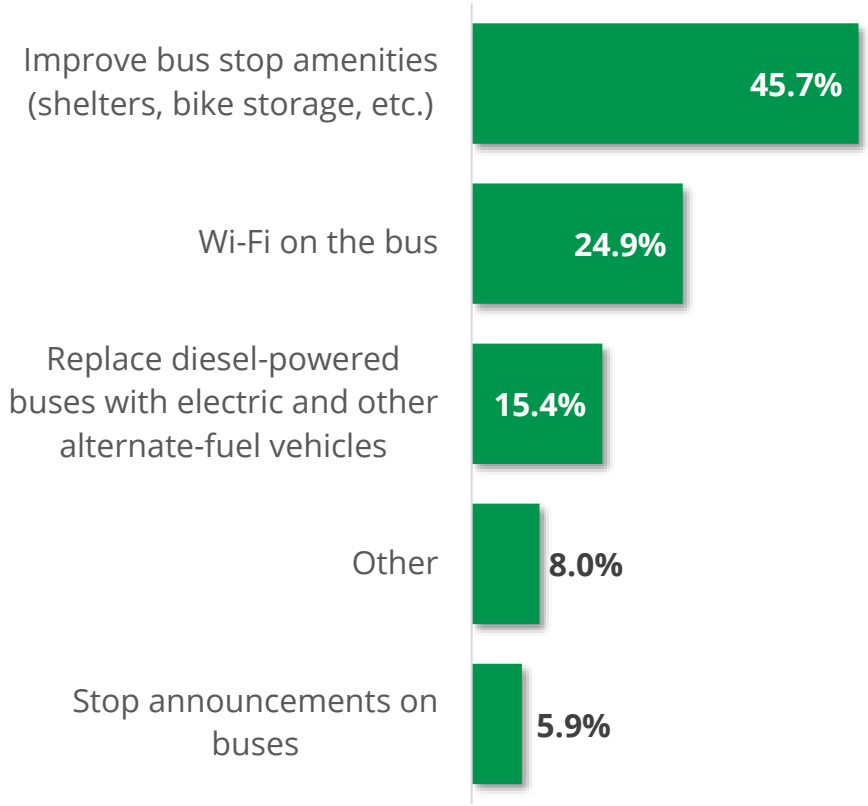


Note: Due to rounding, totals may not add up to 100%.



When asked about the top capital/technology improvement in the next 10 years, the most popular suggestion was to improve bus stop amenities (45.7%), emphasizing the need for more comfortable and user-friendly waiting areas. The second most common response (24.9%) was Wi-Fi on buses, indicating a desire for enhanced connectivity during commutes. Figure 2-13 shows support for replacing diesel-powered buses with more sustainable alternatives, with 15.4% endorsing this improvement. Other suggestions (8.0%) and the introduction of stop announcements on buses (5.9%) were also received favorably.

Figure 2-13: What is your top capital/technology improvements for the next 10 years?

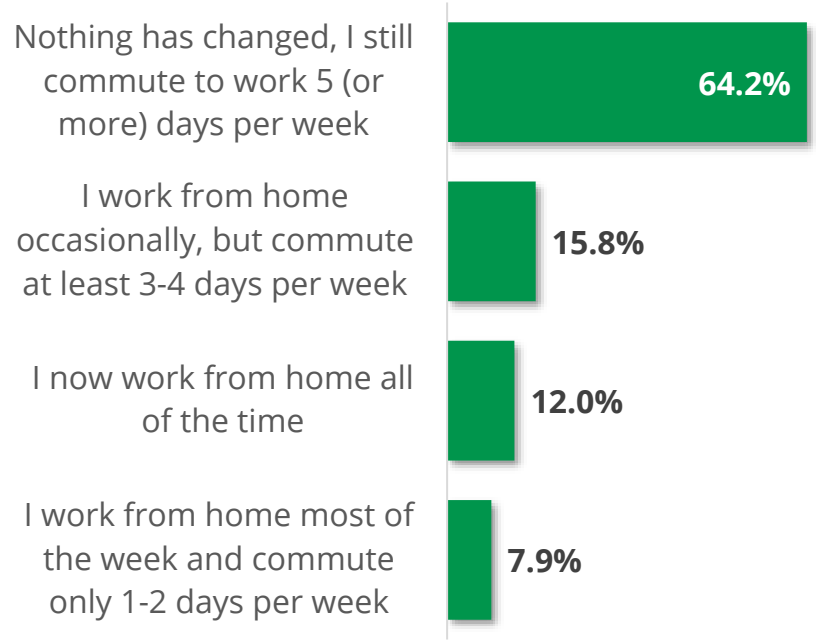


Note: Due to rounding, totals may not add up to 100%.



Regarding their commute, most respondents (64.2%) reported no changes since the 2020 public health emergency and they still commute to work five or more days per week. A smaller group (15.8%) work from home occasionally but still commute at least 3-4 days per week. About 12.0% now work from home full-time, reflecting a more permanent shift away from office-based work. Finally, 7.9% work from home most of the week commuting only 1-2 days (Figure 2-14). These findings suggest that while many individuals have returned to pre-pandemic commuting habits, remote work has persisted for a significant portion of the workforce.

Figure 2-14: If you are currently employed, has your work commute changed since the pandemic?

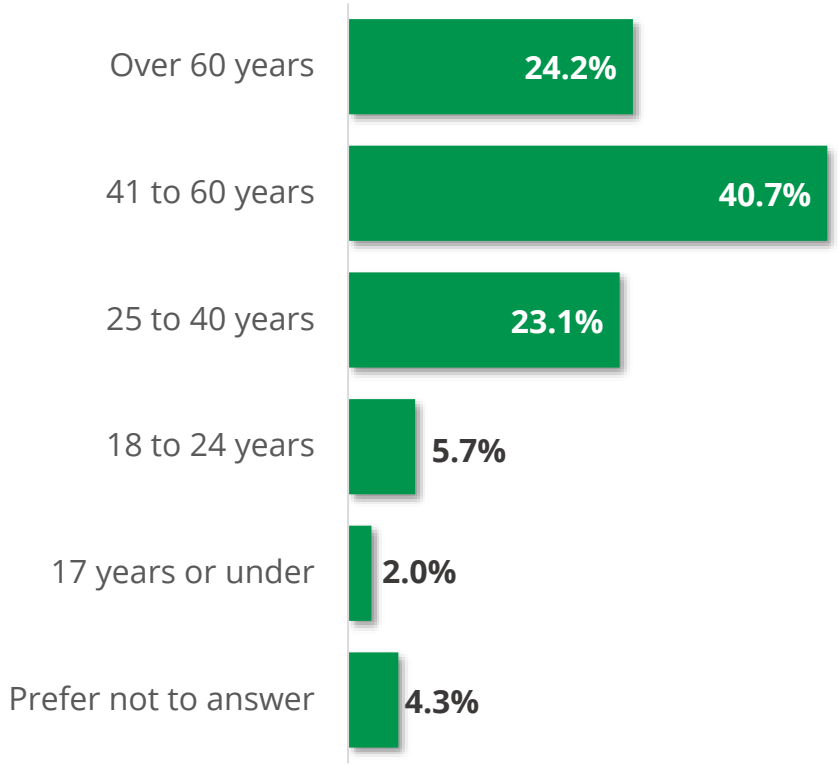


Note: Due to rounding, totals may not add up to 100%.



The largest group of respondents were between 41 to 60 years (40.7%). Other more frequent responses were from people over 60 years (24.2%) and 25 to 40 years (23.1%). Approximately 5.7% are 18 to 24 years and 2.0% respondents are 17 or under. Approximately 4.3% chose not to answer this question. These results suggest survey respondents who are primarily working age and may have specific transit needs and preferences (Figure 2-15).

Figure 2-15: Age

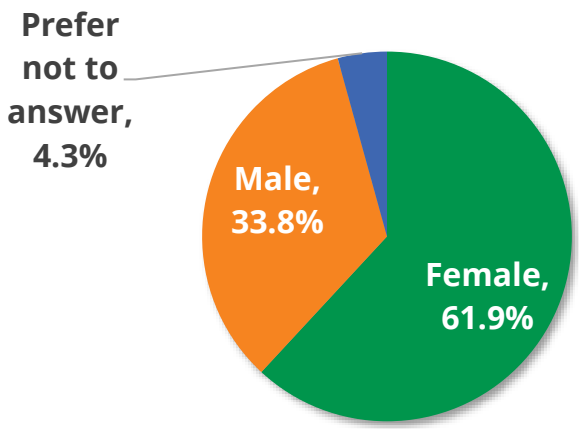


Note: Due to rounding, totals may not add up to 100%.



Most respondents (61.9%) were female while 33.8% are male. A small group of respondents, 4.3%, preferred not to answer (Figure 2-16).

Figure 2-16: Gender



Note: Due to rounding, totals may not add up to 100%.

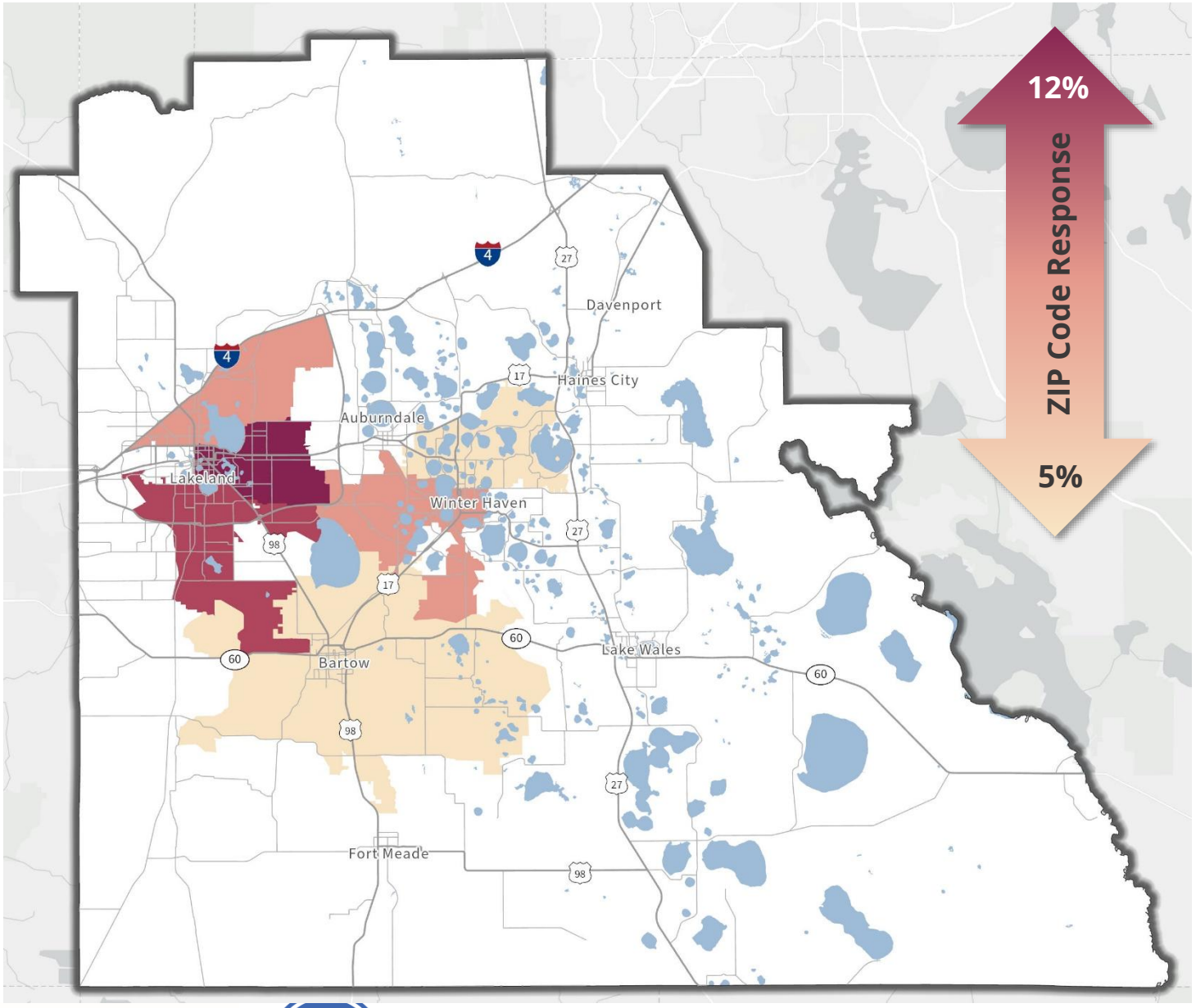
Respondents were asked about their home ZIP codes. The 33801 ZIP code was the most reported (12%). followed by 33803 (9%), 33813 (7%), and 33805 (6%). Additional ZIP codes contributed between 1% and 5% of the sample. These results suggest some geographic representation across Polk County by this survey (Map 2-1).

Respondents provided their work or school ZIP codes, with 33830 (19%) reported as the most common followed by 33801 (12%), 33880 (8%), 33881 (6%), and 33815 (5%) (Map 2-2).

Collectively the data indicate that the respondents' residences and workplaces/schools are concentrated in established places such as Lakeland, Bartow, and Winter Haven.

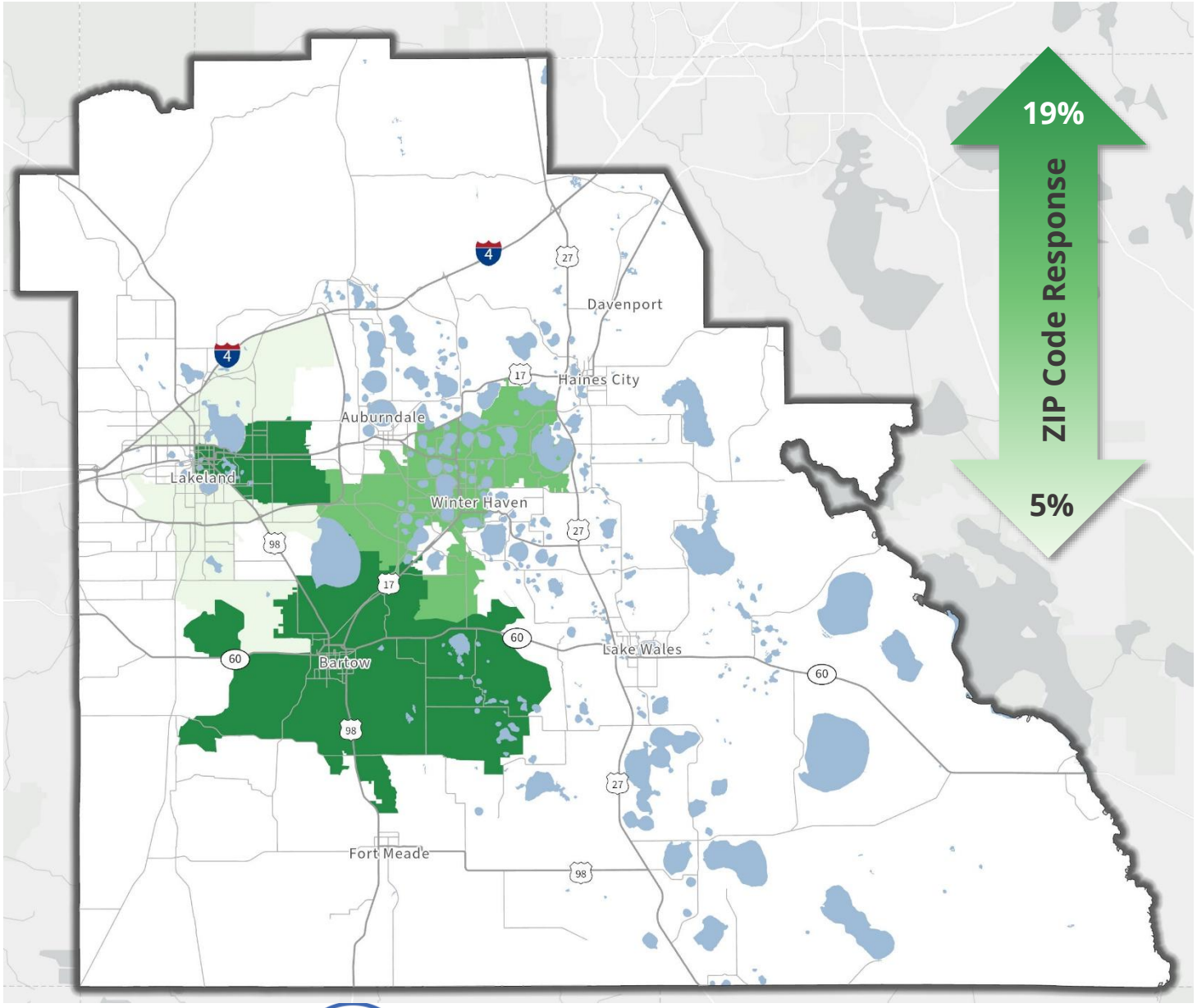


Map 2-1: Home ZIP Codes





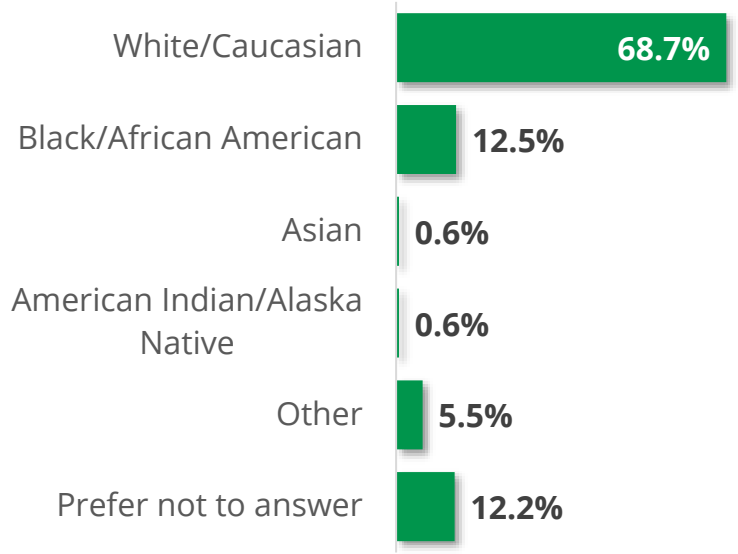
Map 2-2: Work/ School ZIP Codes





Approximately 68.7% of respondents identified as White/Caucasian. A smaller but notable group, 12.5%, identified as Black/African American, while another 12.2% preferred not to disclose their race. Other represented races include Other (5.5%) and American Indian/Alaska Native or Asian, 0.6% respectively (Figure 2-17).

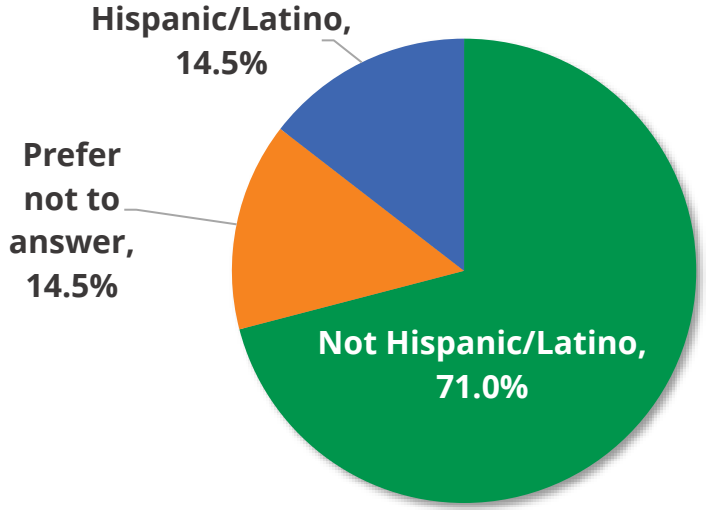
Figure 2-17: Race



Note: Due to rounding, totals may not add up to 100%.

When asked about their Hispanic/Latino ethnicity, most respondents, 71.0%, did not identify as Hispanic/Latino. In contrast, 14.5% did identify as Hispanic/Latino, while the remaining 14.5% preferred not to answer (Figure 2-18).

Figure 2-18: Hispanic/Latino

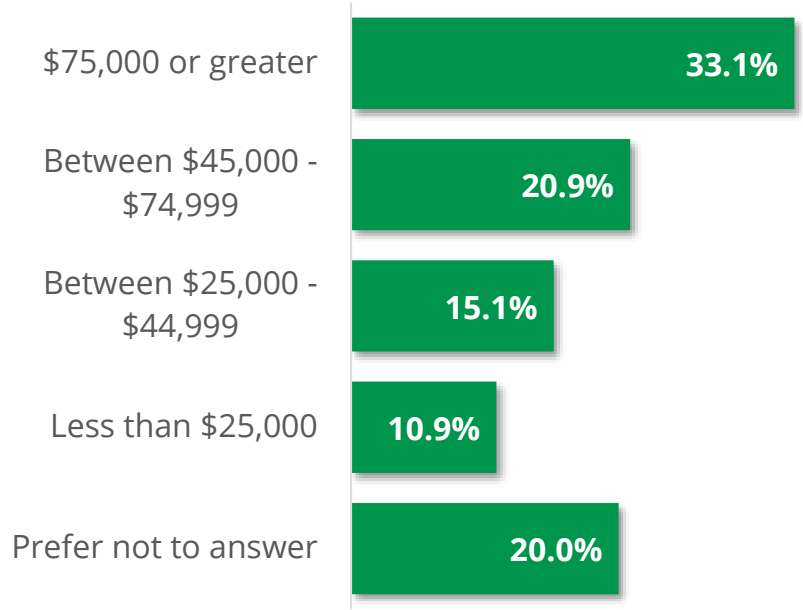


Note: Due to rounding, totals may not add up to 100%.



When asked about their 2023 household income, approximately 26% reported incomes less than $45,000. Approximately 33.1% of respondents reported earning $75,000 or greater. Another 20.9% reported their income to be between $45,000 and $74,999, while 15.1% indicated an income between $25,000 and $44,999. A smaller portion, 10.9% reported earning less than $25,000, and 20.0% preferred not to disclose their income (Figure 2-19).

Figure 2-19: Total household income for 2023



Note: Due to rounding, totals may not add up to 100%.



Source: Benesch



Transit Priority Feedback

A transit priority feedback form was brought to the second public workshop in June 2025. The feedback form asked workshop participants about transit usage, trip purpose, and to rank transit priorities.

All participants or a member of their household had used transit and the top trip purposes were shopping, work, and social/recreational trips.

Participants' top three priorities are later bus service, rapid transit on US-98 and Florida Avenue, and a bus every 30 minutes on major corridors (Figure 2-20).

This feedback assisted with prioritization in service improvement.

Figure 2-20: Transit Priorities Feedback Form Ranked

1. **Later bus service hours**
2. **Rapid transit on US-98 & Florida Avenue (bus every 15 minutes or less)**
3. **Bus every 30-minutes on major corridors**
4. **Peak-hour commuter express to SunRail stations via I-4 and US-27**
5. **More weekend service**
6. **SunRail Stations in Haines City & Lakeland**
7. **Regional bus connection to Tampa**
8. **Connection to Lakeland Airport**
9. **App-Based Microtransit service**



Public Workshops

As part of the TDP public involvement process to determine how Citrus Connection should improve its service and to identify specific and additional service and capital needs, an open house public workshop was held. The focus was to understand participants' views about Citrus Connection and how to make transit a more viable travel alternative. The Review Team members, stakeholders, and discussion group participants were invited to attend.

Phase I

The Phase I public workshop was held outside at the Lakeland Public Library in Lakeland from 2:00 PM to 4:00 PM on November 6, 2024.

The workshop was attended by 74 participants who indicated their top needs are extended service hours, weekend service, and multiple fare options. In addition to various display boards and feedback stations, an interactive exercise was conducted. When participants were asked during the activity to identify if they would rather have a longer walk to a bus stop with a shorter trip or a shorter walk with more stops making a longer trip, all that participated in the activity indicated that they would rather have a longer walk with a shorter trip. Additionally, most participants preferred high-frequency service more than an expanded-service area footprint although equal participants felt neutral and wanted an expanded service area.



Source: Benesch



Phase II

The Phase II public workshop was held at the Winter Haven Downtown Terminal on June 17, 2025 from 9:00 AM to 11:00 AM and attended by 55 participants.

Participants viewed the display boards and materials showing existing service information and the 2035 Needs Plan. Feedback forms were also available in print to gather information on participants' priorities.

Participants mentioned the need to extend service span and improve frequency to increase connectivity throughout Polk County.



Source: Benesch

Grassroots Outreach

In addition to the planned TDP public outreach events, TPO staff participated in grassroots events to promote the TDP. They raised awareness about the public input surveys, public workshops, and other TDP outreach efforts, while also attempting to obtain input from those attending.

The Polk TPO staff participated in Bartow's Friday Fest on Friday, October 18, 2024. Staff engaged 12 people to discuss FDOT's Mobility Week and to inform the public about Citrus Connection.

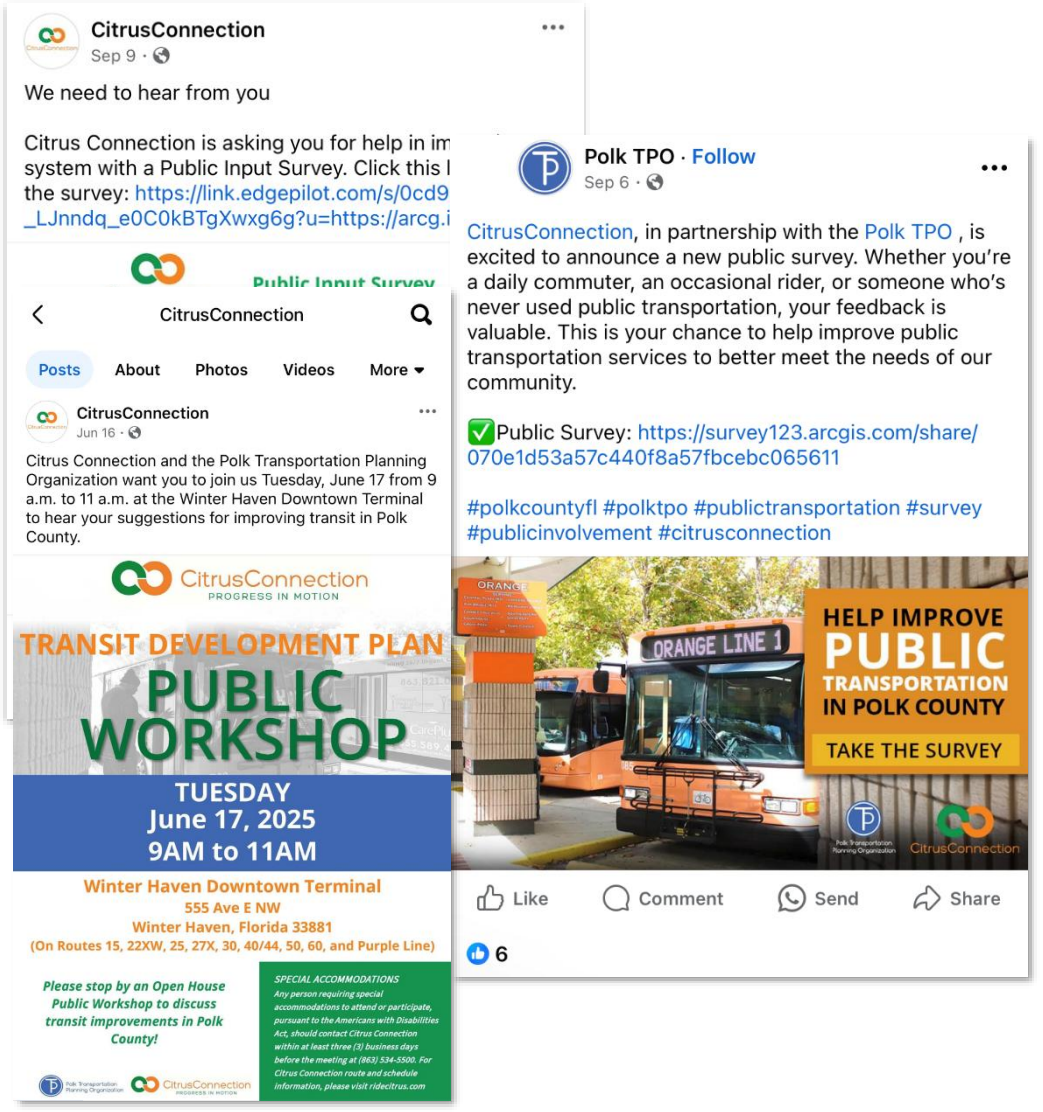


Source: Polk TPO

Social Media

Several indirect outreach methods were also used to educate and inform the public about the TDP process.

Advertisements and content for customers and the public informed on the latest TDP outreach events and updates were also posted on the Citrus Connection social media pages. Additionally, Citrus Connection and the TPO websites encouraged the public to take TDP surveys and attend the workshops.



Email and Other Outreach

Numerous emails with information about the online survey, upcoming public workshops, and the TDP development process were used to engage and encourage public participation. Stakeholders and discussion group members were sent email notices and reminders for upcoming events such as the public workshops and encouraged to distribute the survey and information to other interested parties. The following are different email lists that the information was distributed and shared to:

- Polk Gateway—Internal Polk County email
- Adviser Network—Polk Vision email listserv
- News Channel 8 Event Calendar



Transit Public Survey on Polk Gateway (intranet), --9-16-2024



TDP-LRTP Planning Process Coordination

Per the 2024 TDP Rule requirement concerning coordination with the TPO's planning process, close coordination with the ongoing Polk TPO's 2050 LRTP occurred.

To maximize coordination and financial resources for the TDP, the project team engaged TPO staff throughout the TDP to feed the short-term transit needs into the LRTP. Additionally, the TDP project team coordinated with TPO staff to prepare for and support LRTP workshops.

Furthermore, this coordination includes information sharing in other areas/steps of the TDP-LRTP process as discussed below.

- Data/Analysis—Coordination on baseline year and future year data so the TDP utilizes any readily available data from the LRTP on the multimodal system deficiencies identified considering land use, state and local transportation plans, other governmental actions and policies, and socioeconomic trends. The TDP team has coordinated with TPO staff to incorporate LRTP data.
- LRTP Goals & Plan Consistency—There was also consistency between the two plans on the short-term transit improvements/strategies. The TPO plans to use the service, capital, technology, and policy needs in the 10-year TDP to guide transit-related goals and objectives in its LRTP.

LRTP Virtual Workshop

The TDP consultant team attended the first Envision 2050 LRTP workshop on June 20, 2025, at 12:00 PM. The focus was to update the public on progress and present information, including transit, and answer submitted questions.

Other Agency Coordination

Several key agencies were also involved in various capacities in the development of this TDP major update. As required by Section 341.052, F.S., comments were solicited from local and regional workforce boards established under Chapter 445, F.S.

In addition, FDOT District One, the Polk County Comprehensive Planning Department, local/regional workforce board, and the Polk TPO were advised of all public meetings where the draft TDP was presented or discussed.



Section 3. Operating Context Evaluation

This section reviews the study area context to understand the conditions and potential influencing factors in which Citrus Connection operates. This information provides the foundation upon which to review or analyze trends and helps identify areas of opportunity for development of future modified, enhanced, and/or expanded transit services. The following topics are discussed in this section:

- First, a review of **Demographics** summarizes Polk County's population characteristics, including growth trends, age distribution, household socioeconomic composition, travel behavior, roadway and traffic conditions, key trip attractors, and tourism.
- The **Existing Transit Service Evaluation** describes the extent of coverage, frequency, and connectivity, as well as recent ridership trends and system performance. Furthermore, it includes trend and peer analyses to assist the understanding of strengths and opportunities for Citrus Connection.
- **Transit Demand Assessments** were conducted to bolster the understanding of the operating environment. These include the Transit Accessibility Analysis, which evaluates how easily customers can reach destinations using existing services. It also explores discretionary and traditional markets through two assessments based on density and latent demand.
- The **Relationship to Plans Review** assists in understanding how, at the local, regional, state, and federal levels, Citrus Connection can identify opportunities for coordination, anticipate policy conflicts, and highlights initiatives to improve service delivery and operations. This assessment also considered key plans and studies.

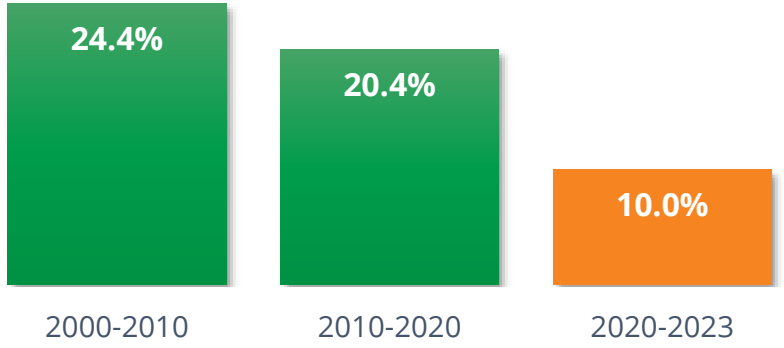


Demographics & Travel Demand Factors

Population Trends

Higher population density can be a key indicator of a healthy transit market. Areas with high population density often include land uses and infrastructure that promote transit use and multimodal activity. According to estimates from the University of Florida Bureau of Economic and Business Research (BEBR), between 2000-2023, Polk County grew by 64.8%. Since 2020, the population growth (10.0%) has exceeded the previous decade's pace (Figure 3-1).

Figure 3-1: Population Growth | 2000-2023



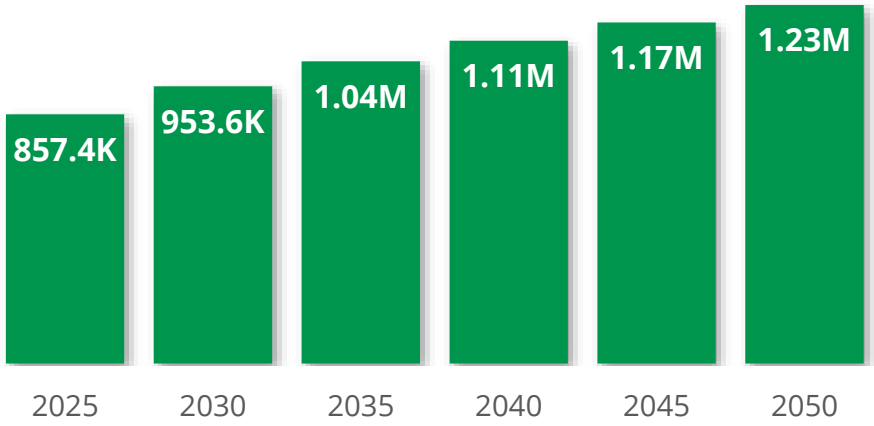
Source: BEBR

Population Projections

BEBR estimates that Polk County's population growth will continue, surpassing 1 million residents in 2034 and reaching 1.23 million by 2050. Polk County's population is expected to grow 11% between 2025 and 2030, as shown in Figure 3-2.

Socioeconomic data forecasts by Traffic Analysis Zone (TAZ) developed for the Polk TPO's 2050 Population and Employment Forecast were used to examine the growth in population density. Map 3-1 shows existing high population density is concentrated in downtown Lakeland, Winter Haven, and along major corridors. In Map 3-2, parts of Lake Wales, downtown Winter Haven, and Haines City are expected to see density growth to more than 4,000 people per square mile.

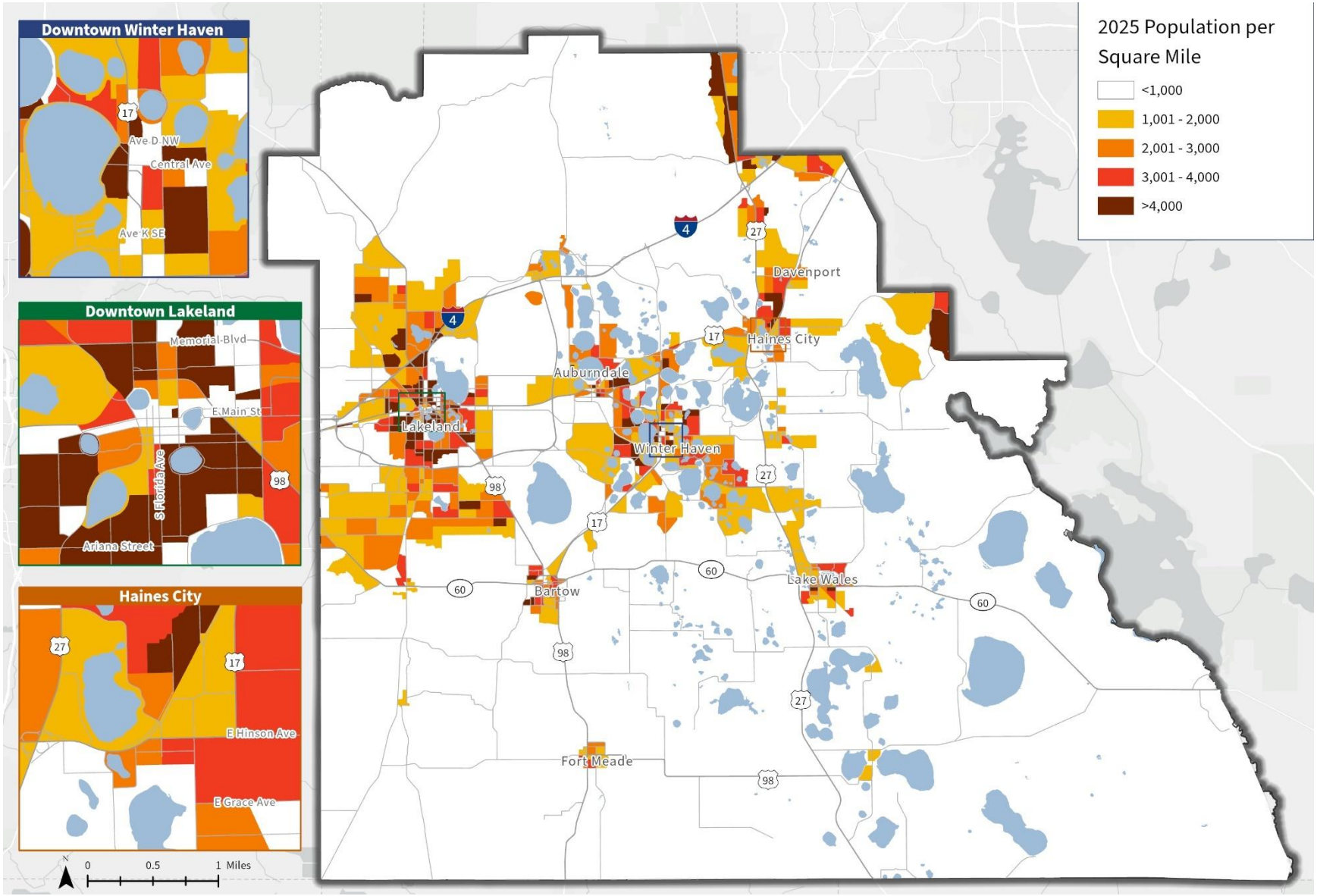
Figure 3-2: Population Projections | 2025-2050



Source: BEBR



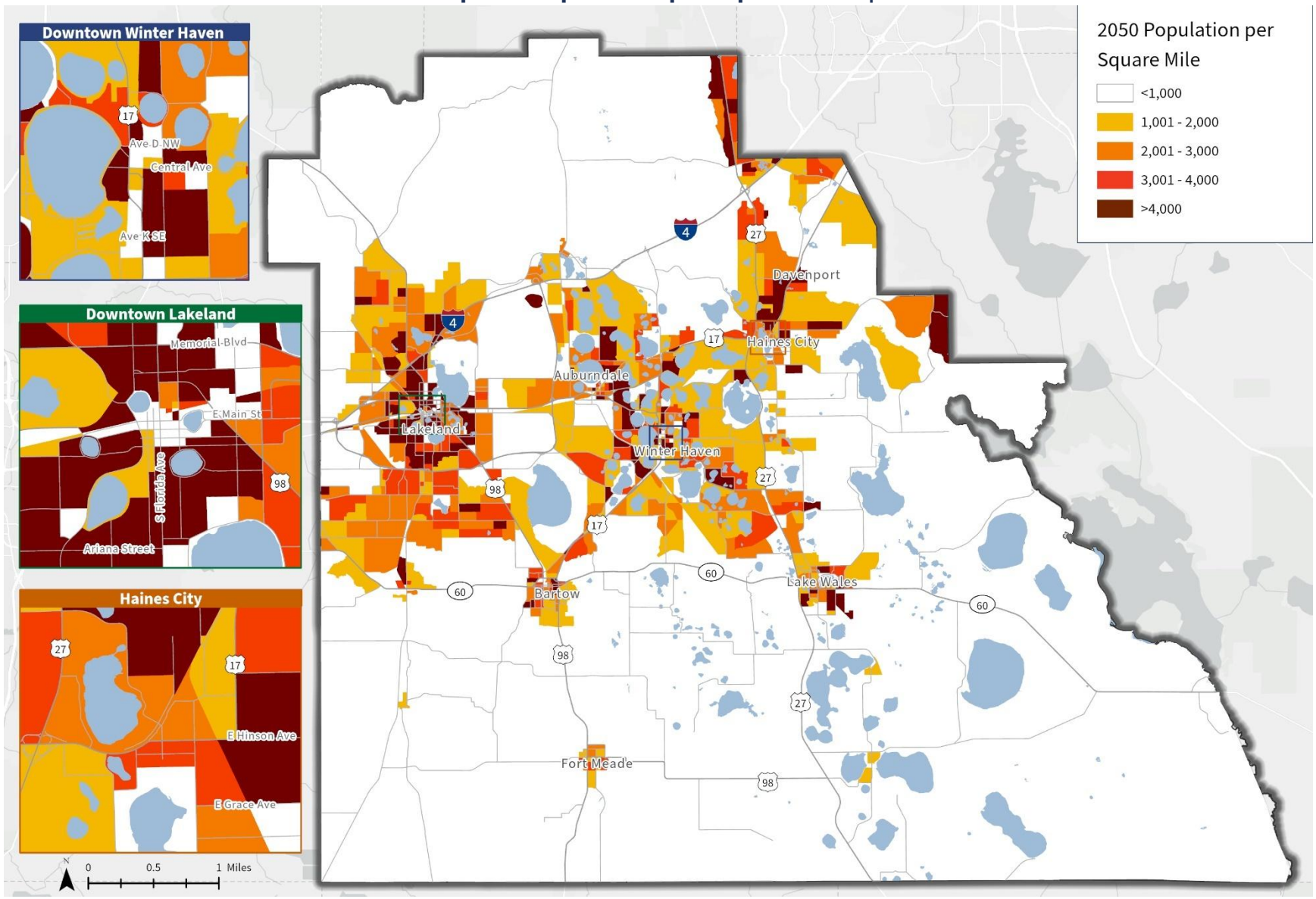
Map 3-1: Population per Square Mile | 2025



Source: Polk TPO's 2050 Population and Employment Forecast



Map 3-2: Population per Square Mile | 2050



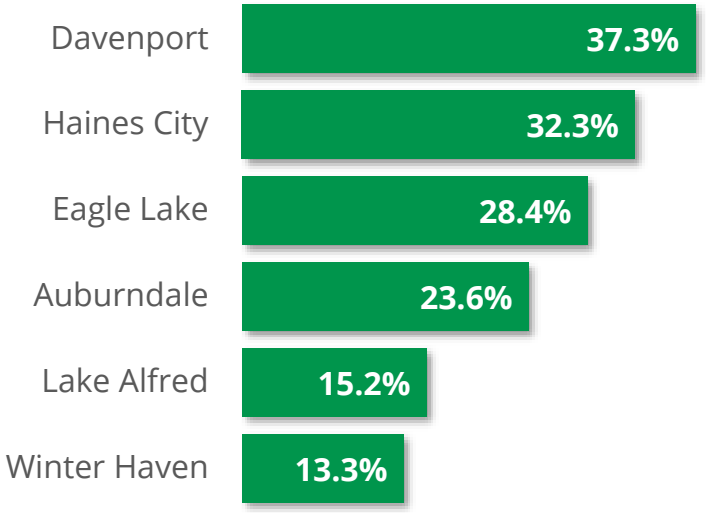
Source: Polk TPO's 2050 Population and Employment Forecast



Incorporated Areas

Polk County has 17 incorporated areas, and the populations of nearly all have grown since 2020 (Table 3-1). From 2020 to 2023, Davenport and Haines City experienced the highest growth, 37.3% and 32.3%, respectively followed by Eagle Lake, Auburndale, Lake Alfred, and Winter Haven (Figure 3-3).

Figure 3-3: Top Municipality Population Growth | 2020-2023



Source: BEBR

Table 3-1: Municipality Population Growth | 2020-2023

Municipality	Growth (2020-2023)
Davenport	37.3%
Haines City	32.3%
Eagle Lake	28.4%
Auburndale	23.6%
Lake Alfred	15.2%
Winter Haven	13.3%
Mulberry	9.9%
Polk City	9.6%
Lakeland	8.3%
Unincorporated Polk County	8.2%
Dundee	8.0%
Lake Wales	6.3%
Frostproof	5.3%
Bartow	3.4%
Lake Hamilton	2.2%
Highland Park	0.0%
Hillcrest Heights	-1.2%
Fort Meade	-1.8%

Source: BEBR



Age Distribution

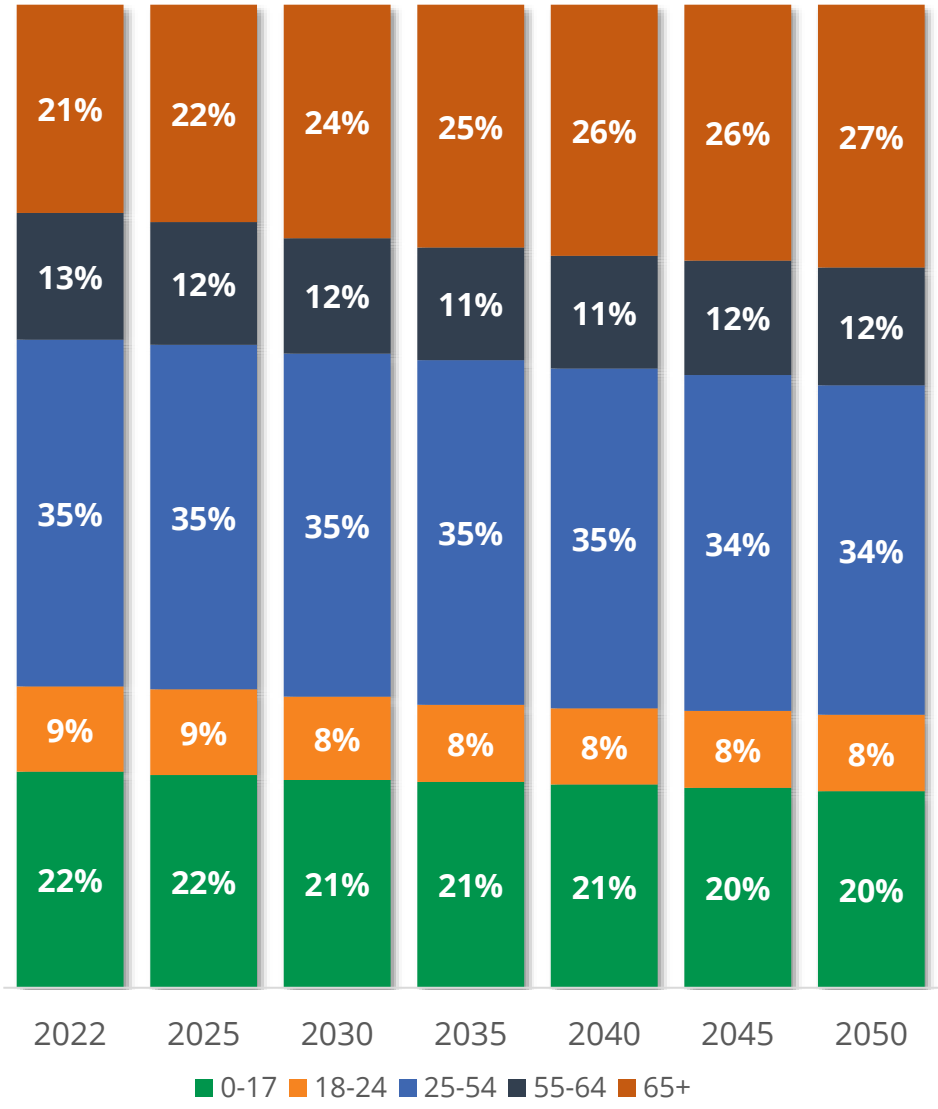
Age can affect individual transportation preferences and needs. Millennials and Generation Z tend to drive less and desire more transportation choices compared to earlier generations. Older adults can become more mobility limited with age due to physical or cognitive impairments and are a population group that tends to rely more on transit.

Polk County's population is stratified across age groups and, in 2022, had a median age of 39.8 years.

According to American Public Transportation Association (APTA), almost 80% of transit riders are between the ages of 25 and 50. Figure 3-4 shows that the proportion of Polk County residents who are of typical working age (18-64) will decline marginally by 2050 (-4%). Furthermore, by 2035, one in four residents will be 65 years or older.

Maps 3-3 and 3-4 show block groups where older adults (65+) and younger adults (18-24) are concentrated, respectively. Higher concentrations of older adults are scattered throughout the county, including Lakeland, Winter Haven, Haines City, Davenport, and Frostproof.

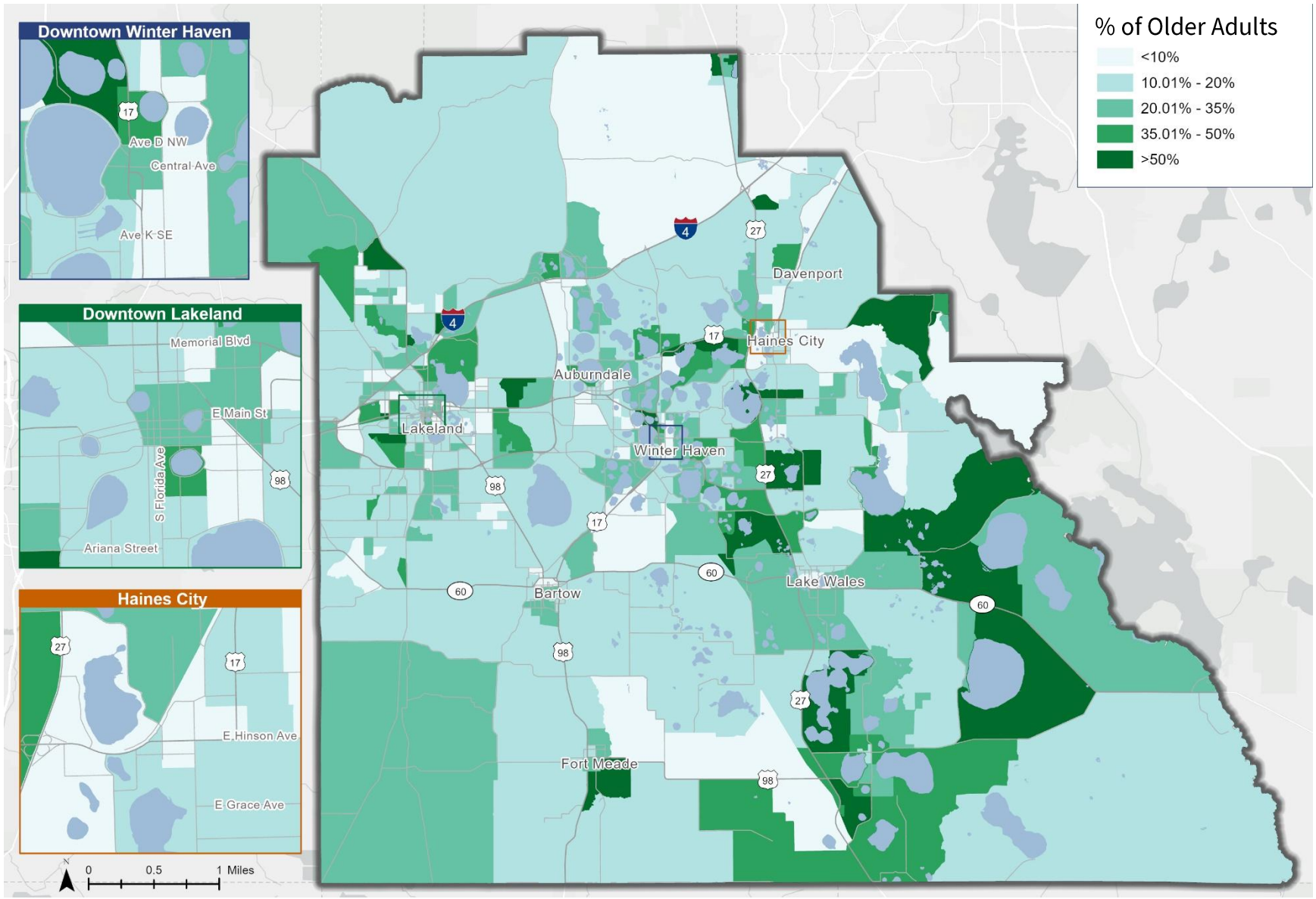
Figure 3-4: Population by Age Group



Source: BEBR



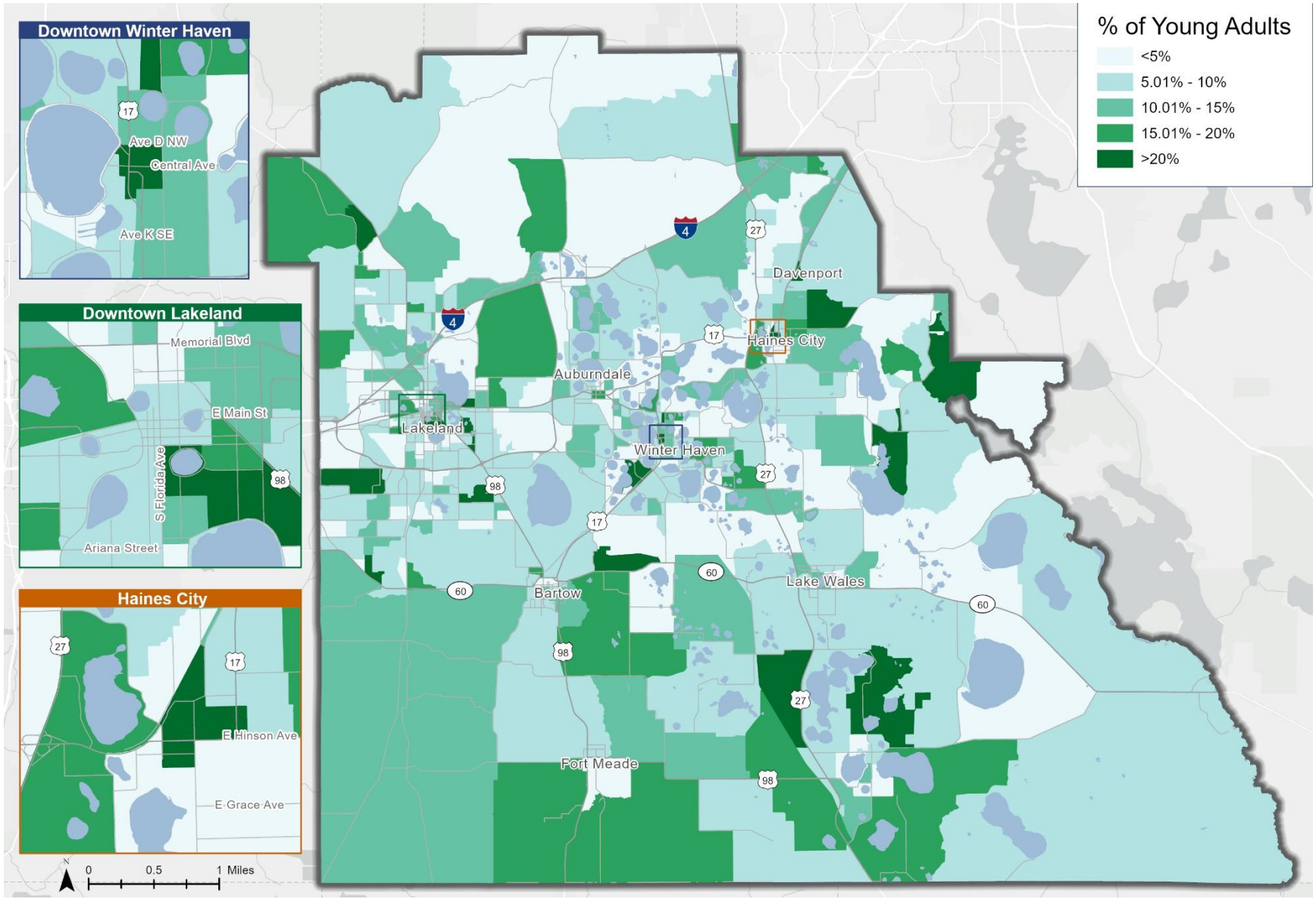
Map 3-3: Older Adults (65+) | 2022



Source: 2022 ACS 5-Year Estimates



Map 3-4: Young Adults (18-24) | 2022



Source: 2022 ACS 5-Year Estimates



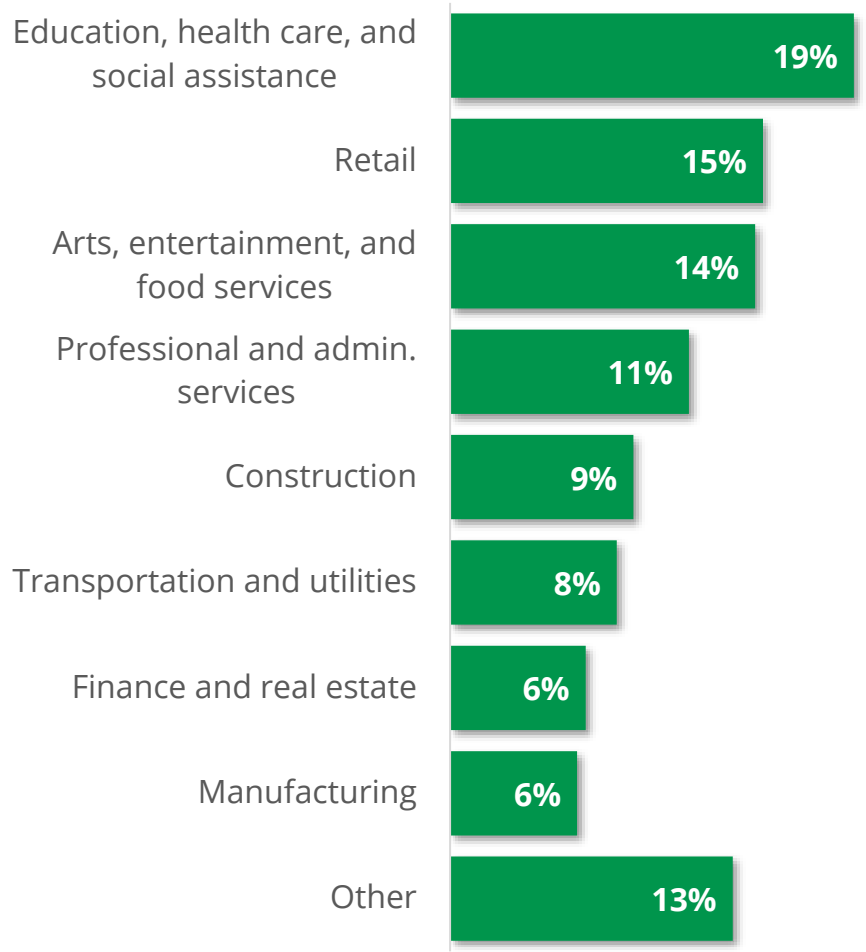
Employment

Employment density plays a crucial role in transit demand. Areas with high employment density often feature activity hubs, including shopping centers, medical facilities, and educational institutions that can draw a significant number of transit users. Denser areas like a downtown typically exhibit higher employment with more restricted or higher cost parking options. Access to jobs via transit enables workers to reach their workplace in a more affordable and potentially efficient manner.

It is also important to understand where the jobs in the county are most concentrated. Higher employment densities are found along major roadways, with notable clusters in downtown Lakeland, Winter Haven, and Bartow (Map 3-5). Employment density is projected to increase in downtown Winter Haven, Auburndale, Bartow, and along major highways (Map 3-6).

Based on 2022 ACS data, the largest employment sectors in Polk County are education, health care, and social assistance (19%); retail (15%); and art, entertainment, and food services (14%), as shown in Figure 3-5.

Figure 3-5: Employment Industries | 2022



Source: 2022 ACS 5-Year Estimates



Major Employers

Polk County is home to several large employers and employment centers, primarily in the healthcare, retail, and government sectors. The headquarters for Publix Supermarkets, a regional supermarket chain operating in the southeastern US and the largest employer in Polk County, is in Lakeland. The remaining top employers in Polk County are listed in Table 3-2.

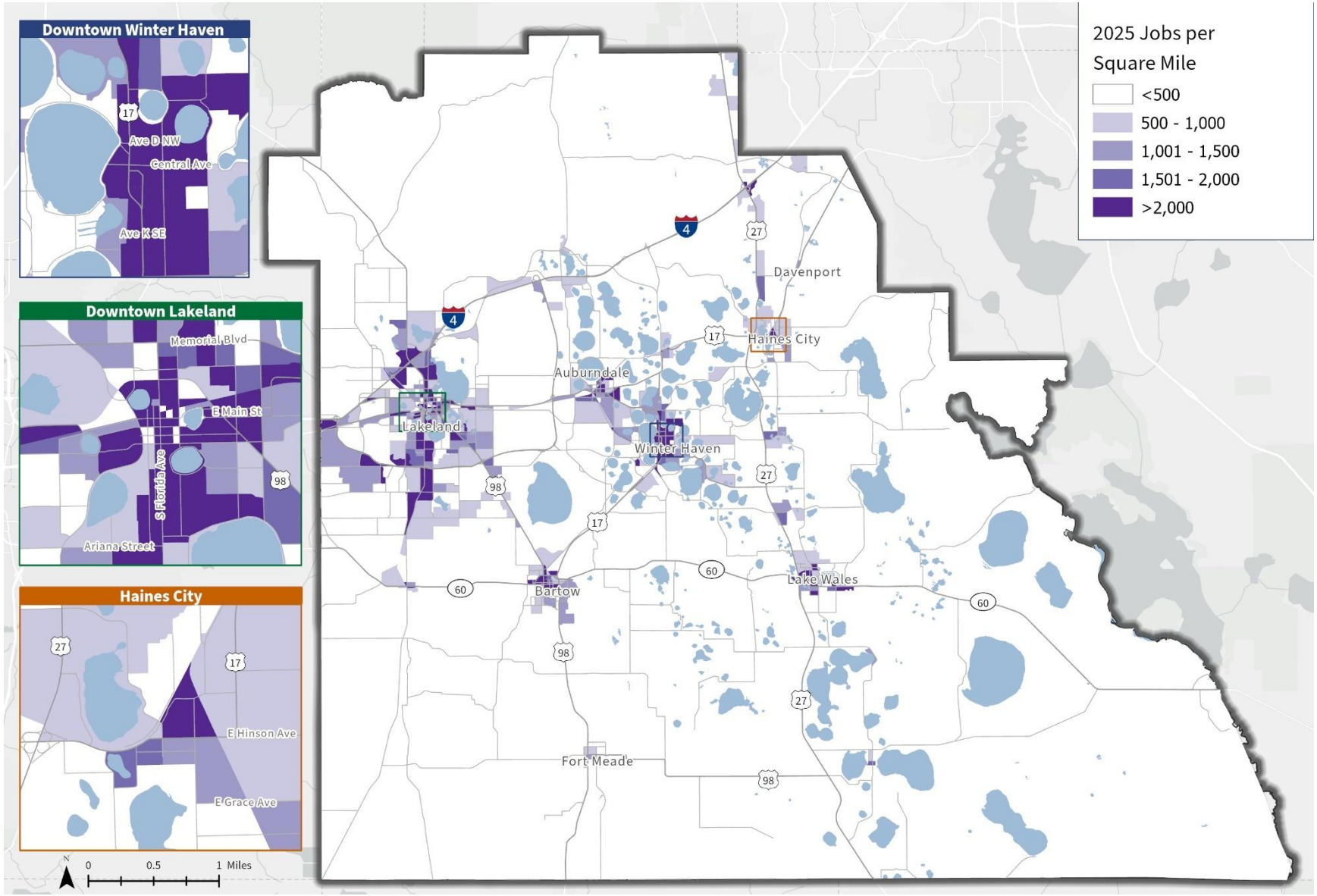
Table 3-2: Top 10 Employers in Polk County | 2024

Rank	Employer	Employees
1	Publix Super Markets	21,618
2	Polk County School Board	13,500
3	Lakeland Regional Health	7,865
4	Walmart	5,523
5	Amazon	5,500
6	Baycare	3,332
7	Geico	3,000
8	City of Lakeland	2,696
9	Polk County Board of County Commissioners	2,270
10	Polk County Sheriff's Office	1,950

Source: 2024 Polk County Annual Comprehensive Financial Report



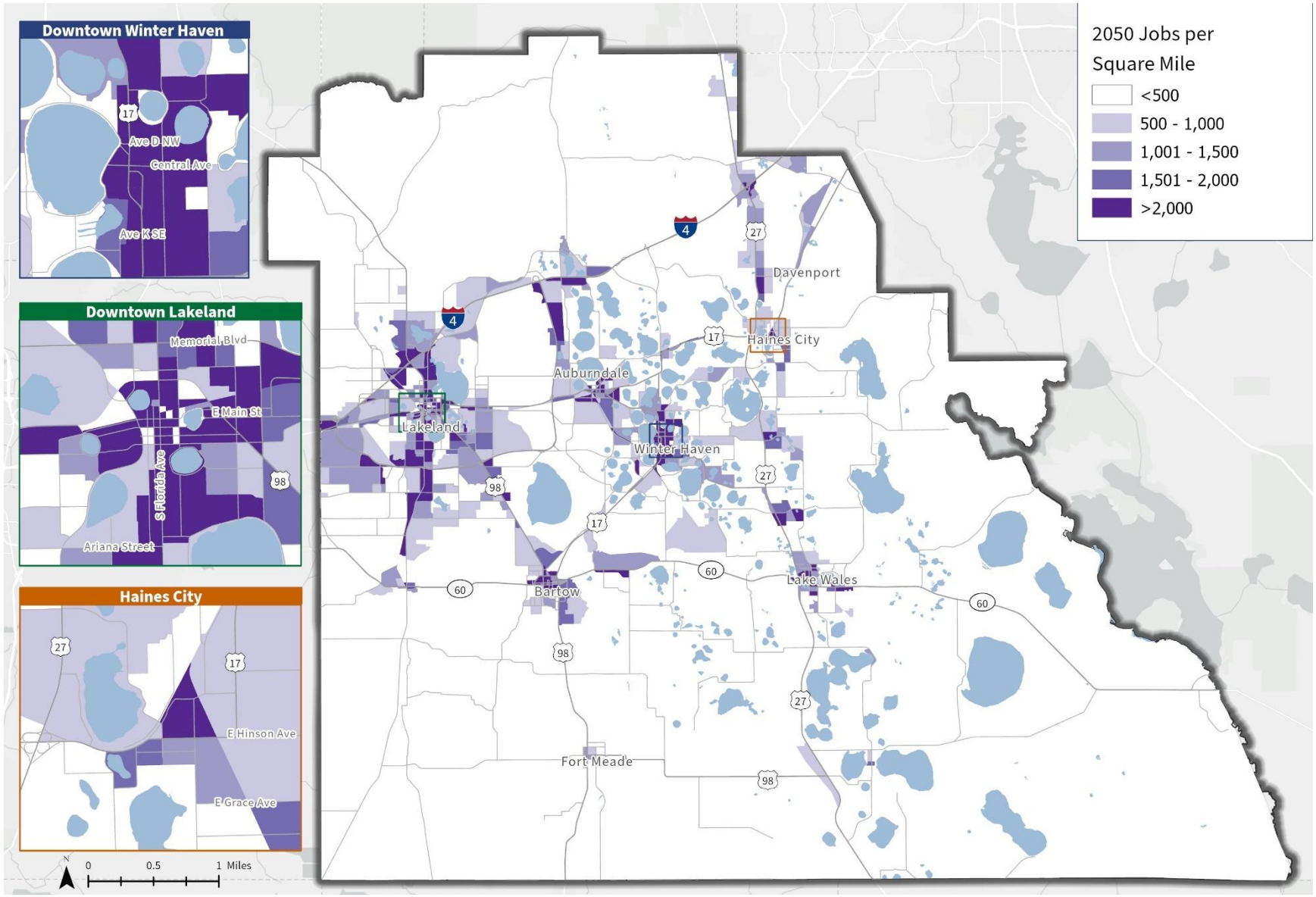
Map 3-5: Jobs per Square Mile | 2025



Source: Polk TPO's 2050 Population and Employment Forecast



Map 3-6: Jobs per Square Mile | 2050



Source: Polk TPO's 2050 Population and Employment Forecast



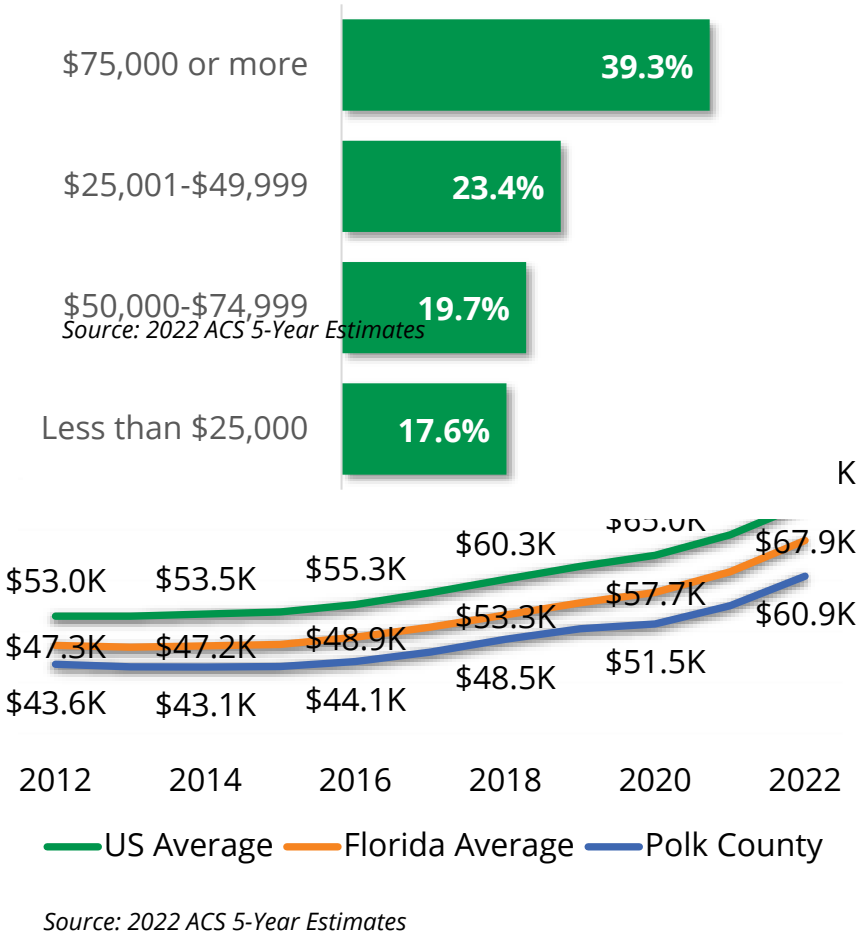
Income Distribution

Annual household income also can be a key indicator of potential transit need.

Approximately 39% of Polk County households have an annual income of $75,000 or more, while under one in five households make less than $25,000 annually (Figure 3-6).

The median household income in Polk County is $60,901. While this is lower than the US average ($75,149) and Florida average ($67,917), the county's annual income growth is similar, approximately 42% and 44%, respectively (Figure 3-7).

Figure 3-6: Household Income | 2022



Source: 2022 ACS 5-Year Estimates

Source: 2022 ACS 5-Year Estimates



Poverty

Residents living in poverty often need more access to transportation options for work or other lifeline trips.

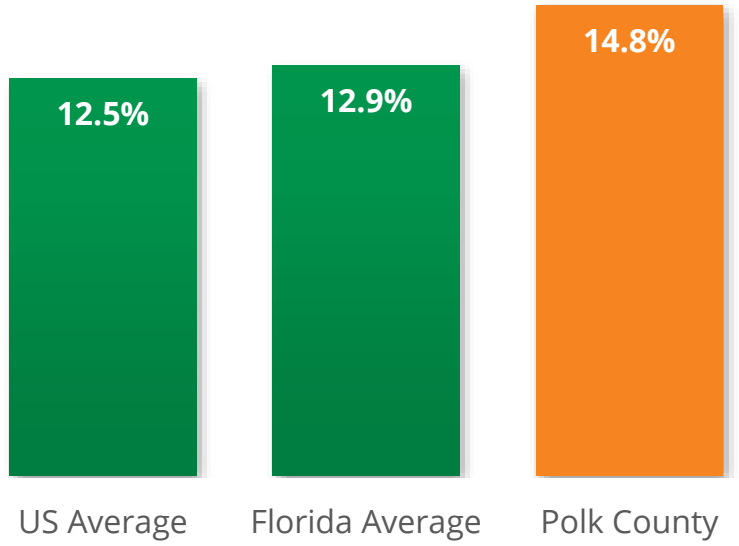
In Polk County, 14.8% of residents are living in poverty; this is slightly higher than the US and Florida averages (Figure 3-8). Pockets of block groups experiencing poverty rates higher than the county average are around Lakeland, Fort Meade, and east Polk County (Map 3-7).

In Polk County, 3.1% of residents who worked full-time were also living below the poverty level and may have challenges affording transportation. Map 3-8 shows areas with employed workers in poverty are near Lakeland, Haines City, and Fort Meade.

Unemployment

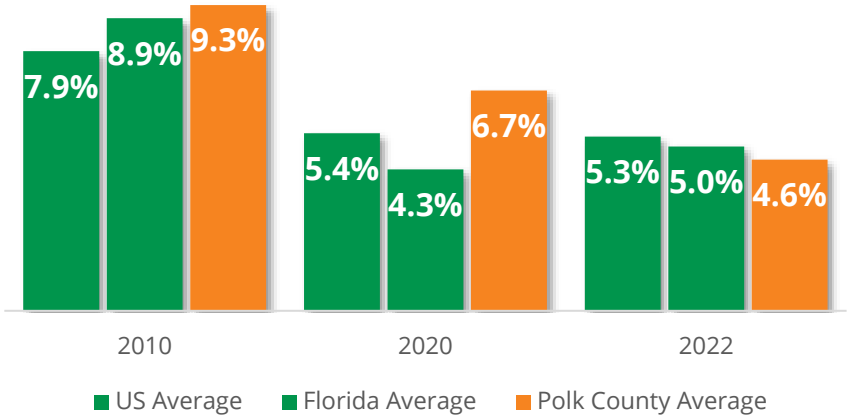
The unemployment rate serves as a key economic indicator, reflecting shifts in household income that can directly influence spending on transportation. Since 2010, the unemployment rate in Polk County has decreased. According to the Central Florida Development Council, approximately 4.6% of Polk County residents were unemployed as of August 2022 (Figure 3-9).

Figure 3-8: Poverty Rate | 2022



Source: 2022 ACS 5-Year Estimates

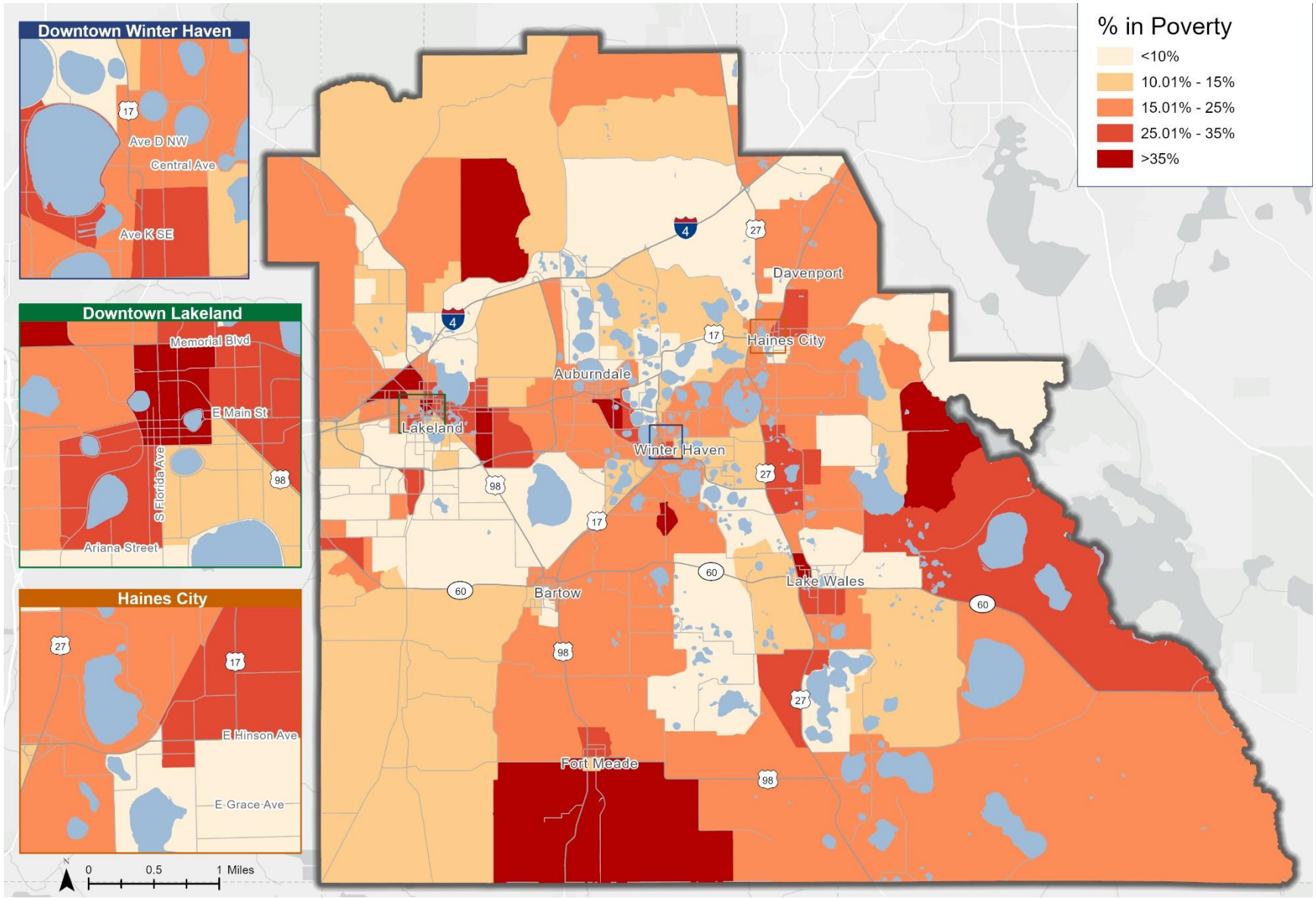
Figure 3-9: Unemployment Rate | 2010 - 2022



Source: ACS, Floridajobs.org, and Central Florida Development Council



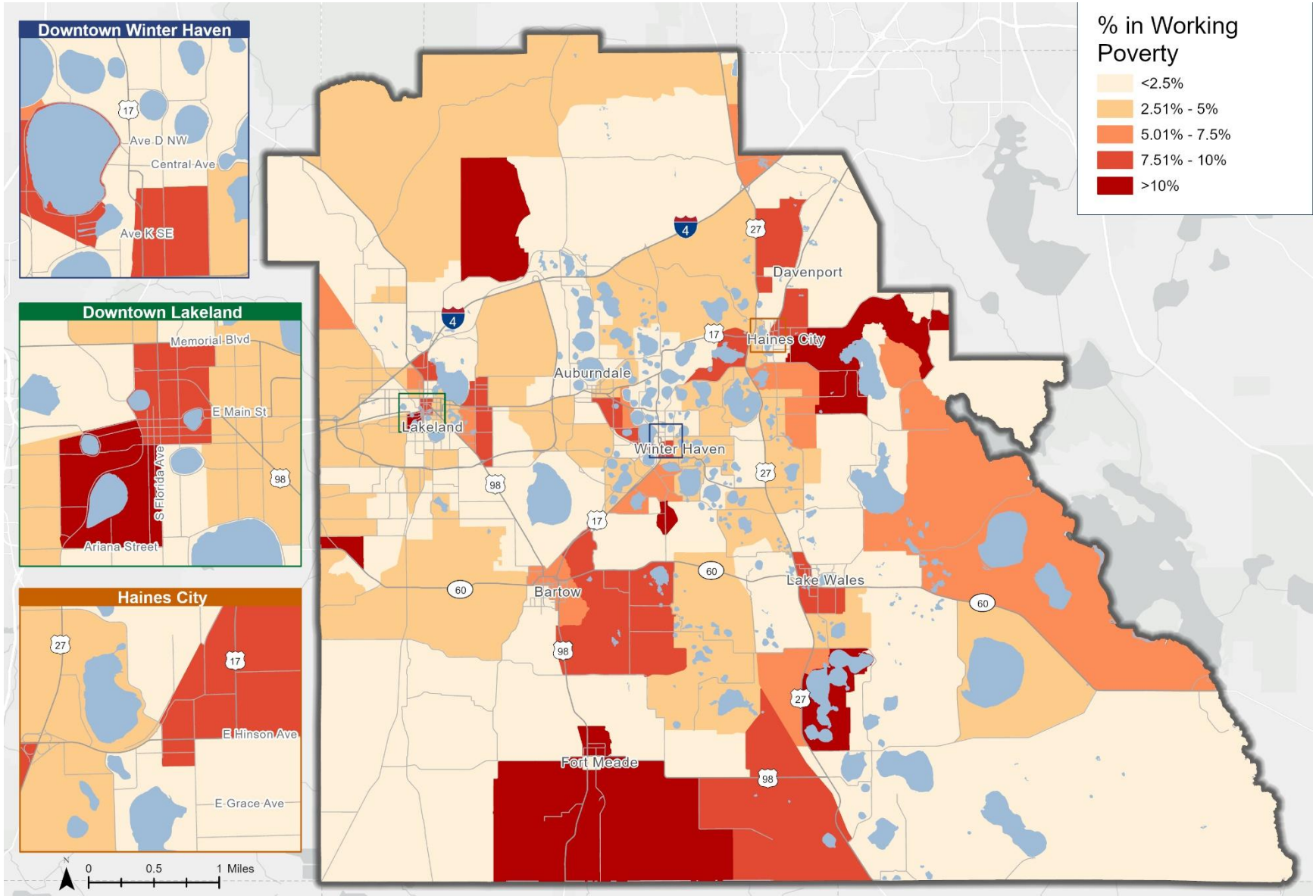
Map 3-7: Poverty | 2022



Source: 2022 ACS 5-Year Estimates



Map 3-8: Working Poverty | 2022



Source: 2022 ACS 5-Year Estimates



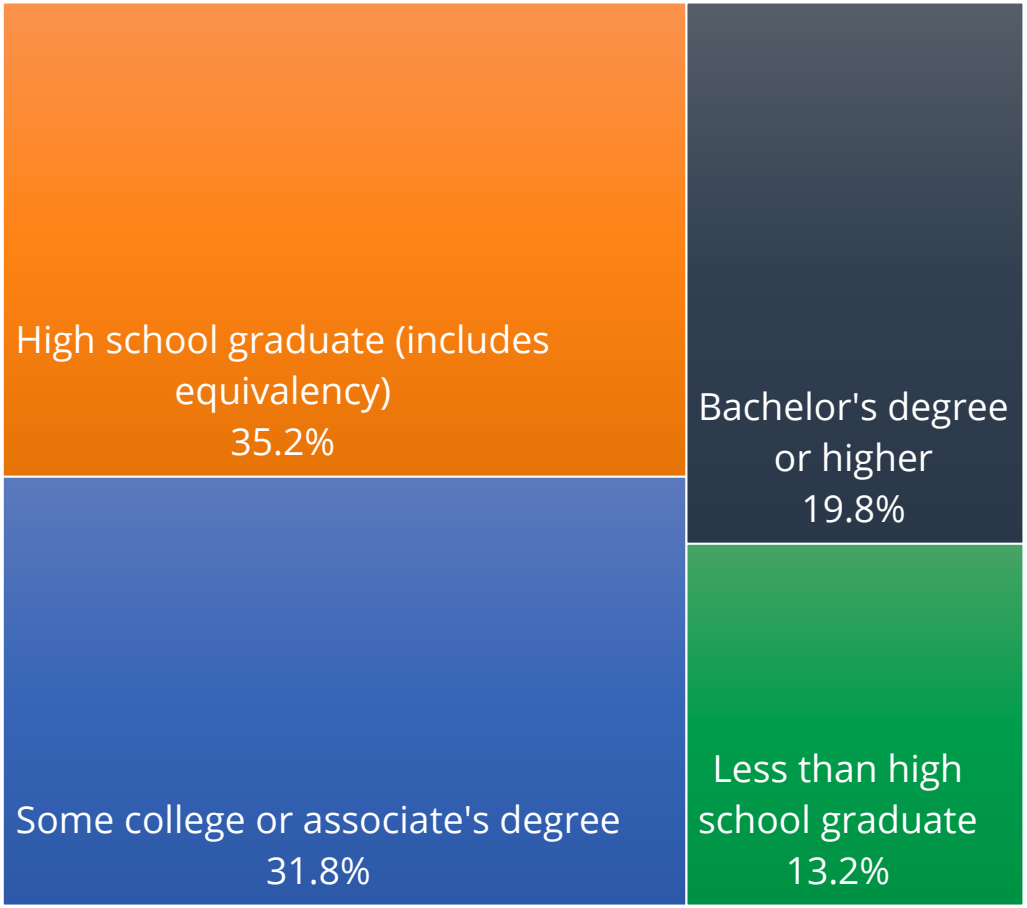
Educational Attainment

Education level is important to understanding local demographics as, generally, education level correlates with income.

The majority (51.6%) of Polk County residents have attended some level of higher education, whereas 13.2% have not completed high school (Figure 3-10).

The highest concentration of college-level educated residents are found south of Lakeland and between Winter Haven and Lake Wales (Map 3-9).

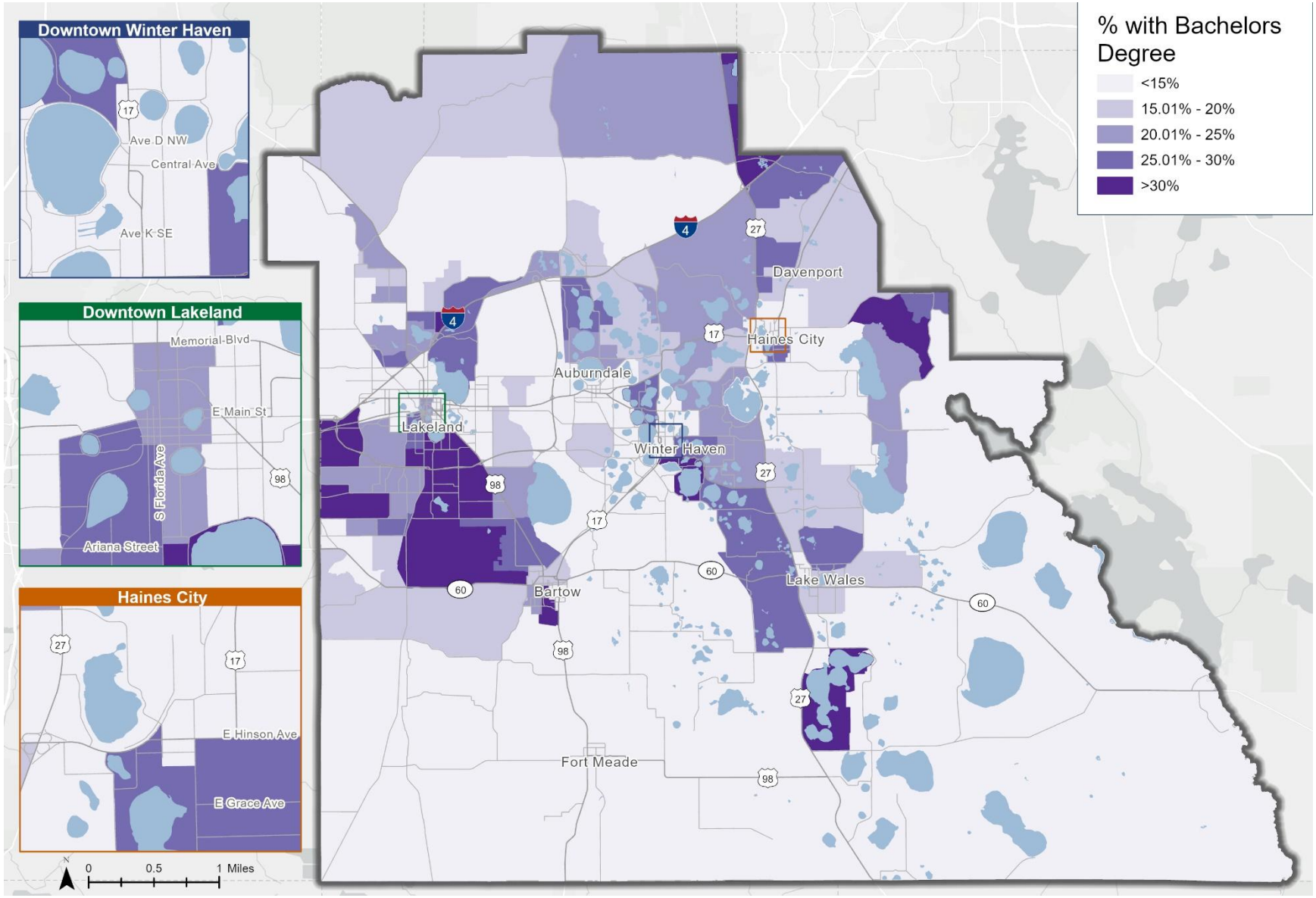
Figure 3-10: Educational Attainment | 2022



Source: 2022 ACS 5-Year Estimates



Map 3-9: Educational Attainment | 2022



Source: 2022 ACS 5-Year Estimates

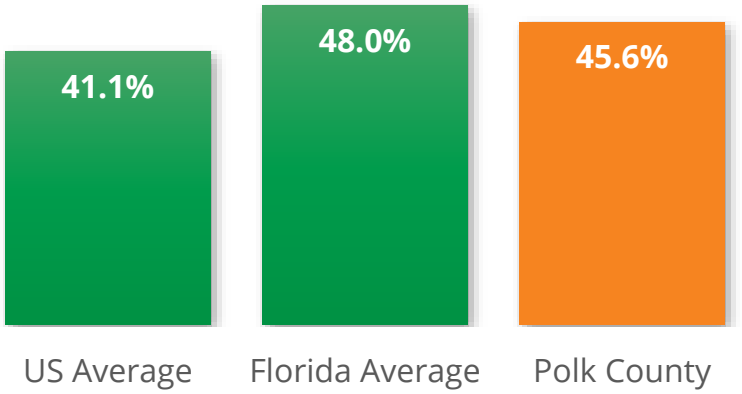


Non-White Residents

Historically, non-White persons represent a greater proportion of transit passengers nationally compared to the US population, so it is important to identify the extent of those populations in Polk County.

Polk County has a marginally higher percentage of minority residents than the US average and slightly lower than the Florida average (Figure 3-11). Non-White populations are prevalent in north Lakeland, west of Haines City, and surrounding Bartow and Fort Meade (Map 3-10).

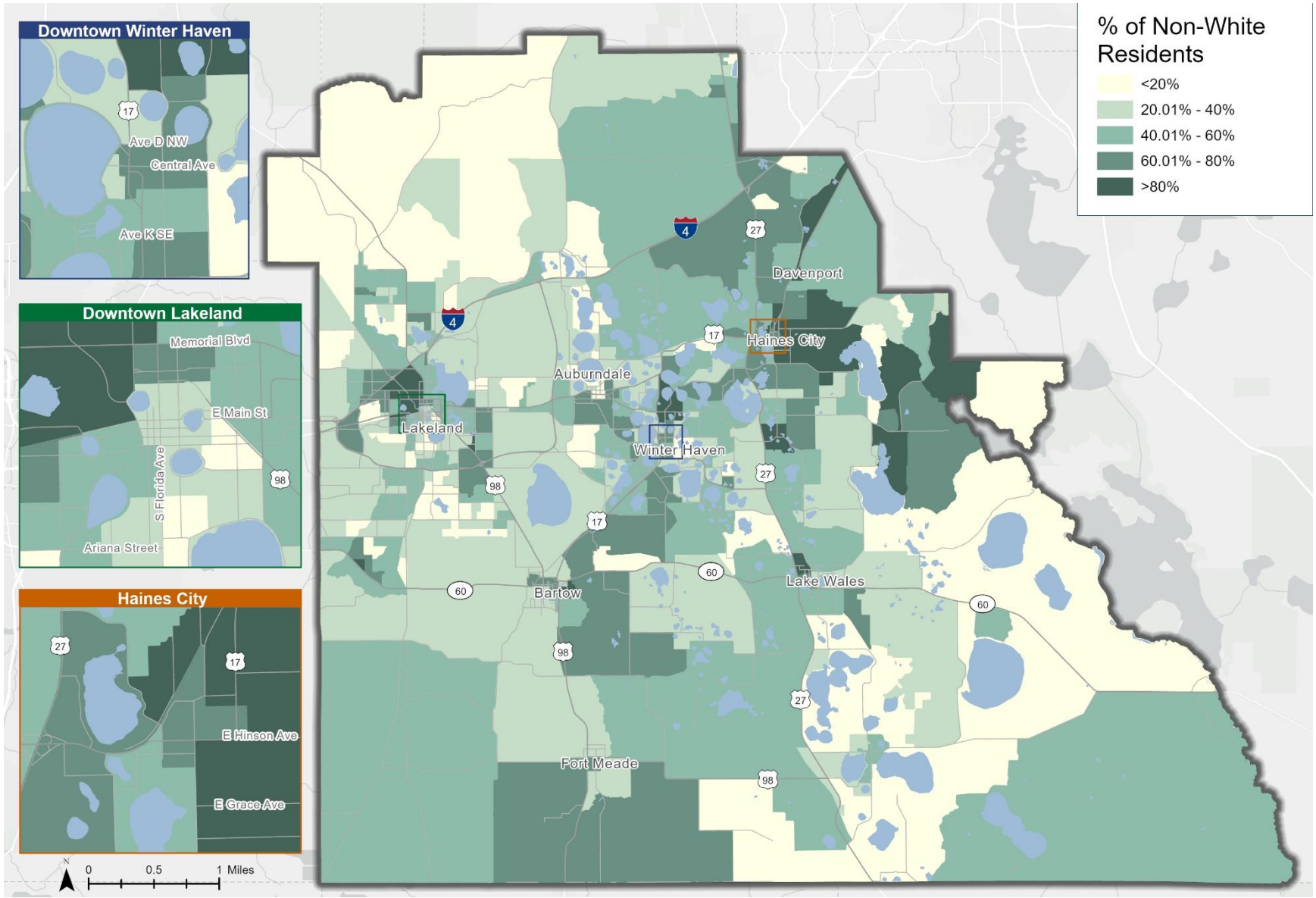
Figure 3-11: Non-White Populations | 2022



Source: 2022 ACS 5-Year Estimates



Map 3-10: Non-White Residents | 2022



Source: 2022 ACS 5-Year Estimates

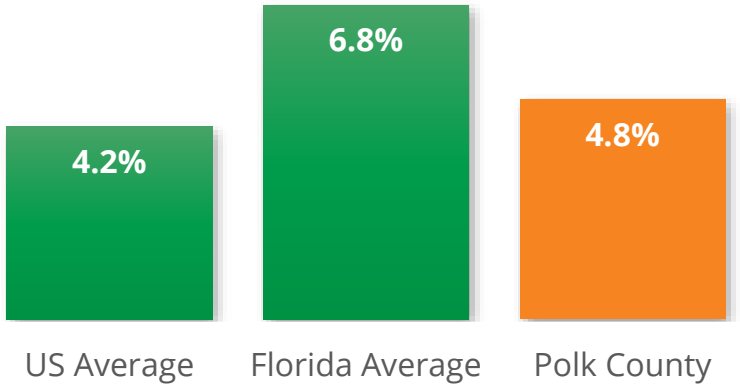


Limited English Proficiency

People with limited English proficiency (LEP) are defined by the US Census Bureau as persons aged 5 or older who self-identify as speaking English less than "very well." Transit can provide LEP persons in Polk County with additional travel options to services and jobs.

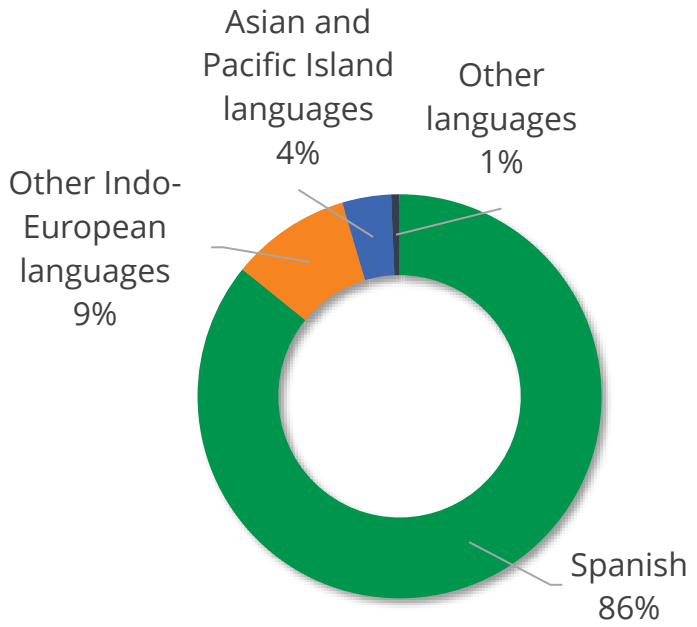
In Polk County 4.8% of households are considered LEP. This is lower than the Florida average (6.8%), but higher than the US average (4.2%) (Figure 3-12). Of all LEP households in Polk County, 86% are Spanish speaking while other languages make up the remaining 14% (Figure 3-13). LEP households are most concentrated across Lake Wales, Haines City, and adjacent to I-4 and US-27 (Map 3-11).

Figure 3-12: LEP Households | 2022



Source: 2022 ACS 5-Year Estimates

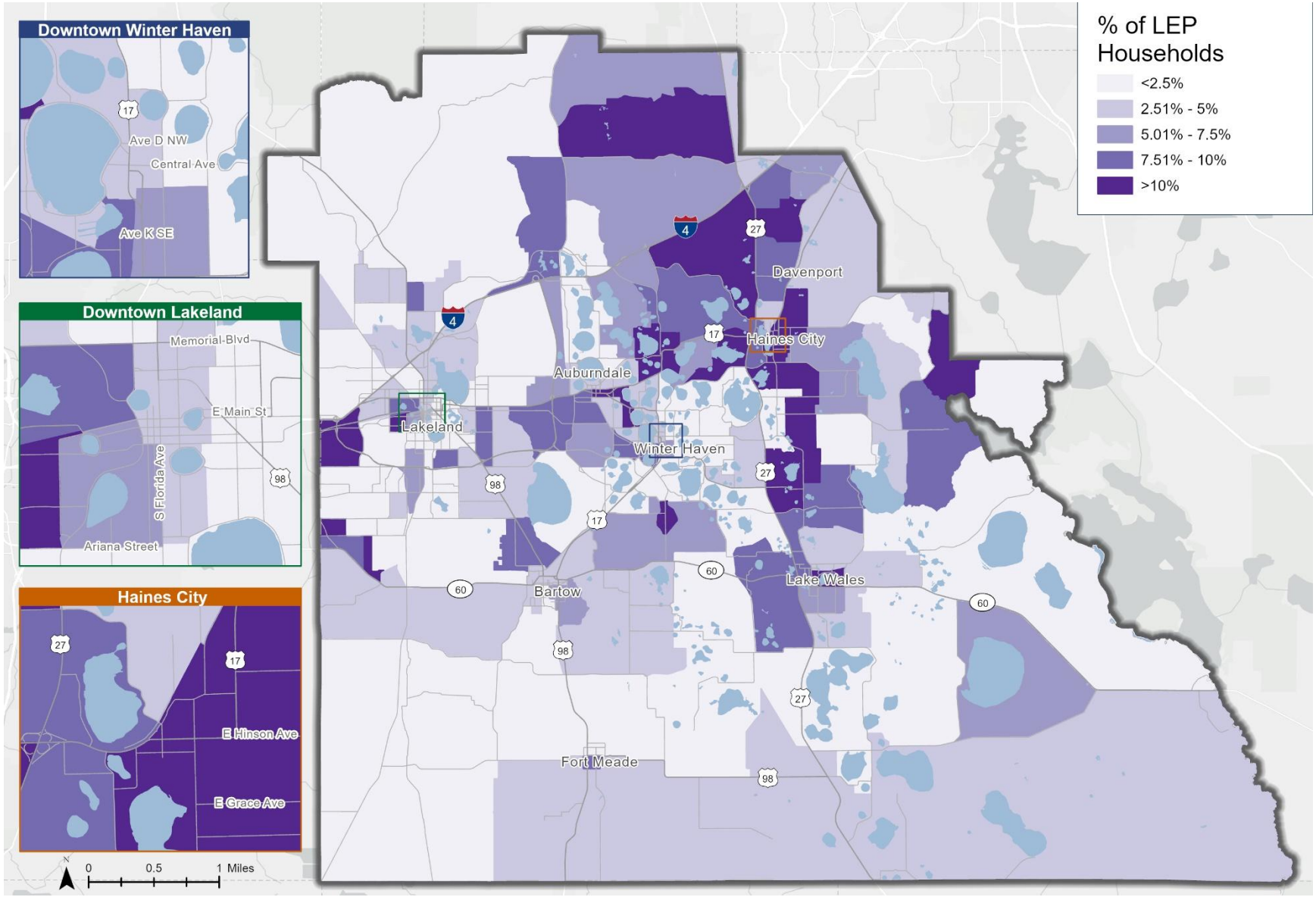
Figure 3-13: LEP Household Languages | 2022



Source: 2022 ACS 5-Year Estimates



Map 3-11: LEP Households | 2022



Source: 2022 ACS 5-Year Estimates



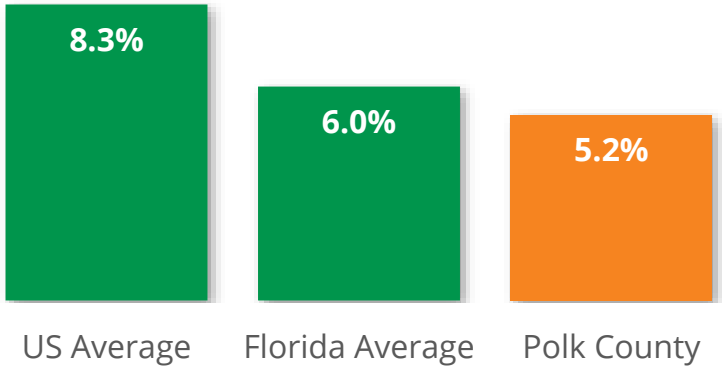
Automobile Ownership

Owning a vehicle can be a significant cost, particularly for households already near or below the poverty line. Households that do not own a vehicle, either because of unaffordability or by choice, are considered "zero-vehicle households" and are more likely to use transit for work, education, and recreational trips.

Within Polk County, 5.2% of households are "zero-vehicle." This is lower than the Florida average (6.0%) and the US average (8.3%) (Figure 3-14). Renters in Polk County are more than three times more likely to not own a vehicle at 10.4% compared to owner-occupied units (Figure 3-15).

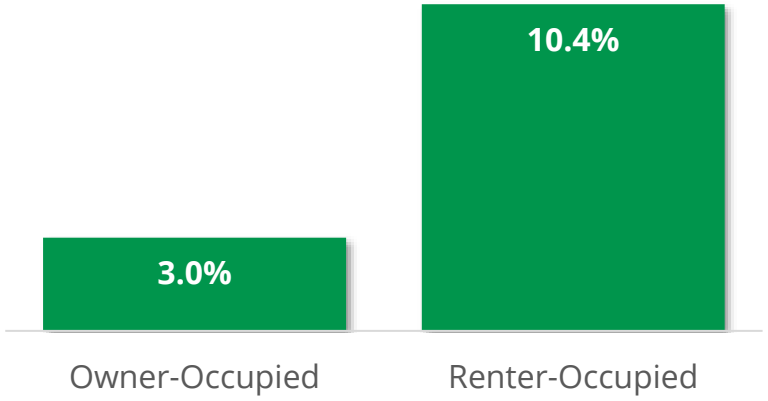
Map 3-12 shows that the Lakeland, Winter Haven, Haines City, Lake Wales, and Fort Meade areas have block groups exceeding 20% of households with no vehicle.

Figure 3-14: Zero Vehicle Households | 2022



Source: 2022 ACS 5-Year Estimates

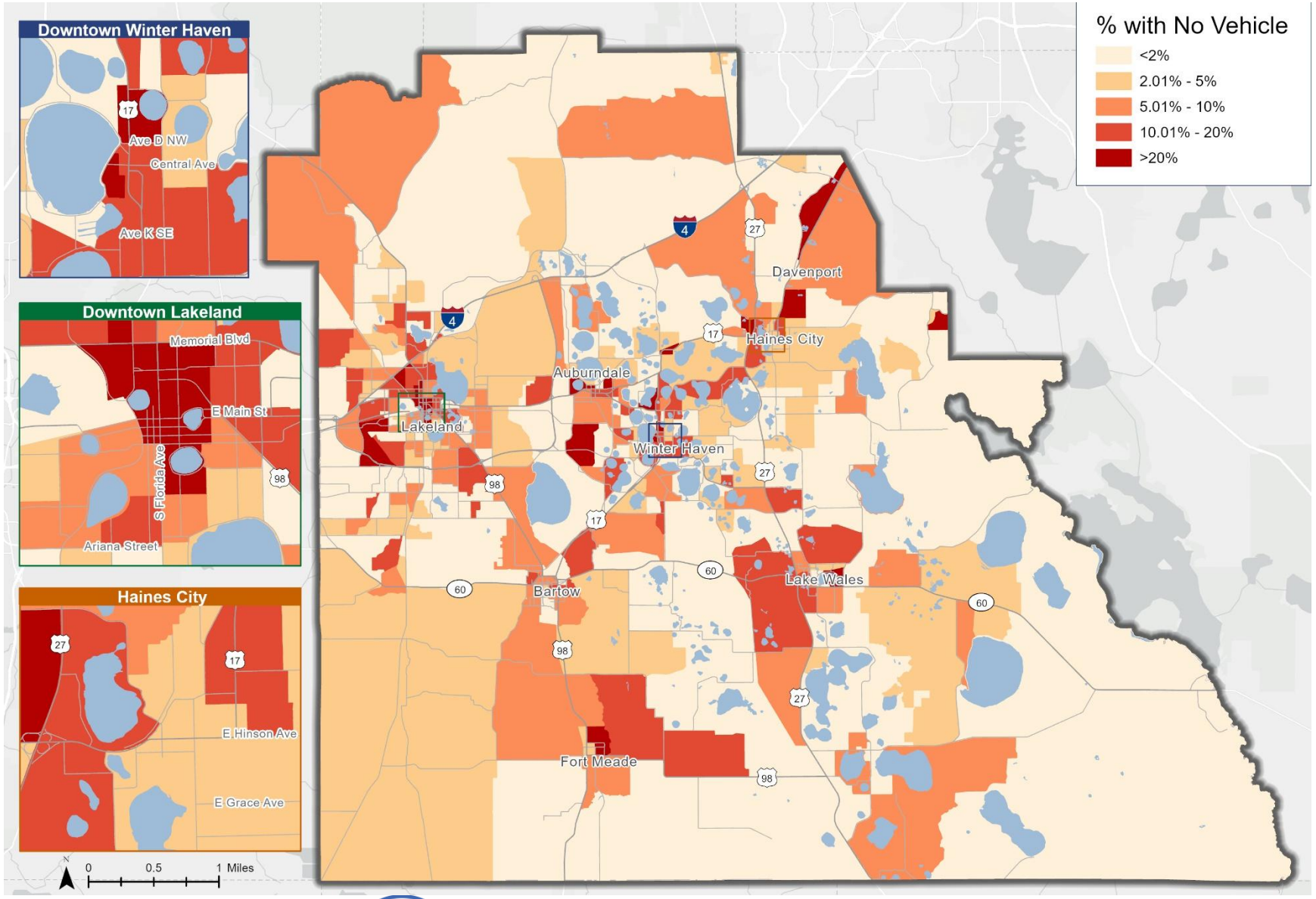
Figure 3-15: Zero Vehicle Households by Tenure | 2022



Source: 2022 ACS 5-Year Estimates



Map 3-12: Zero-Vehicle Households | 2022



Source: 2022 ACS 5-Year Estimates



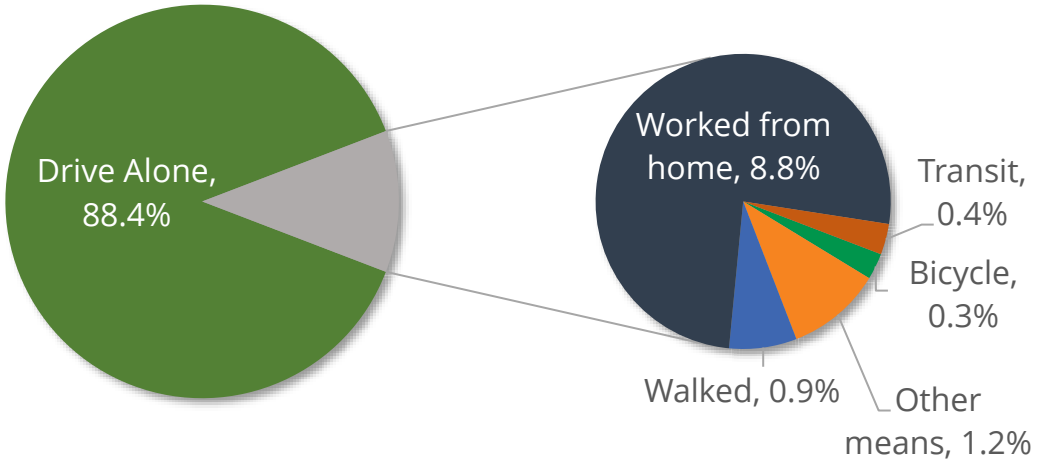
Travel Behavior

Travel flow data were analyzed to assess general travel behaviors and patterns in and around Polk County. By better understanding commuting behaviors and general travel patterns, Citrus Connection may plan its transit services to better accommodate demonstrated travel demand.

Commute Profile

The most popular commute choice for Polk County residents is driving (88.4%). Working from home is the second most popular mode of commuting, comprising an all-time high of 8.8%. All other modes for commuting, including transit, only amount to 2.8% of all commuting trips (Figure 3-16).

Figure 3-16: Commute Mode | 2022



Source: 2022 ACS 5-Year Estimates

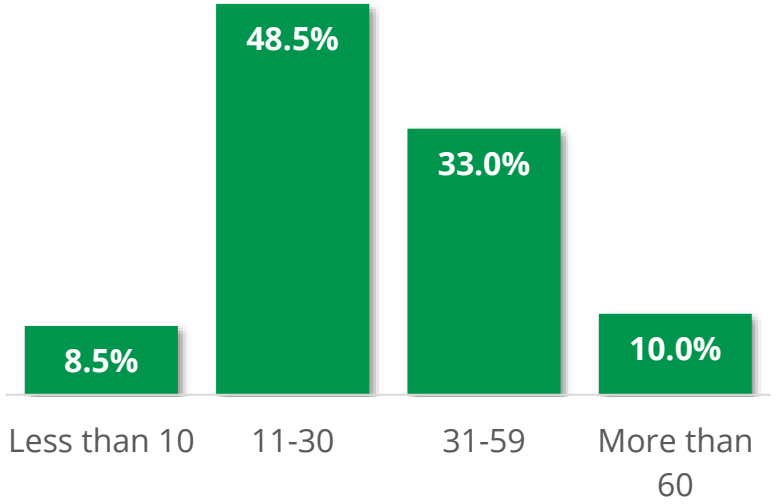


Insight into commuting time is important to understand how transit may help the community's travel options. The average commute time in Polk County is approximately 30 minutes. Figure 3-17 shows more than half of commute trips are 30 minutes or less, and only one in ten commutes exceeds an hour. Map 3-13 displays the proportion of people who have a commute greater than 30 minutes by block group. Areas with the highest proportion of long commutes are located closest to Lake, Osceola, and Orange counties, suggesting many residents in northeast Polk County commute to the Orlando metropolitan area.

Polk County Commute Origins

Replica, a mobility and economic activities data management tool, estimates travel trends based on data sources like road traffic, mobile locations, and financial transactions. At a more granular level, Replica compiles data for commute trips that originate or terminate within a given Census block group. Trips originating from Census block groups throughout Polk County are displayed in Map 3-14, which highlights elevated levels of commuting activity in many parts of Lakeland and areas of Haines City, Davenport, and Poinciana.

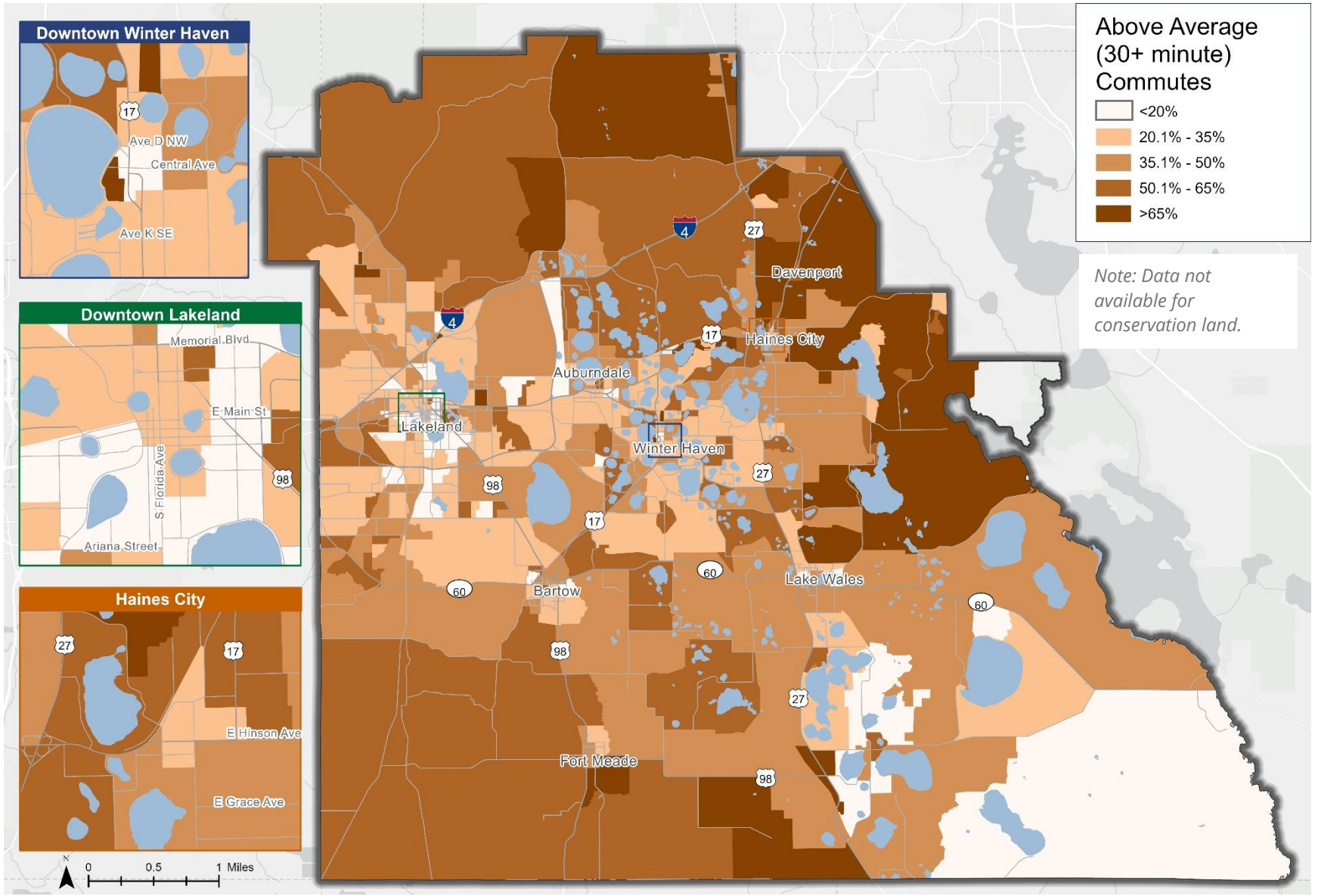
Figure 3-17: Commute Trips by Duration (minutes) | All Modes| 2022



Source: 2022 ACS 5-Year Estimates



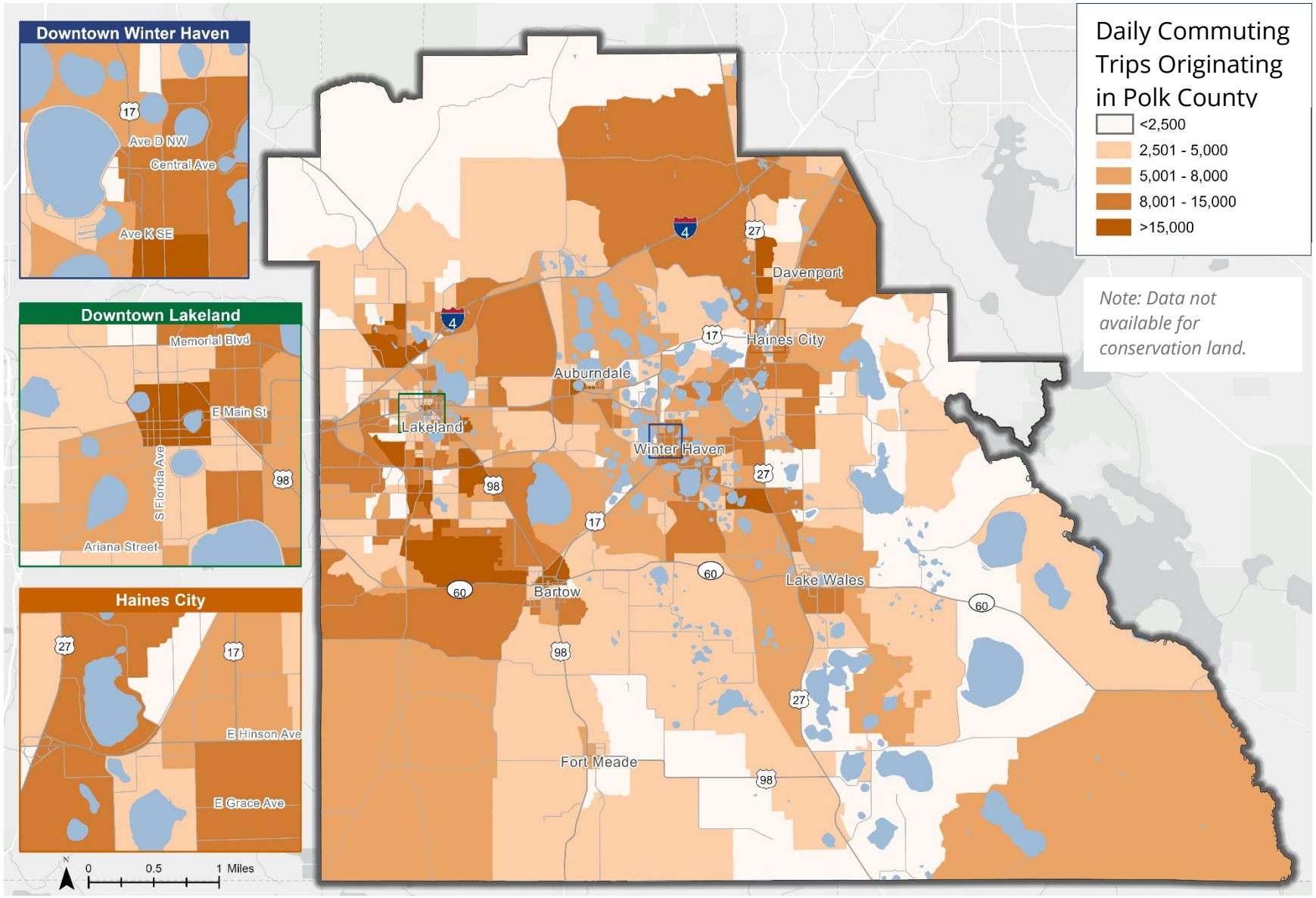
Map 3-13: Above Average Commute Duration by Block Group in Polk County | 2022



Source: 2022 ACS 5-Year Estimates



Map 3-14: Daily Commuting Trips Originating in Polk County (Replica, 2023)



Source: Replica, 2023



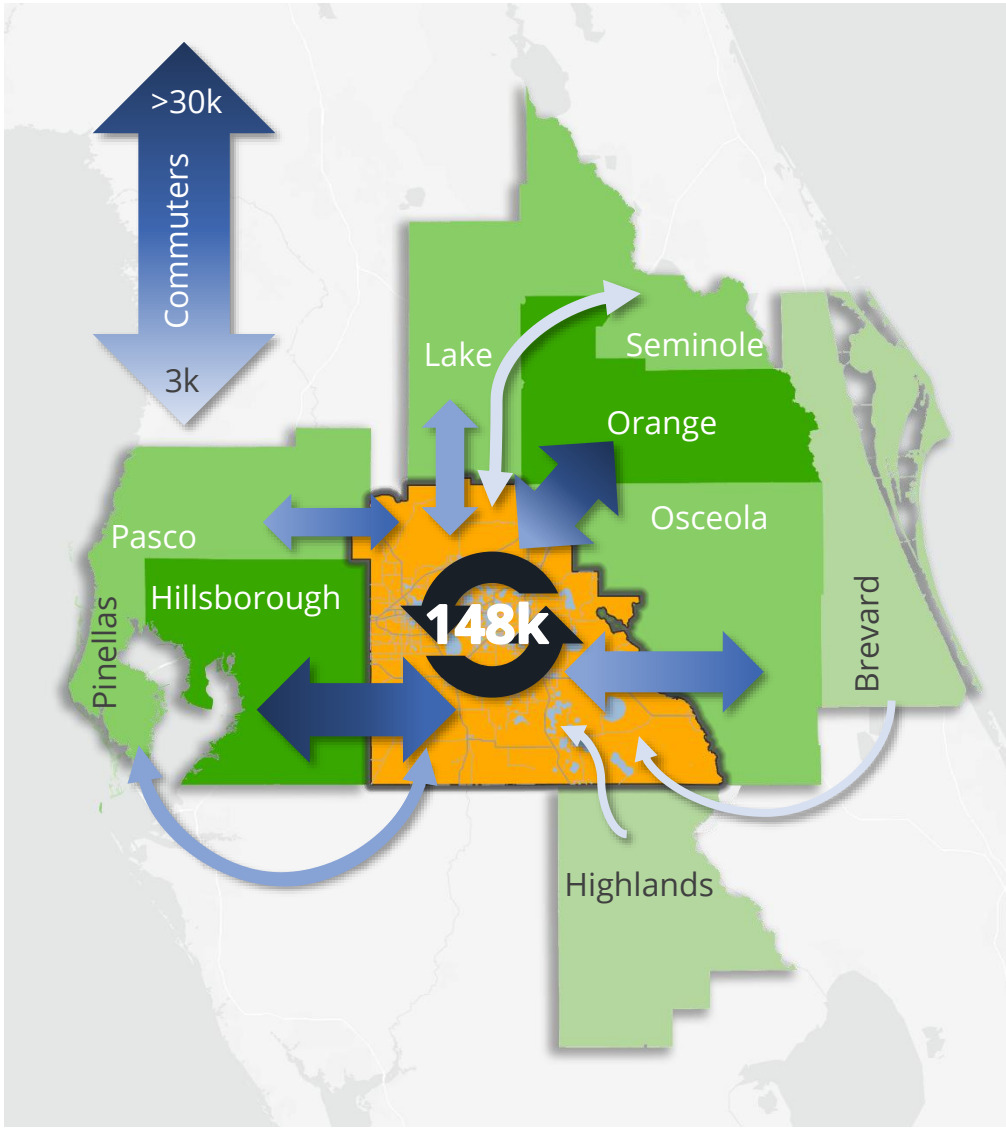
Regional Commute Inflow and Outflow

Reviewing regional commute patterns is important to evaluate existing transit services and understand the potential need for more regional travel connections. According to the Census-based Longitudinal Employer-Household Dynamics (LEHD) "OnTheMap" tool, over 150,000 Polk County residents leave the county every day to work. This accounts for over half of commute trips that start in Polk County (Map 3-15). The top inflow for Polk County workers who live elsewhere is Hillsborough County, while the top outflow for Polk County residents leaving to work is Orange County (Table 3-3). Osceola and Pasco counties also experience high travel inflow and outflow.

Table 3-3: Regional Commuter Travel Flow | 2022

County	Inflow	Outflow
Hillsborough	23,722	31,815
Orange	11,235	41,088
Osceola	8,726	11,265
Pasco	7,243	4,336
Pinellas	5,785	7,825
Lake	3,948	3,959
Seminole	3,225	4,491
Highlands	3,457	-
Brevard	3,231	-
Total	70,572	104,779

Map 3-15: Polk County Regional Commute Travel Flow



Source: LEHD "OnTheMap" tool
Note for Table 3-3: "-" denotes that there was not a notable number of commuters according to the Census.



Roadway and Traffic Conditions

A review of the Annual Average Daily Traffic (AADT) on significant roadways in Polk County was conducted based on data available from FDOT. The AADT represents the average daily volume of traffic on a defined section of roadway. The AADT helps to assess heavily traveled or congested roadways that may be better served by transit. Implementing transit on congested roadways can replace some automobile trips, improve traffic flow, and reduce emissions.

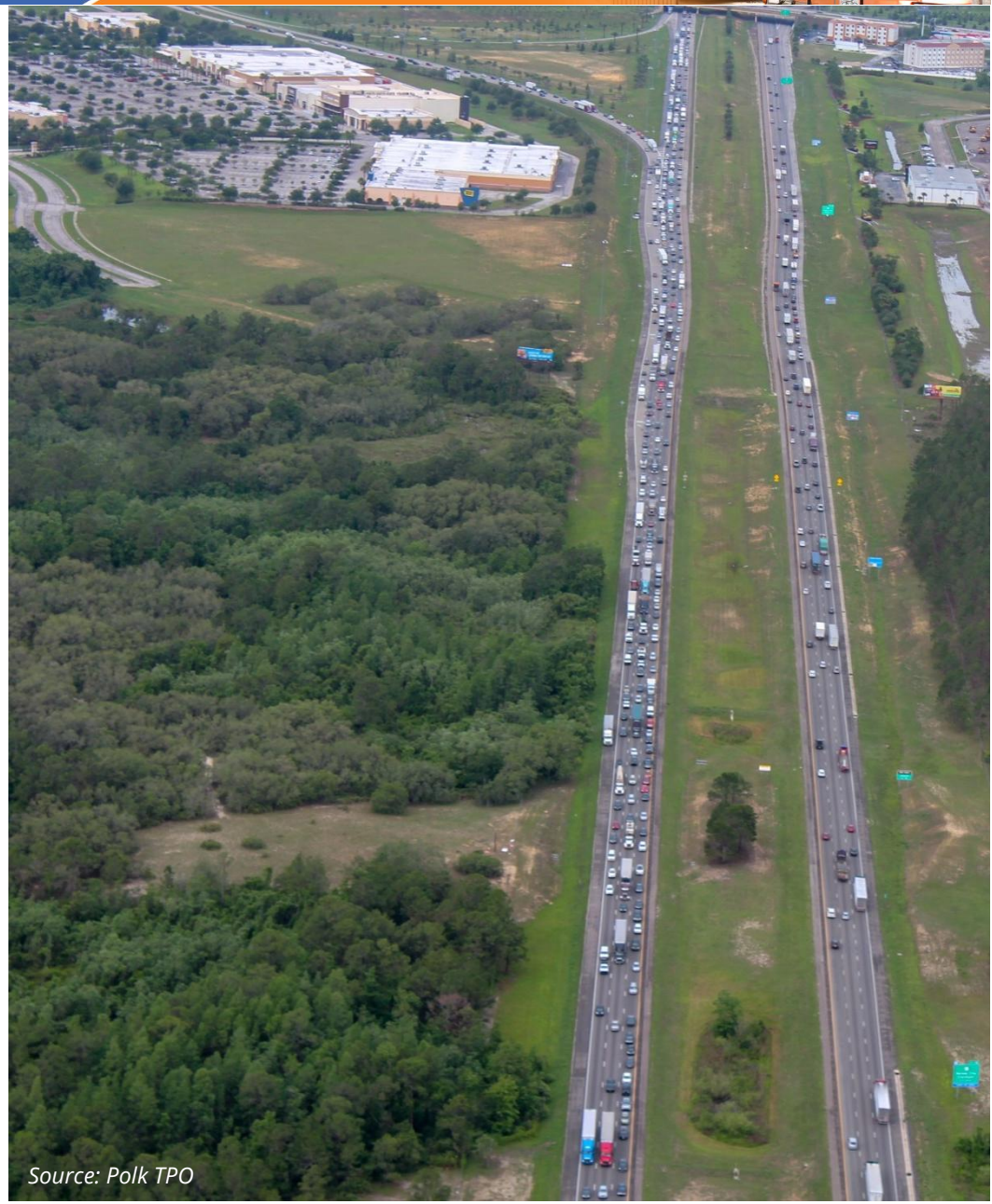
Roadways in Polk County with the highest AADT (60,000+ daily trips) consist of:

- I-4 throughout the county
- US-27 between I-4 and US-17/92

Other major roadways with elevated levels of traffic (more than 40,000 daily trips) include:

- US-98 between Bartow and Socrum Loop Road
- US-27 north of I-4 and between Lake Wales and Haines City
- Segments of the Polk Parkway

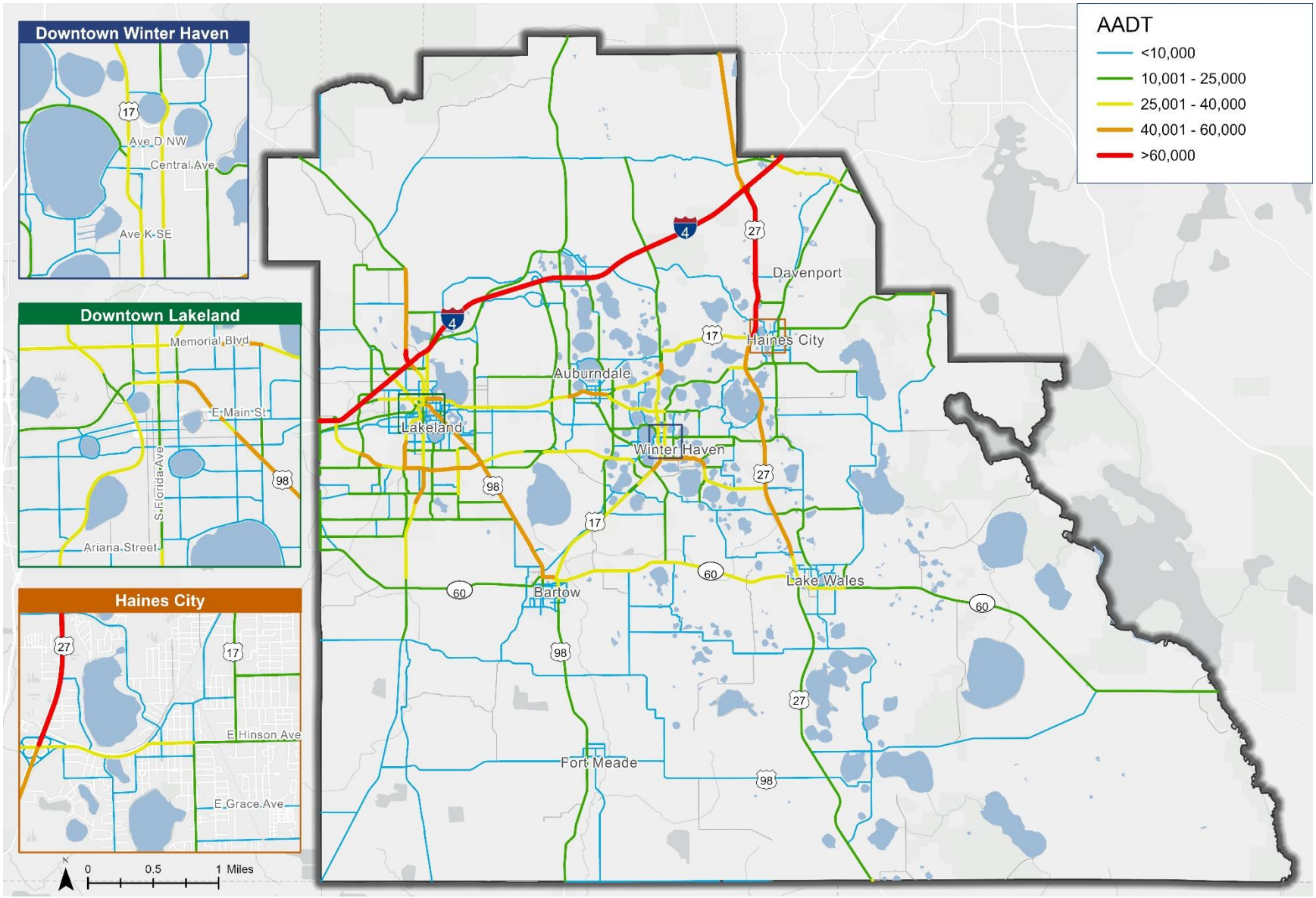
Map 3-16 shows the major roadways that FDOT monitors symbolized by AADT counts.



Source: Polk TPO



Map 3-16: AADT in Polk County | 2023



Source: FDOT



Crashes

Examining crash data is essential to understand where transit improvements can enhance safety and alternative transportation options. Often secondary roads that connect local roads to primary highways are where most vehicular crashes occur.

In Polk County, roadways with the highest crash rates are near the downtown cores of several cities, the highest being downtown Lakeland.

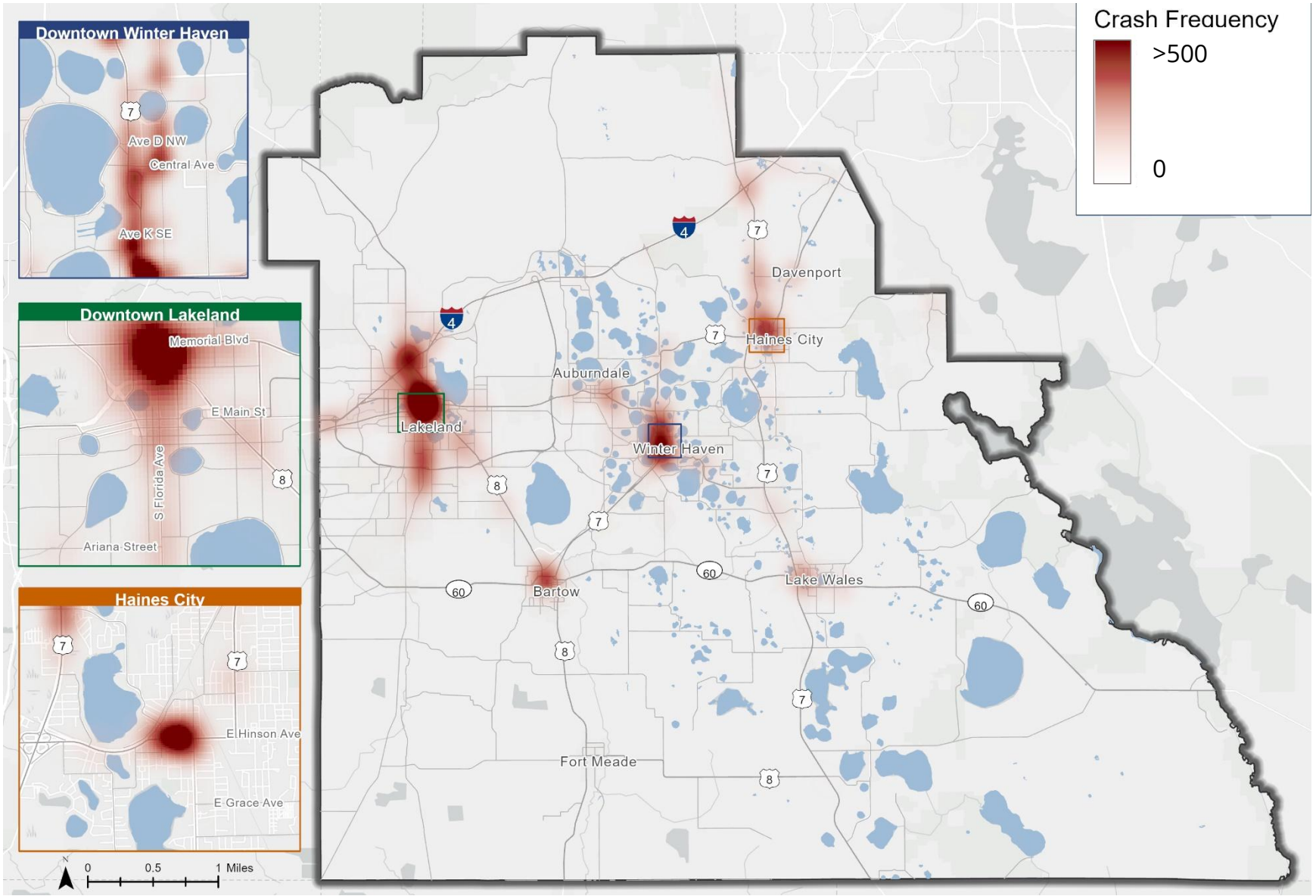
Specific intersections where crashes occur most often include:

- Lakeland
  - Florida Avenue and Memorial Boulevard
  - Florida Avenue and Bartow Road
  - I-4 exit 32 and US-98
- Winter Haven
  - U.S. Route 17 between Cypress Gardens Boulevard and Havendale Boulevard
  - Cypress Creek Boulevard between US-17 and Overlook Drive
- Haines City
  - US-17 and 3rd Street, 4th Street, and Jones Avenue
- Bartow
  - US-98/SR-60 through the US-17 intersection

Map 3-17 shows the roadways with higher-frequency crashes compared to the rest of the roadway network.



Map 3-17: Crashes in Polk County | 2023



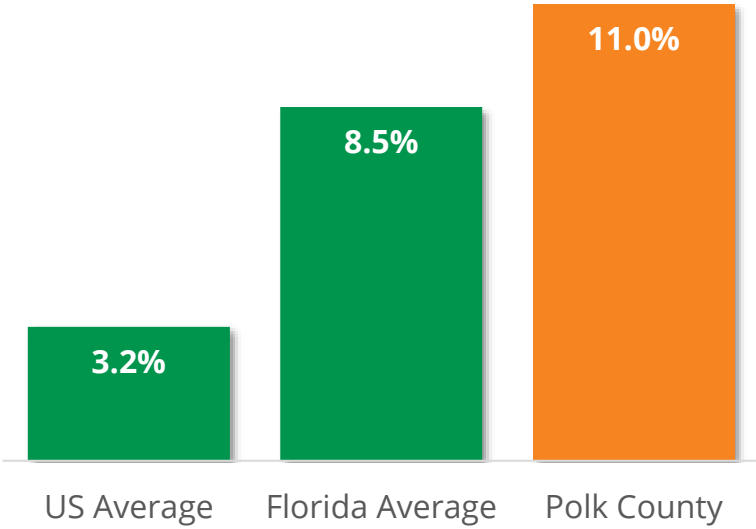
Source: Signal 4



Seasonal Residents

Like tourists, seasonal residents also enjoy Polk County's attractions and amenities during the winter and spring months. These residents could benefit from transit services connecting them to popular destinations or the airports. According to the ACS, more than 10% of Polk County dwelling units is for seasonal, recreational, or occasional use. This is slightly higher than the Florida average and more than three times the US average (Figure 3-18). This suggests that Citrus Connection should consider special or enhanced services when seasonal residents and visitors are present.

Figure 3-18: Percent of Seasonal Dwelling Units | 2022



Source: 2022 ACS 5-Year Estimates



Key Trip Attractors and Activity Hubs

Major activity centers attract residents, employees, or tourists for various activities such as employment, shopping, education, recreation, and cultural events. Understanding the demand of major activity centers as trip generators is crucial to ensure appropriate transit accessibility. The major activity centers discussed below are located throughout the county and close to major roadways.

Lakeland Linder International Airport

Avelo Airlines began passenger service at Lakeland International Airport in June 2024. Avelo Airlines may also expand service by adding routes. According to the City of Lakeland, the airport will complete $1.6 million of upgrades to expand the passenger security screening checkpoint, add additional hold room seating, and improve the rental car offices. The airport generates over $1.5 billion in economic impact to the region. Citrus Connection's Red line currently serves the airport.



Source: Google Earth



Joker Marchant Stadium

Joker Marchant Stadium, located adjacent to Lakeland Hills Boulevard, is a historic baseball venue that is the spring training home of the Detroit Tigers. The Detroit Tigers Spring Training has been held in Lakeland since the 1930s. The stadium also hosts the Lakeland Flying Tigers, the Detroit Tigers' minor league affiliate, and other community events, concerts, and baseball tournaments.

Currently, Citrus Connection's Pink Line serves the stadium. The TIGERTOWN Express Pilot Service began in 2024 and will operate service to Joker Marchant Stadium from various park and ride facilities during spring training seasons through 2028.

Downtown Lakeland

According to Lakeland Downtown Development Authority, also known as Downtown Lakeland, there are 40 restaurants, 20 retail stores, 7 salons and spas, or other attractions in the area such as parks, higher education centers, and an outdoor amphitheater. In April 2024, Lakeland's City Commission adopted the Downtown West Action Plan to improve multimodal connectivity. Most west Polk County transit routes can be accessed from downtown Lakeland in addition to the Purple route connecting Lakeland to Winter Haven.



Source: Polk TPO

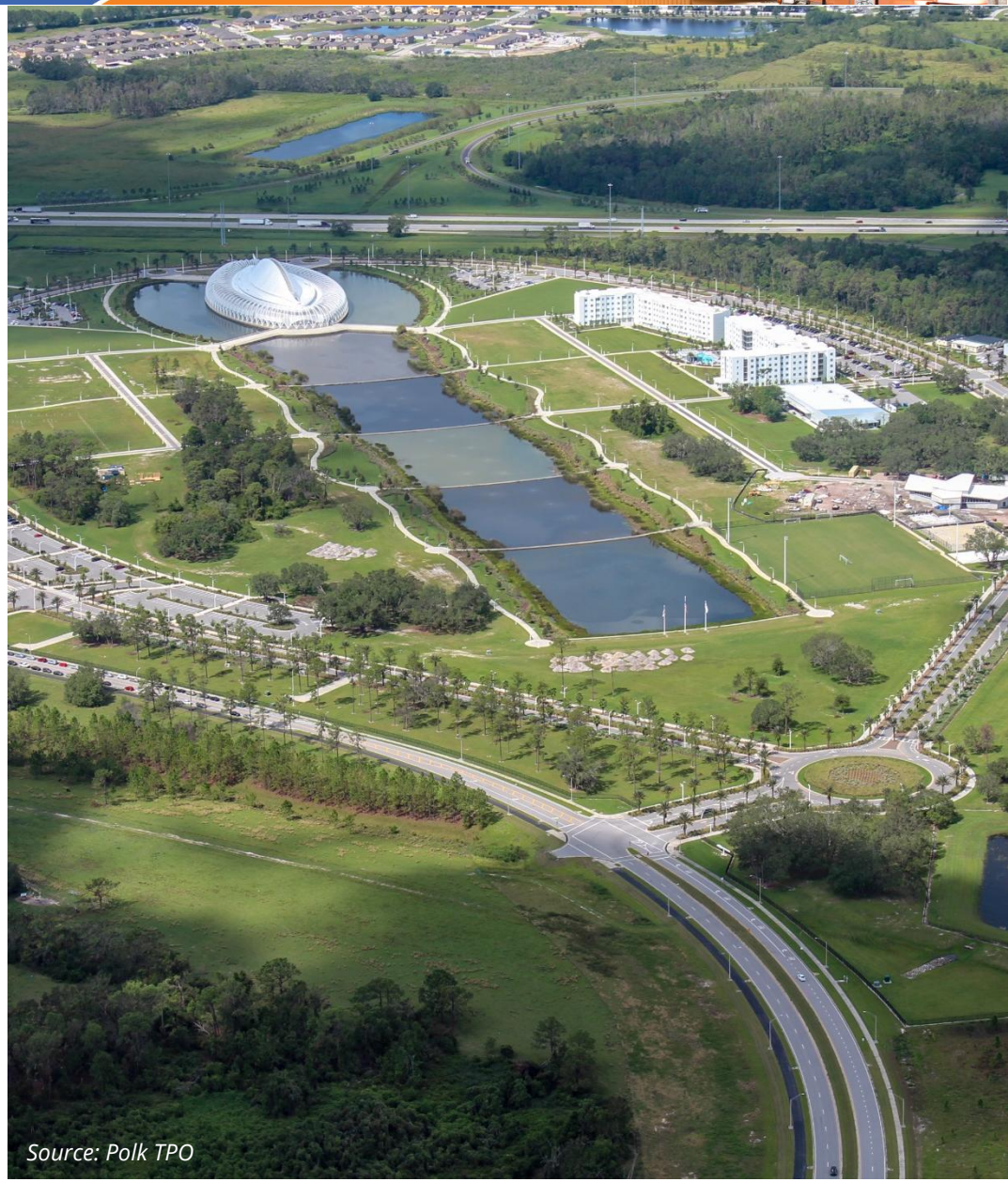


Higher Education Centers

Polk County is home to higher education institutions that cater to student populations and offer a wide range of academic programs. Key institutions include:

- Florida Polytechnic University
- Florida Southern College
- Polk State College
- Ridge Technical College
- Southeastern University
- Warner University
- Webber International University

Florida Southern College and Southeastern University campuses are in Lakeland. Polk State College has multiple campuses with locations in Lakeland, Winter Haven, Bartow, and Lake Wales. Florida Polytechnic University and Ridge Technical College campuses are in Winter Haven while Warner University is in Lake Wales. Webber International University is in Babson Park. Southeastern University and Polk State College participate in the UAP, discussed more in the next section. Through the UAP all enrolled students have access to Citrus Connection network. There are approximately 14,800 students enrolled at Polk State College with 90% being Polk County residents, according to Polk State College. Citrus Connection also serves Ridge Technical College.



Source: Polk TPO



Bok Tower Gardens

Bok Tower Gardens is a designated National Historic Landmark located in Lake Wales east of US-17. The 250 acre property features gardens, walking paths, a visitor center, shops, and a cafe. It can host group events, weddings, and concerts. This attraction currently has no transit connections.

Legoland

Legoland is a 150 acre theme park located in Winter Haven. It also offers a water park, two on-site hotels, and other attractions. Customers can connect to the park at nearby transit stops on Old Helena Road and Legoland Way via Citrus Connection Route 30, which connects to the nearby Winter Haven Terminal.

Furthermore, Legoland participates in the UAP program, allowing employees to access any transit route seven days a week by presenting their ID badge.



Source: Polk TPO



Tourism

Tourists are an important group of customers to consider when identifying local and regional transportation needs. Regional connections to nearby international airports would cost less than renting a car and would be convenient for visitors who do not want to or cannot drive. Residents and tourists traveling around the region will also benefit if transit is a convenient option and reduces congestion.

With its central location and many attractions, tourism is a key local industry. According to the Central Florida Development Council (CFDC), Polk County hosts over 5 million visitors annually. It is also Florida's top host of amateur sporting events, hosting more than 260 and generating more than $149 million in economic impact annually. It is estimated that 41,000 employees support tourism and hospitality.



Source: Polk TPO



Growth and Development

Polk County is growing rapidly, and new development affects where and how transit services should be operated in the future. As major employers or new developments can be large transit trip generators, it is important to understand location relative to existing transit services.

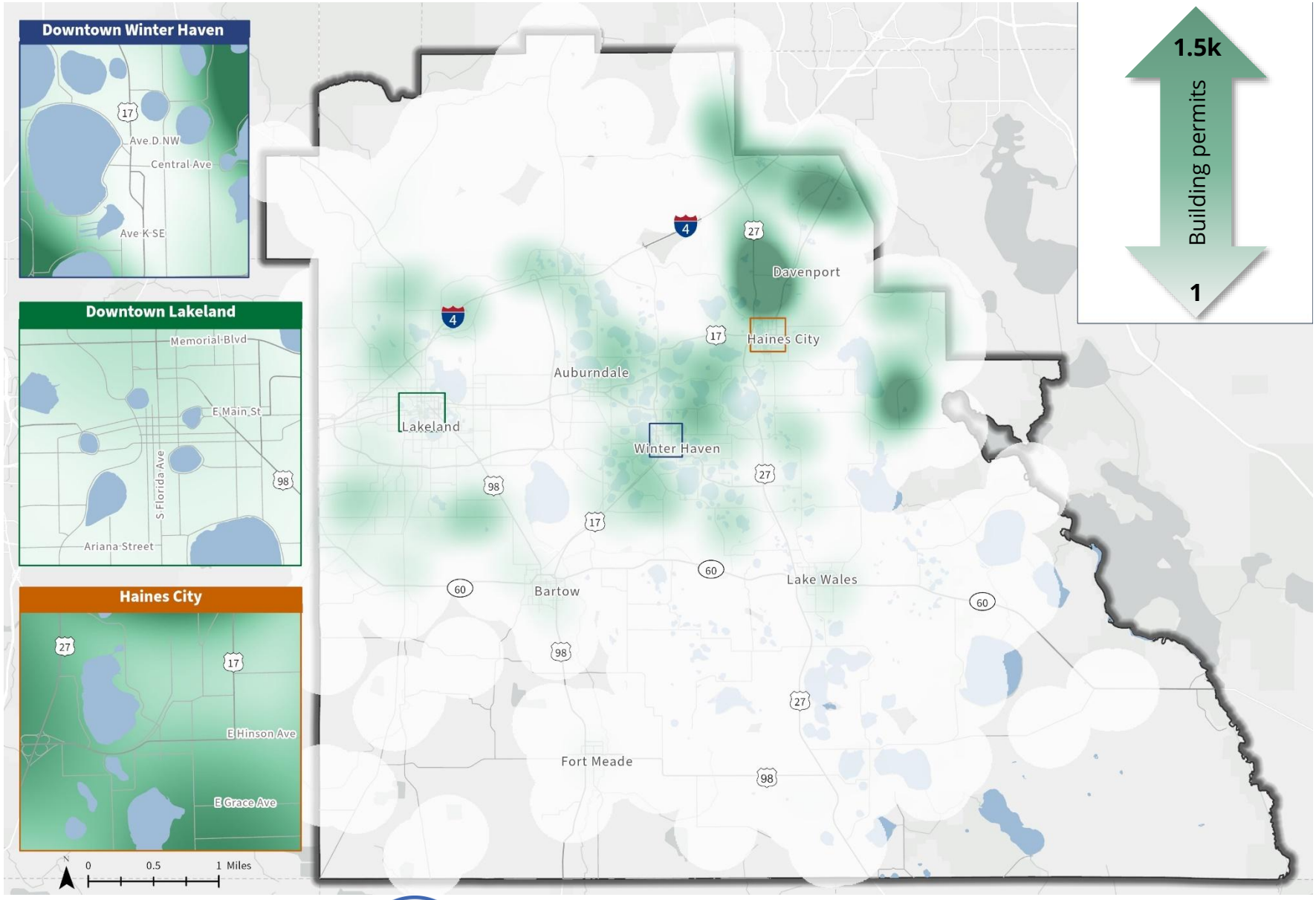
Map 3-18 showcases where building permits have been issued over the past five years, indicating potential patterns in recent development. Although nearly 16,000 building permits were issued, hot spots of development include northeast Polk County area including Davenport, Haines City, Poinciana, Auburndale, and Haines City.



Source: Polk TPO



Map 3-18: Building Permits Issued in Polk County| 2018-2023



Source: Polk County



Housing

A combination of federal and local programs provides funding assistance for housing coordination. Reflecting data from the Florida Housing Data Clearinghouse, Table 3-4 summarizes the 7,766 assisted units in Polk County by location. Map 3-19 shows the coordinated housing locations by number of units.

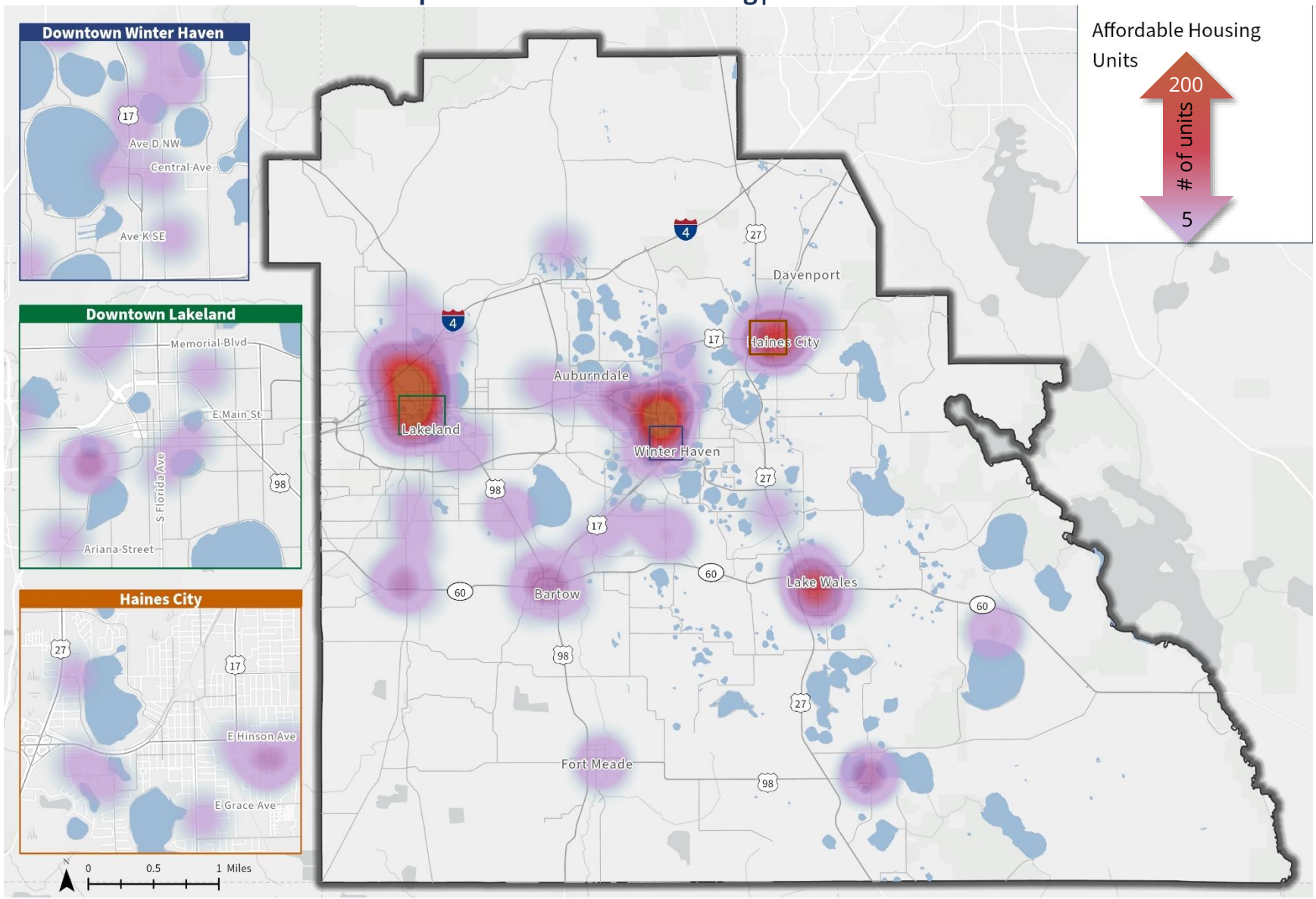
Table 3-4: Coordinated Housing Properties and Units by Location | 2024

Location	Assisted Units
Auburndale	193
Bartow	688
Fort Meade	83
Frostproof	101
Haines City	687
Lake Alfred	30
Lake Wales	731
Lakeland	3,129
Mulberry	187
Polk City	35
Unincorporated Polk County	115
Winter Haven	1,787
Total	7,766

Source: Florida Housing Data Clearinghouse



Map 3-19: Coordinated Housing| 2023



Source: Florida Housing Data Clearinghouse



Demographics & Travel Demand Trend Overview | 2022 to 2025

Polk County has been shaped by shifts in population growth, demographics, new key activity hubs, and travel behavior. Since the adoption of the Polk Transit Vision 2032 TDP in 2022, Polk County has experienced ongoing population growth accompanied by significant new developments throughout the area.

The Cities of Davenport and Haines City continue to be the fastest growing incorporated areas within Polk County, 37.3% and 32.3% growth from 2020 to 2023, respectively. Although growth will continue throughout Polk County, according to the 2050 population density maps, density in eastern Polk County will continue to increase at a faster rate than other areas in Polk County.

Since the 2022 TDP, the proportion of households in Polk County making more than $50,000 annually has increased by 8.4%, while the proportion of residents living in poverty decreased in tandem. Simultaneously, the proportion of zero-vehicle households increased by 2.9%.

While the proportion of residents with a high school diploma continues to be the most common level of education attainment, the proportion of residents that have attended some college or have a bachelors degree or higher has increased marginally.

The top five employers included in the Polk Transit Vision 2032 TDP continue to be the top employers in 2025, with additional employees. Updated BEBR estimates indicate the share of working adults and the age bracket that would most likely be commuting, 25 to 64, would remain approximately half of the total population. Since the 2022 TDP, the proportion of commuters who choose to drive alone and worked from home has increased by 5.0% and 4.8%, respectively. While the 2022 TDP shows the majority (59.8%) of those who drove alone had a commute time of 30 minutes or less, all commuters that had a commute of 30 minutes or less is now 48.5%. Hillsborough County continues to be the top inflow and outflow pattern for commuters.

Roadways including I-4 and parts of US 27 continue to have high traffic volume with more than 50,000 annual average daily vehicles in both 2022 and 2025 TDPs. With additional employment opportunities, local and regionally, there may be a demand for alternative transportation options as traffic continues to increase with a higher share of commuters choosing to drive alone.



Existing Transit Service Evaluation

This section provides a snapshot of current Citrus Connection services and facilities. Information on other public transportation services within the county or that offer regional connections is also summarized to provide a comprehensive picture of transit options available for Polk County residents and visitors.

Citrus Connection Overview

Starting in 1983, transit in Polk County was provided by the Lakeland Area Mass Transit District (LAMTD) now operating as Citrus Connection. Since 2015, Citrus Connection has operated all public transportation services in the county, including rural routes servicing Bartow and Fort Meade. These routes, along with countywide paratransit service, were provided previously by Winter Haven Area Transit (WHAT) and Polk County Transit System (PCTS). These three agencies operated independently of each other, creating challenges and inefficiencies given the limited funding and other resources available between the two designated urbanized areas and vast rural areas in the county.

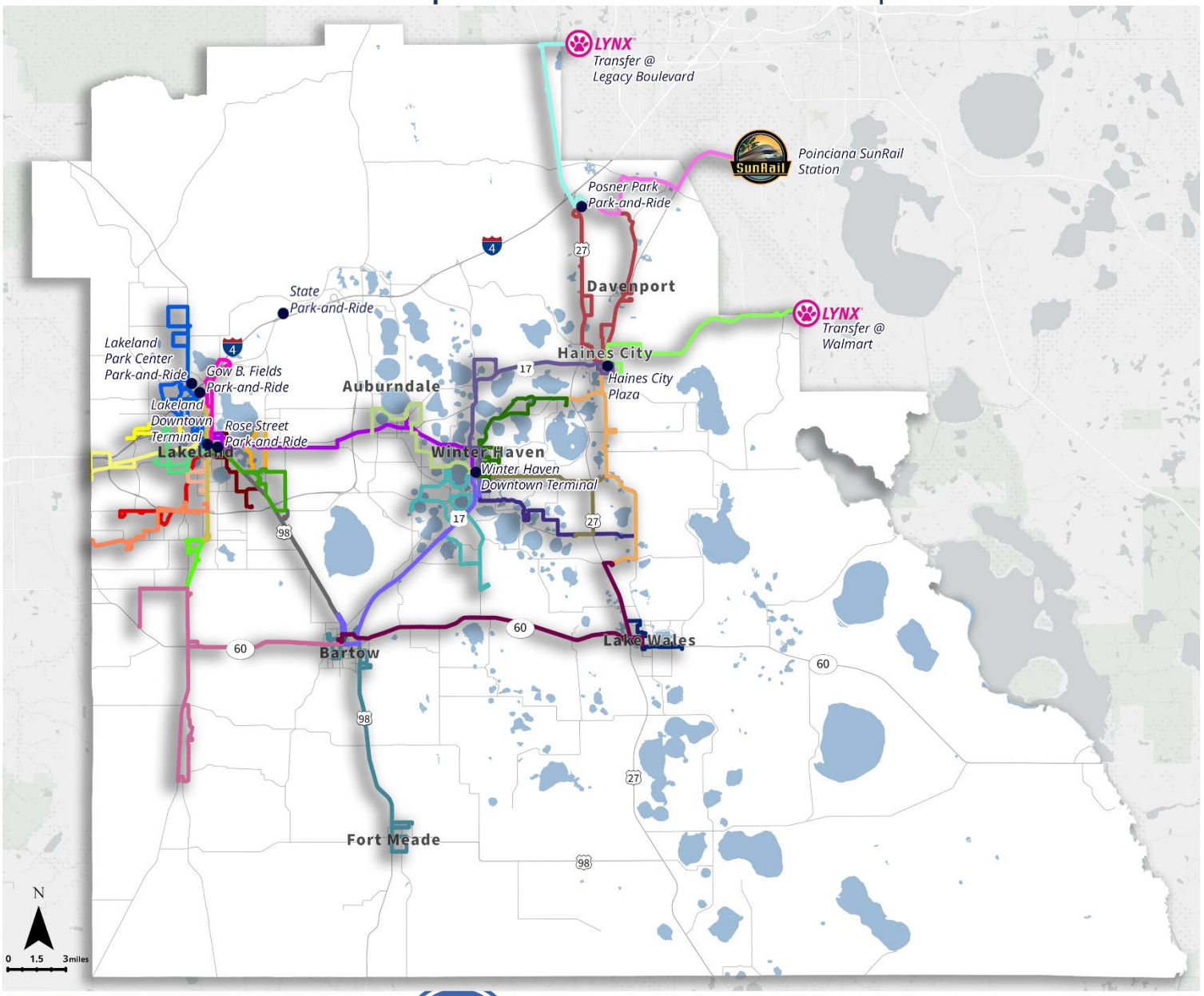
Citrus Connection's current fixed-route system consists of 31 routes providing local and regional access for Polk County residents and visitors (Map 3-20). The Squeeze, a localized golf-cart shuttle service, serves Bartow, Lakeland, and Lake Wales.



Source: Benesch



Map 3-20: Citrus Connection Network | October 2024



CitrusConnection
PROGRESS IN MOTION

East Routes
- 15
- 16X
- 17X
- 18X
- 19X
- 20X
- 21X East
- 22XW
- 25
- 27X
- 30
- 40/44
- 50
- 60
- Lake Wales Circulator

West Routes
- Blue Line
- Circulator East
- Circulator West
- Coral Line
- Gold Line
- Green Line
- Lemon Line
- Lime Flex Line
- Orange Line
- Peach Line
- Pink Line
- Purple Line
- Red Line
- Silver Line
- Yellow Line
- 21X West

Source: Citrus Connection



Network Profile

Tables 3-5, 3-6, 3-7, and 3-8 show the weekday and weekend service spans for all Citrus Connection routes. All current headways are 30 minutes or longer. Morning service begins at 5:45 AM in the east and west areas on select routes. During peak morning hours (6:00–9:00 AM), all routes are in operation.

East Routes

Most east routes operate with weekday headways of 45 minutes or longer. Route 27X has limited service from Dundee to and from the Eagle Ridge Mall, Walmart, and Winter Haven Transfer Center. All routes have a more limited service on Saturdays, with most operating 90-minute headways or longer. The Lake Wales Circulator has 40-minute service on Saturday. Route 30, serving Legoland, is the only route that operates on Sunday with funding from Legoland. It serves the theme park and other stops every 2 hours.

West Routes

The Gold, Peach, and Pink Lines provide 30-minute service in western Polk County. The Peach Line, serving the area around Florida Avenue in Lakeland, begins service at 6:17 AM and ends at 7:05 PM; this is the longest service span among the routes with 30-minute headways.

Like the east routes, most west routes have limited Saturday service. The Blue, Lemon, and Yellow Lines, the Circulator Eastside, and the Circulator Westside have headways of 2 hours or greater on Saturdays. Most west routes operate from 7:15 AM to 3:00 PM on the weekends.

15 Routes serve East Polk

14 Routes serve West Polk

3 Routes connects East-West



Table 3-5: Citrus Connection Network | East Routes

Route	Weekday		Saturday		Sunday	
	*Headway**	*Service Span*	*Headway**	*Service Span*	*Headway**	*Service Span*
15	90	5:45 AM - 7:05 PM	180	6:40 AM - 2:55 PM		
16X	90	6:25 AM - 7:45 PM				
17X	120	6:15 AM - 7:10 PM	120	7:25 AM - 3:06 PM		
18X	90	5:45 AM - 7:06 PM	90	7:15 AM - 4:06 PM		
19X	30/60	5:45 AM - 7:10 PM				
20X	90	5:45 AM - 7:05 PM	90	7:15 AM - 4:05 PM		
22XW	90	5:45 AM - 7:04 PM	240	8:15 AM - 1:34 PM		
25	60/75	5:45 AM - 6:23 PM				
27X	300	6:00 AM - 7:05 PM				
30	60	6:15 AM - 7:00 PM	120	7:15 AM - 4:00 PM	120	8:15 AM - 3:00 PM
40/44	90	5:45 AM - 7:02 PM	180	6:45 AM - 3:02 PM		
50	90	5:45 AM - 7:00 PM	240	8:15 AM - 1:30 PM		
60	90	5:15 AM - 5:45 PM				
603	120	6:10 AM - 6:10 PM	120	6:10 AM - 6:10 PM		
Lake Wales Circulator	55	6:15 AM - 5:55 PM	55	8:15 AM - 4:36 PM		

Source: Citrus Connection
**in minutes rounded to the nearest 15-minute interval*



Table 3-6: Citrus Connection Network | West Routes

Line	Weekday		Saturday		Sunday	
	*Headway**	*Service Span*	*Headway**	*Service Span*	*Headway**	*Service Span*
Blue	45	5:45 AM - 6:50 PM	150	7:15 AM - 2:27 PM		
Circulator Eastside	60	6:15 AM - 6:09 PM	120	8:15 AM - 2:09 PM		
Circulator Westside	60	6:15 AM - 6:05 PM	120	7:15 AM - 3:05 PM		
Coral	90	7:45 AM - 5:30 PM				
Gold	30	6:15 AM - 6:35 PM	30	7:15 AM - 3:35 PM		
Green	60	6:15 AM - 6:05 PM	60	7:15 AM - 3:05 PM		
Lemon	60	5:45 AM - 5:38 PM	120	7:15 AM - 3:06 PM		
Lime	60	6:15 AM - 6:08 PM				
Orange	60	6:15 AM - 6:06 PM	60	7:15 AM - 3:05 PM		
Peach	30	6:17 AM - 7:05 PM	60	7:17 AM - 3:05 PM		
Pink	30	6:15 AM - 6:08 PM				
Red	60	5:45 AM - 5:35 PM				
Silver	45	5:45 AM - 5:49 PM				
Yellow	60	6:15 AM - 5:59 PM	120	8:15 AM - 1:59 PM		

Source: Citrus Connection

**in minutes rounded to the nearest 15 minute interval*



Table 3-7: Citrus Connection Network | East-West Service

Line	Weekday		Saturday		Sunday	
	*Headway**	*Service Span*	*Headway**	*Service Span*	*Headway**	*Service Span*
Purple	90	5:45 AM - 6:50 PM	120	7:15 AM - 3:05 PM		
21X East	120	6:30 AM - 6:05 PM	120	7:30 AM - 3:05 PM		
21X West	120	6:30 AM - 6:17 PM	120	7:30 AM - 3:17 PM		

Source: Citrus Connection
**in minutes rounded to the nearest 15 minute interval*

Table 3-8: Citrus Connection Network | Squeeze Service

Service	Weekday		Saturday		Sunday	
	Headway	*Service Span*	*Headway*	*Service Span*	*Headway*	*Service Span*
Bartow - Lunch	10	10:30 AM - 2:30 PM				
Lake Wales - Lunch	12	11:00 AM - 2:00 PM				
Lakeland - Lunch	6-8	11:00 AM - 2:00 PM				
Lakeland - Day	25	8:00 AM - 3:05 PM	25	8:00 AM - 3:05 PM		
Lakeland - Night	25	4:00 PM - 11:05 PM	25	4:00 PM - 11:05 PM		

Source: Citrus Connection



The Squeeze

The Squeeze is a fare free shuttle service, providing service within three Polk County downtown areas. The Lakeland Lunch Squeeze is sponsored by the Lakeland Downtown Development Authority (LDDA) while the Bartow and Lake Wales Squeeze services are paid for by their respective municipalities.

Over the past two years, The Squeeze has expanded from serving only downtown Lakeland to Bartow and Lake Wales and expanding service hours in Lakeland. The service runs during weekday lunch hours in Lakeland (11:00 AM - 2:00 PM), Lake Wales (11:00 AM - 2:00 PM), Bartow (10:30 AM - 2:30 PM). The Squeeze also operates on Friday and Saturday from 8:00 AM - 3:05 PM and 4:00 PM - 11:00 PM throughout Lakeland. Appendix B shows the current Squeeze routes.

5 Squeeze shuttles serve Polk County



Source: Citrus Connection



Existing Regional Connections

There are currently three Citrus Connection routes that service locations where customers can transfer to transit networks in adjacent counties.

Route 18X serves Four Corners in Orange County, connecting to the LYNX bus network via Legacy Boulevard. Route 19X serves the Poinciana SunRail Station in Osceola County, with connections to both SunRail and LYNX services. Route 16X connects to LYNX at Walmart in Poinciana, Osceola County.

On weekdays, Routes 16X and 18X run between 5:45 AM-7:00 PM, while 19X runs from 6:25 AM-7:45 PM. Route 18X operates on Saturdays 7:15 AM-4:00 PM.

Recent Service Improvements and Additions

Resources from Route 35 were repurposed to improve the 21X and 22XW routes to 90-minute headways. Changes to expand coverage were made to Routes 15 and 60. In western Polk County, resources from the Cyan Line were repurposed to implement four new routes: the Coral Line serving southwest Lakeland; the Lemon Line serving west Lakeland; and two circulator routes serving interior Lakeland neighborhoods east and west of downtown. Additionally, the Blue and Orange Lines were streamlined and Circulator East was extended to connect to the Veterans Administration Hospital. To improve on-time performance, a second bus was added to the Silver Line and the Lemon Line was modified.



Source: Polk TPO



Citrus Connection also has implemented a fare-free seasonal service, the TIGERTOWN Express, to Joker Marchant Stadium for the Detroit Tigers Spring Training games. The TIGERTOWN Express serves the following locations:

- Gow B. Fields Park-and-Ride
- Lakeland Park Center
- Rose Street Park-and-Ride
- RP Funding Center
- Select hotels in the Lakeside Village area

The TIGERTOWN Express has four routes. The north route connects customers to and from Lakeland Park Center and Gow B. Fields park-and-rides to the stadium every 10-12 minutes. The south route connects to and from the RP Center and Rose Street park-and-rides to the stadium every 13-15 minutes. The Lakeside Village route serves that area along with other park-and-rides. The northeast route services the Socrum Loop neighborhoods north of Griffin Road every 13-15 minutes. Figure 3-1 shows the flag at each park-and-ride for recognition.



Source: Citrus Connection



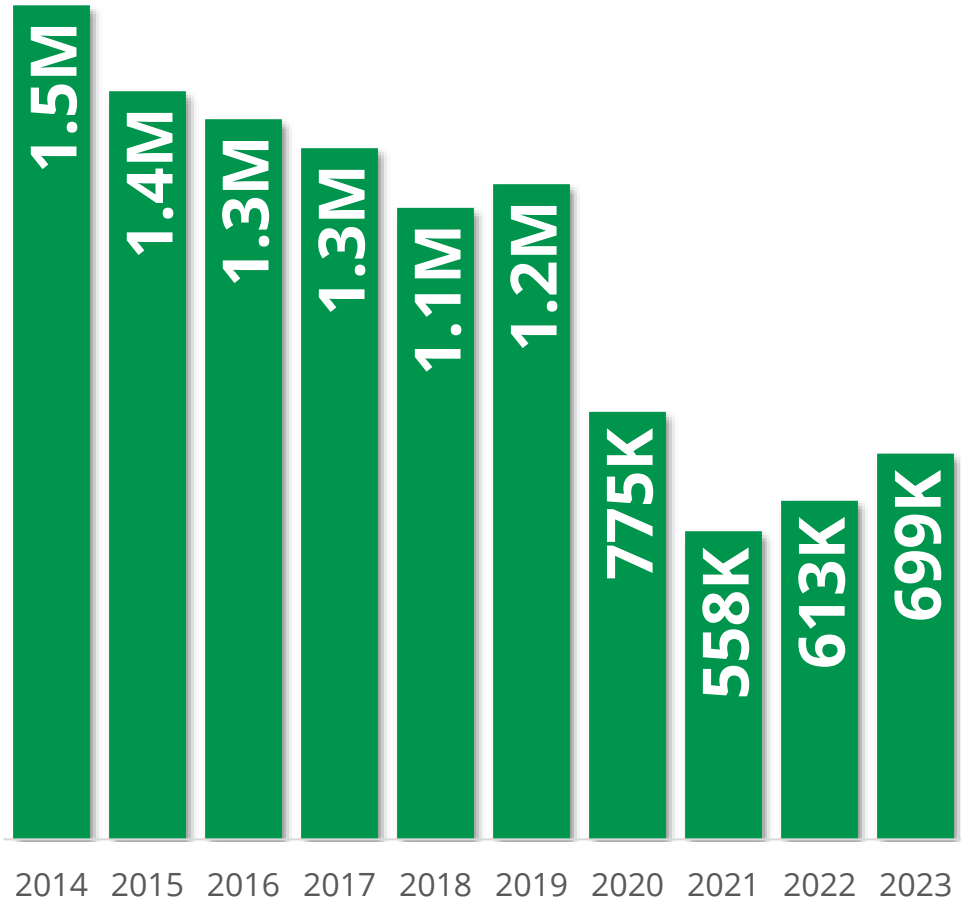
Ridership Trends

Figure 3-19 summarizes Citrus Connection ridership trends from 2014 to 2023, based on data from Florida Transit Information System (FTIS), and validated National Transit Database (NTD) data.

From 2014-2018, Citrus Connection ridership steadily decreased from 1.5 million passenger trips to 1.1 million (-24.3%). However, in 2019, ridership increased to 1.2 million.

Due to a 2020 public health emergency, in 2021, ridership decreased significantly from 2019 (-53%). According to the Congressional Research Service, nationwide transit ridership fell by approximately 50% of pre-emergency levels in 2020 and 2021. More recently, Citrus Connection's ridership increased 25.2% from 2021 to 2023.

Figure 3-19: Citrus Connection Ridership | 2014 - 2023



Source: FTIS and Citrus Connection



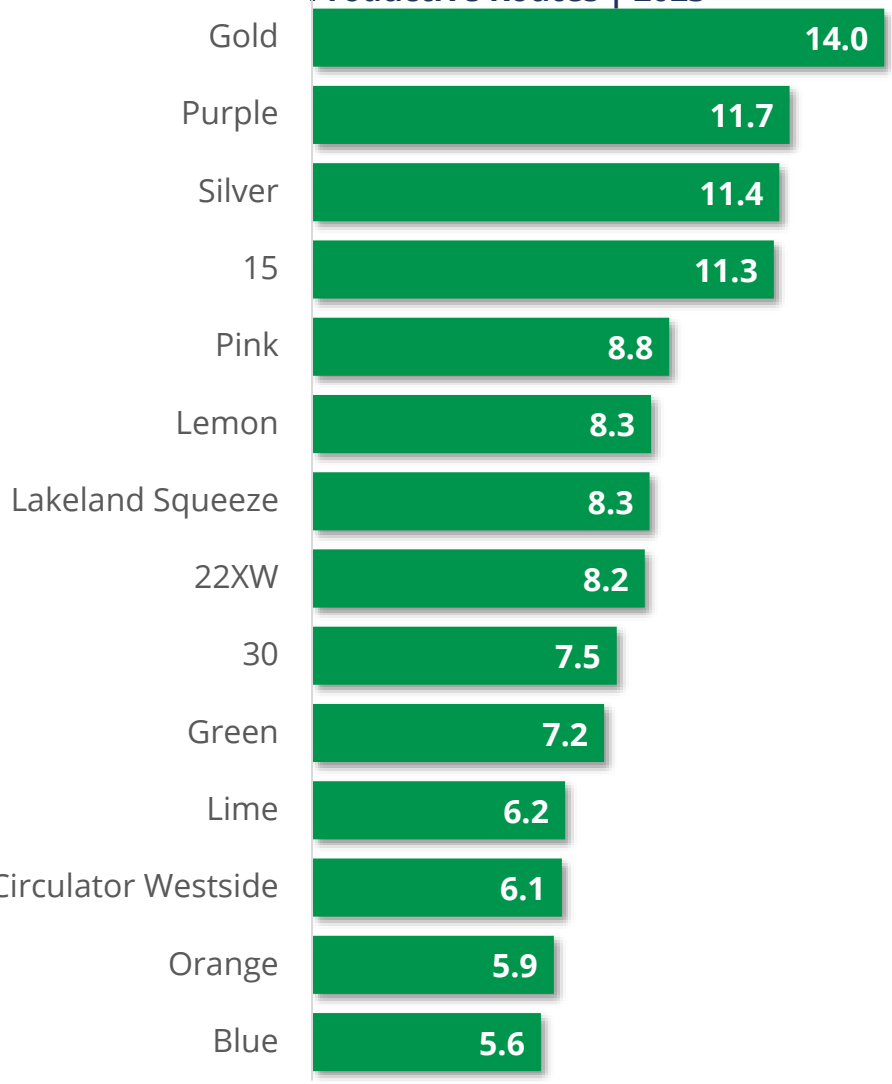
Ridership Productivity

While the absolute number of trips generated by a route is one way to assess its productivity, it may not fully capture the overall performance or potential. Routes may operate at various times at different frequencies. Exploring trips per revenue hour by route normalizes the average amount of service supplied to examine productivity. Trips per revenue hour is defined as the number of passenger trips in an hour while a route is in service.

In FY 2023, the average trips per revenue hour systemwide was 5.2. Figure 3-20 shows the most productive Citrus Connection routes that surpass the systemwide average.

Citrus Connection's most productive route is the Gold Line, with 14 customers per revenue hour. The Purple Line, Silver Line, and Route 15 serve 11 customers per hour on average. All other routes serve less than 10 customers per hour.

Figure 3-20: Citrus Connection Ridership | Most Productive Routes | 2023



Source: Citrus Connection



Ridership by Bus Stop

Most Citrus Connection bus stops are in incorporated areas with higher density and employment. As the availability and use of these capital facilities is important to understand, GIS data on ridership/activity were analyzed.

Map 3-21 shows that the highest activity occurs at the transfer centers facilitating connections between routes. Most facilities with higher ridership are located along corridors with a high density of retail and major attractions, such as Florida Avenue.

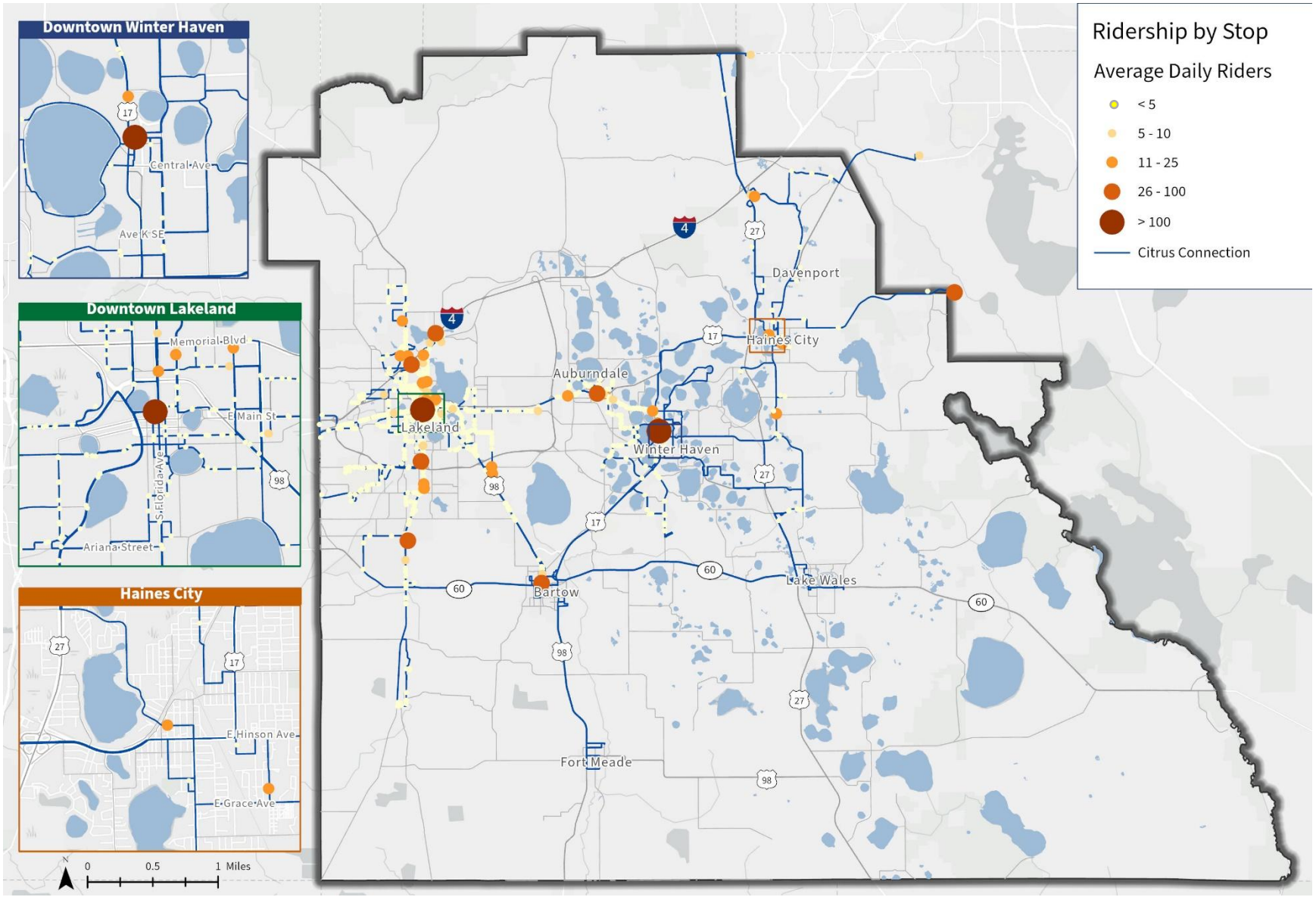
The park-and-rides lots connecting riders to and from other regional transit systems have at least 5 daily boardings with the SunRail station connection averaging at least 26 daily boardings. Other areas with notable ridership are in Auburndale, Bartow, and Haines City.



Source: Google



Map 3-21: Citrus Connection | Average Daily Ridership by Stop



Source: Citrus Connection



Paratransit Services

Citrus Connection also provides transportation options for individuals who are unable to use the bus system or otherwise qualify for door-to-door paratransit service under the Americans with Disabilities Act (ADA). Citrus Connection features an online reservation system for paratransit trips via its website.

ADA Paratransit

Citrus Connection's ADA paratransit serves customers who are unable to use fixed-route services. Paratransit services have a specialized fleet with wheelchair lift-equipped buses and functions as a call ahead, door-to-door service for older adults, disadvantaged citizens, and individuals with disabilities throughout Polk County. One-way fares for the service are $2 and customers can find information on the website. Citrus Connection requires residents to qualify and encourages transportation plans to be made ahead of time. The paratransit service hours are comparable to fixed-route with reservations taken Monday through Friday from 8:00 AM - 5:00 PM and 8:00 AM - 4:00 PM on Saturdays, excluding holidays. Customers must apply for and be certified as qualified to use the ADA paratransit service. A qualifying individual can be picked up within ¾-miles of a fixed route and there is no limit to the number of rides once they are qualified.



Source: Citrus Connection



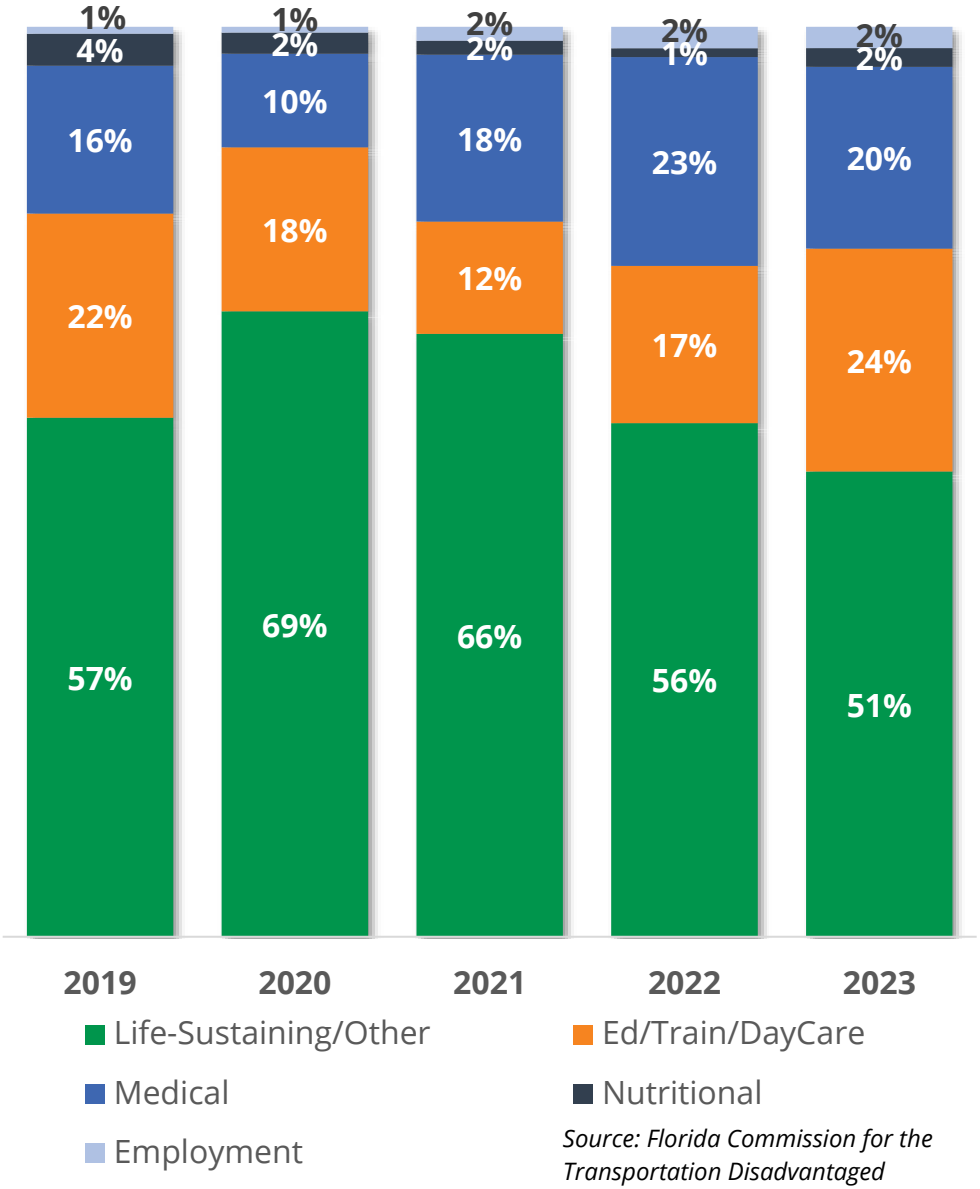
Transportation Disadvantaged

Citrus Connection serves as Polk County's Community Transportation Coordinator (CTC) for the Transportation Disadvantaged (TD) program. This state-funded program serves at-risk children, older adults, individuals with disabilities, and low-income residents.

TD trips are categorized by trip purpose as Employment, Medical, Education/Training/Day Care, Nutritional, or Life-Sustaining/Other. Trips categorized as Life-Sustaining and Other have been the largest proportion of TD trips in Polk County, with over half of the total annual trips in the previous five years.

Education/Training/Day Care and Medical trips are also common, while Employment and Nutrition combined were less than 5% in each of the previous five years (Figure 3-21). It is worth noting that, following 2020, there was decrease in the share of Life-Sustaining trips (from 69% in 2020 to 51% in 2023), with each of the four other categories making up greater proportion of trips.

Figure 3-21: Transportation Disadvantaged | Trip Purpose



Source: Florida Commission for the Transportation Disadvantaged



Current Fare Structure

Table 3-9 shows the current Citrus Connection fare structure. Customers should have either exact cash, a SMARTCARD, or their phone to show digital payment.

Digital Payment

Citrus Connection offers customers the convenience of contactless fare payment using the mPass app. In the app, customers can pay their fare via credit/debit card or digital services such as ApplePay, Google Pay, or Masterpass.

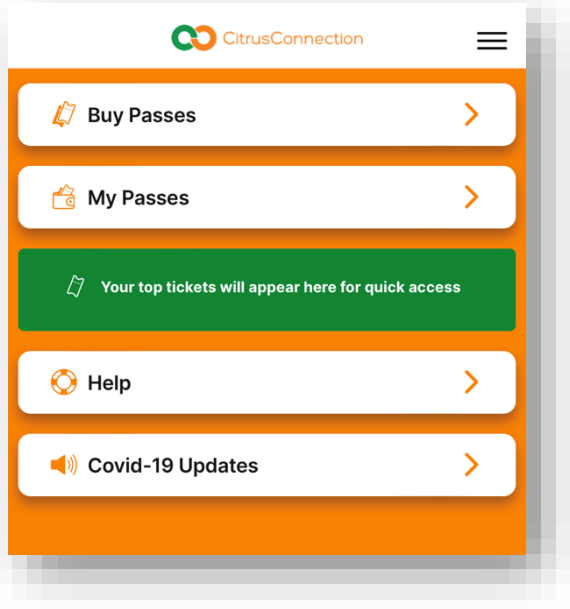


Table 3-9: Citrus Connection | Fare

Type	Price
Single Fare	
Adults	$1.50
Students	$1.25
Seniors (65+)	$0.75
Disabled	$0.75
ADA Paratransit	$2.00
ADA Fixed-Route	FREE
Children	FREE
Multi-Fare Passes	
Monthly Pass	$47.00
Weekly Unlimited Pass	$12.00
Adult Day Pass	$3.00
Student Day Pass	$2.50
Senior/Disabled Day Pass	$1.50
Senior/Disabled Week Pass	$9.00
Senior/Disabled Monthly Pass	$31.50

Source: Citrus Connection



Universal Access Partnership

The UAP program allows members of participating organizations to ride Citrus Connection for free with a valid ID. This service is aimed at schools and employers looking to help their students or employees find alternative ways to travel.

The following entities, among others, currently participate in the UAP:

- Polk State College
- Southeastern University
- Legoland
- Polk County Schools
- Lakeland Downtown Development Authority
- Veterans
- Spectrum
- Pace Center for Girls
- Central Florida Healthcare
- Peace River Center
- New Beginnings High School



Source: Citrus Connection



Capital Facilities/Transit Infrastructure

A review of the capital assets supporting Citrus Connection was also conducted. The capital inventory includes bus stops, transfer stations, and administrative offices.

Bus Stop Infrastructure

Understanding the placement and distribution of stops can help identify gaps in service. Citrus Connection has more than 1,000 stops throughout its service area and nearly 400 are within the Lakeland city limits. There are over 380 stops distributed throughout unincorporated Polk County (Table 3-10).

Table 3-10: Citrus Connection | Bus Stops by Location

Municipality Name	# of Bus Stops
Lakeland	399
Unincorporated Polk	381
Winter Haven	119
Bartow	54
Auburndale	34
Lake Wales	29
Haines City	18
Lake Alfred	15
Fort Meade	14
Mulberry	10
Davenport	4
Lake Hamilton	4
Dundee	3
Total	**1,084**

Source: Citrus Connection and Transitions



Transfer Facilities

Currently, there are two bus transfer facilities in Polk County, in Lakeland and Winter Haven. Additionally, there is the SunRail station in Poinciana, located just outside of the Polk County limits. All routes in the respective areas converge to allow customers to transfer to access other various areas of the Citrus Connection service area.

Winter Haven Downtown Terminal

Citrus Connection's east transfer hub is the Winter Haven Downtown Terminal, located in downtown Winter Haven at 555 Avenue E NW. The terminal currently serves eight routes, providing transfers to routes across Polk County and to specific points in Orange and Osceola counties. The Purple Line connects Winter Haven to Lakeland as well as Greyhound buses. It has shelters, benches, picnic tables, bicycle racks, and trash cans.



Source: Polk TPO



Lakeland Downtown Terminal

The Lakeland Downtown Terminal is located at 200 N Florida Avenue in downtown Lakeland. The facility provides connections for the west bus routes and is adjacent to rail tracks. The terminal provides a covered waiting area and has benches, trash cans, and designated bicycle storage areas.

This location serves mostly west routes—Blue, Gold, Green, Lemon, Lime, Orange, Peach, Pink, Red, Silver, and Yellow, as well as the Circulator routes. It also connects to the Purple Line serving the Winter Haven Terminal for transfers to other east routes.



Source: Polk TPO



Posner Park Station

The Posner Park Station is in Davenport adjacent to the Posner Village shopping center at the corner of I-4 and US-27. The facility features four shelters with benches and bicycle racks. It also helps customers connect to the US-27 corridor, the Poinciana SunRail station, and LYNX system via routes 18X, 19X, and 20X. Service to and from this station began on September 8, 2020.



Source: Google



SunRail Poinciana Station

Located approximately six miles east of Polk County in Osceola County, the SunRail station in Poinciana is a key part of the regional transit network. SunRail is central Florida's regional commuter rail service. SunRail currently operates over 61 miles with 17 stations between Volusia, Seminole, Orange, and Osceola counties. SunRail connects Citrus Connection customers to the greater Orlando area via both SunRail and LYNX routes serving its Poinciana station located at 5025 S Rail Avenue. Citrus Connection's Route 19X provides service to the station from the Posner Park Park-and-Ride. The station features shelters, bicycle racks, benches, displays, and a park-and-ride lot.

Future Facilities

SunRail

Recently, FDOT conducted a feasibility study to extend service into Polk County. The study identified proposed/potential future stops in Loughman, Davenport, Haines City, Lake Alfred, Auburndale, Winter Haven, and Lakeland. Loughman, Davenport, and Haines City are the expected locations for the first phase of SunRail station in Polk County.



Source: Citrus Connection



Brightline

Brightline is a high-speed rail service that currently operates from downtown Miami to the Orlando International Airport. The route serves six stations with two additional stations planned to open along this route. Although there is not an official timeline, future service from Orlando to Tampa is being discussed and may include a station in Polk County. This would connect Polk County to Tampa, Orlando, and other major cities in south Florida.

Lakeland Intermodal Facility

The Lakeland Downtown Terminal currently functions as the primary transfer center for west Polk County routes. There is a need to relocate the Lakeland Intermodal Center to the site identified in the Lakeland Intermodal Study, discussed later in this report. The proposed facility will feature bus bays, park-and-ride lots, multimodal infrastructure, and dedicated areas for passenger drop-off and pick-up, along with other customer amenities.

East County Facility

The planned East County Facility is intended to enhance operational efficiency by reducing deadhead mileage for transit services in east Polk County. The facility will centralize administrative functions, maintenance operations, and vehicle storage to support these routes.

Park-and-Ride Facilities

Currently, there are five park-and-ride facilities in Polk County, with four that serve the east and west area Citrus Connection routes.

Posner Park Station Park-and-Ride

The Posner Park Park-and-Ride is in Davenport adjacent to Posner Park's shops and restaurants and I-4. This facility serves customers traveling via routes 18X, 19X, and 20X.

Gow B. Fields Park-and-Ride

The Gow B. Fields Park-and-Ride on north US-98 adjacent to I-4 was completed in June 2017. It has three shelters with benches and connects the Blue, Pink, and Gold Lines in Lakeland.

Rose Street Park-and-Ride

The Rose Street Park-and-Ride connects the Purple and Silver Lines in Lakeland. It is adjacent to US-98 and Lake Mirror. The facility features covered benches, bike racks, and a bus bay.

Lakeland Park Center Park-and-Ride

The Lakeland Park Center Park-and-Ride connects customers to the Gold Line in Lakeland. It is adjacent to US-98 and I-4 with its amenities. The facility is adjacent to the Lakeland Park Center with shops and restaurants.



State Park-and-Ride

The State Park-and-Ride adjacent to I-4 and SR-33 in Lakeland is not currently served by Citrus Connection. It has 26 parking spots, of which 4 are reserved wheelchair-accessible parking spots.

Administrative Facility

The main administration facility for Citrus Connection is located at 1212 George Jenkins Blvd in Lakeland. It is the hub for all administrative functions, including operations, finance, and all other non-driving work. The administrative offices are attached to a bus garage providing the following functions:

- Maintenance garage
- Fueling station
- Washing station
- Bus storage lot



Source: Citrus Connection



Fleet Inventory

Citrus Connection's fleet consists of 45 vehicles. With a fleet-wide average age of 7.7 years, most vehicles (60%) are within their useful life based on FTA guidance. All buses are equipped with bike racks and touchless tap card payment options.

While more vehicles are reaching their expected service life, there are efforts to replace them as they age out of service. Citrus Connection currently has 31 vehicles on order and expects to begin replacing the aging current vehicles within the next year. Many of these vehicles include 26-foot cutaway buses.

Other Transit Providers

The following describes other transit providers within Polk County.

- FlixBus USA & Greyhound runs service through Polk County in Lakeland, Auburndale, Winter Haven, and Lake Wales, connecting directly to several destinations including Tampa, Orlando, and Miami. These bus routes also have connections to other FlixBus and Greyhound lines, connecting Polk County to the rest of the United States and Canada.
- Amtrak has two stations serving Polk County. Lakeland and Winter Haven both have entry points onto Amtrak train routes, connecting to much of the United States.
- As previously mentioned, Citrus Connection has a connecting route to SunRail at Poinciana Station. The existing SunRail route connects Volusia County and Poinciana.
- Although not regularly-scheduled, Uber and Lyft are Transportation Network Companies (TNC) providing app-based on-demand transportation throughout the county. Although service can be requested to and from any location, Uber and Lyft rides are most conveniently accessed in more urban areas where driver supply and rider demand is higher.
- Other local transportation providers in Polk County are shown in Appendix C.



Trend Analysis

This section includes a review of selected service performance trends for Citrus Connection. A peer review analysis also was conducted to compare Citrus Connection's performance with other selected transit systems with similar operating characteristics that Citrus Connection aspires to. The performance indicators help evaluate and benchmark the effectiveness and efficiency of Citrus Connection services. Each analysis is summarized in detail in the remainder of this section.

Data from the FTIS, a comprehensive repository of validated NTD data for transit agencies in the US, were used for these analyses. As published NTD data are typically two years behind the current operating year due to the FTA's rigorous review and validation processes, performance data for 2023 were not available from FTA and were obtained directly from Citrus Connection for the trend analysis.

Performance Trend Analysis

To assess how efficiently Citrus Connection supplies its fixed-route services and how effectively each meets the needs of the area, the trend analysis used a set of key performance indicators and two types of measures.

- General Indicators—Quantity of service supply, passenger and fare revenue generation, and resource input.
- Effectiveness Measures—Extent to which the service is effectively provided.
- Efficiency Measures—Extent to which cost efficiency is achieved.

A more recent 2022 to 2023 fixed-route trend analysis summary of findings are presented following Figure 3-22. Appendix D provides a detailed table summary of the indicators and measures in the trend analysis. The trend analysis, summarized in the tables in Appendix D, is organized by type of measure or indicator and includes statistics and tables to illustrate Citrus Connection's performance over the past five years.

Figure 3-22: Citrus Connection Trends | 2022–2023

2022-23 Trends

Passenger Trips

+25%

Revenue Miles

+16%

Revenue Hours

+17%

Passenger Trips per Hour

+7%

CitrusConnection
PROGRESS IN MOTION

Operating Expense per Revenue Hour

$118.39

-0.3%

Passenger Trips per Capita

0.93

10.2%

Passenger Trips per Revenue Hour

5.95

6.6%

Operating Expense per Passenger Trip

$19.90

-6.5%



General Indicators

- All general indicators have increased.
- Ridership has significantly increased over the previous year (24.6%), outpacing all other indicators. Revenue miles and revenue hours have also increased, but 16.4% and 16.9% respectively. Ridership growth has also outpaced the growth of the operating expense (16.5%). While Citrus Connection has added service between 2022-2023, customers' use is outpacing service expansion.
- Population has increased by 13.1% between 2022 and 2023 resulting in a greater need for transportation infrastructure and transit services.

Effectiveness Measures

- All Citrus Connection's effectiveness measures have increased between 2022 and 2023. Passenger trips per revenue mile and passenger trips per revenue hour increased at a similar rate, 6.6% and 7.0%, respectively, suggesting that more customers are using the service to take longer-distance trips.
- Due to ridership growth outpacing service supply, productivity has increased. This could be due to external factors could include traffic, increased cost of living, or increased public awareness.

Efficiency Measures

There has been an increase in all efficiency measures.

- Citrus Connection's operating expense per capita increased the most over the year (3.0%). This marginal increase is consistent with historic inflation which has affected maintenance costs, necessary capital purchases, and contributed to a driver shortage.
- The operating expense per passenger trip (-6.5%) decreased the most out of all the metrics due to the increase in ridership.



Peer Analysis

In addition to the trend analysis previously presented, a peer system review also was conducted with the same measures to assess how Citrus Connection compares to comparable transit agencies. The selection process for the peer agency systems is described first, followed by the summary results of the peer review analysis.

Peer System Selection Methodology

The fixed-route peer system selection was conducted using 2022 NTD data and compared to Citrus Connection. The peers were assessed and subsequently scored using the following method:

Step 1 | Geographic Elimination First, the field of peers was narrowed by geographic location to agencies in the southeast US, including Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Texas, Virginia, and West Virginia. These states are considered to have similar operating environments to Citrus Connection. In addition, special consideration was given to transit properties operating geographically closer to Citrus Connection.

Step 2 | Mode Review Using the subset of southeast agencies determined in Step 1, the pool was further narrowed by mode to agencies providing fixed-route or motorbus service (classified as "MB" mode in the NTD).

Step 3 | NTD Analysis Using 2022 NTD data, the pool of potential peers was scored through an objective assessment of eight standard key variables:

- Average speed (revenue miles/revenue hours)
- Passenger trips
- Revenue miles
- Service area population
- Service area population density
- Total operating expense
- Vehicles operated in maximum service (VOMS)
- Revenue hours

Each agency was scored on each variable based on its similarity to Citrus Connection for that year. An agency received 1 point when its performance value for a variable was within one standard deviation of Citrus Connection's performance value and 0.5 points for each variable that fell within two standard deviations of Citrus Connection's performance value. If an agency's value fell outside of two standard deviations of Citrus Connection's performance value, no points were given.



After each agency was scored on each variable, the agencies were ranked based on the total points received. The top 25 ranked agencies moved to Step 4.

Step 4 | Peer Selection The final list of peers was determined through further qualitative scoring. Any agency Citrus Connection had identified as a peer through a past peer selection process or is geographically similar was given additional consideration. The final agencies selected are listed in Table 3-11.

Peer Review Analysis Summary

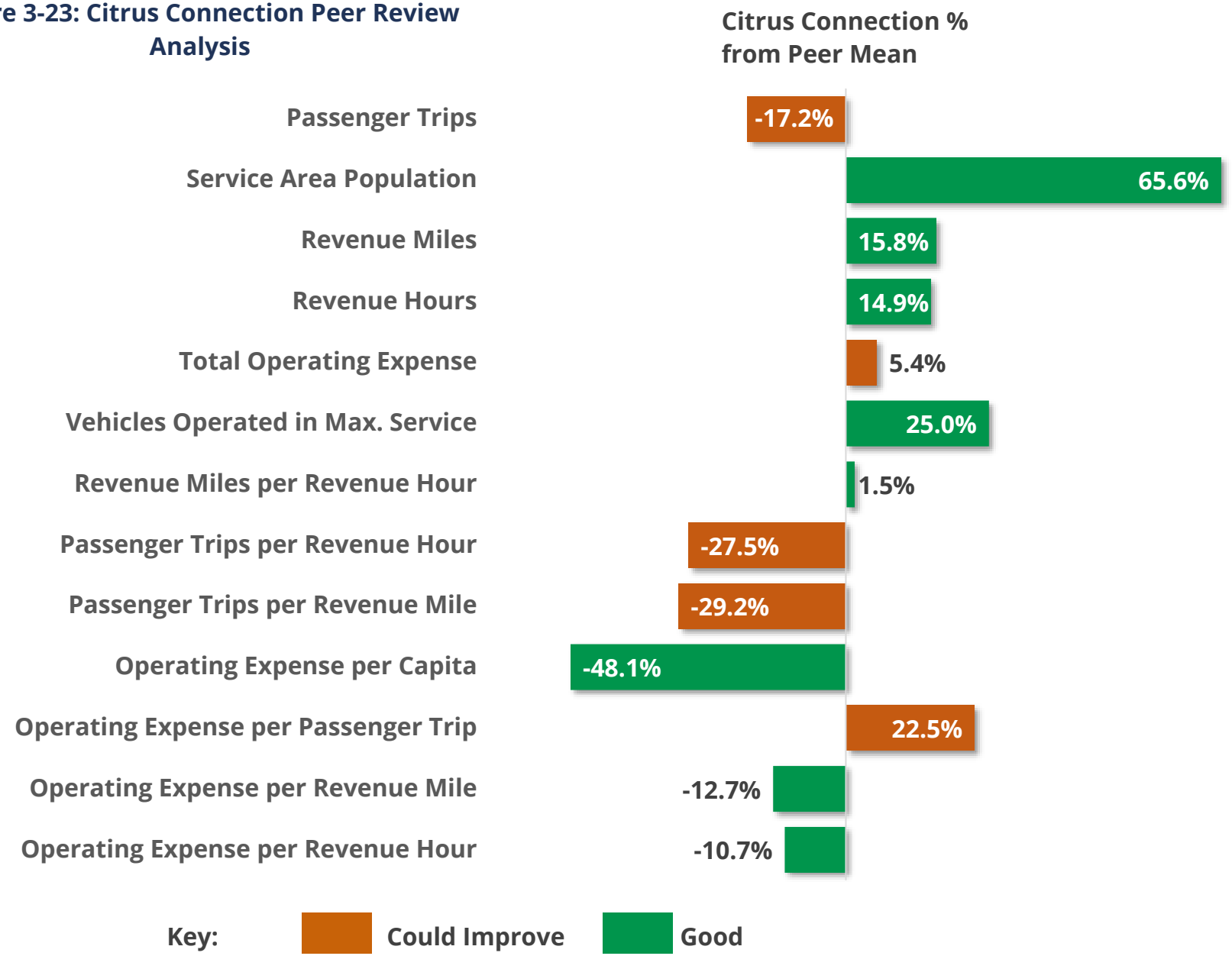
The results of the peer review analysis of Citrus Connection's fixed-route bus service are presented in Figure 3-23. It shows the findings by key indicators/measures in terms of their deviation above or below the peer group mean and a general assessment of the result.

Table 3-11: Selected Peers

Agency Name	Location
Potomac and Rappahannock Transportation Commission	Woodbridge, VA
Pasco County Board of County Commissioners	New Port Richey, FL
Kanawha Valley Regional Transportation Authority	Charleston, WV
Gwinnett County Board of Commissioners	Lawrenceville, GA
Escambia County Board of County Commissioners	Pensacola, FL



Figure 3-23: Citrus Connection Peer Review Analysis





General Performance Indicators

- Most indicators for Citrus Connection are above the peer mean except the passenger trips.
- Citrus Connection also operates at a marginally higher operating cost than its peers while maintaining more buses than the peer average, indicating that it is more efficient than its peers.

Effectiveness Measures

- The average speed (revenue miles per revenue hours) of Citrus Connection's service is marginally higher than the peer mean (1.5%), which could indicate that Citrus Connection operate some longer routes than its peers.
- Citrus Connection serves less passenger trips per revenue hour and revenue mile, -27.5% and -29.2% respectively, than its peers. This means that there are comparatively less people using the service over time and distance. Given Polk County's growing population, focusing on continuing to support transit development may prove to be beneficial for improving countywide access.

Efficiency Measures

- Due to Polk County's growing population and similar operating expense, the operating expense per capita is much lower (-48.1%) than the peer mean.
- Although Citrus Connection's operating expenses per revenue mile (-12.7%) and revenue hour (-10.7%) are lower than its peers, its operating expense per passenger trip is 22.5% higher. This suggests that Citrus Connection supplies service more efficiently than its peers, but not as many passengers are using the service.



Transit Demand Assessments

A key step in understanding the operating environment in which Citrus Connection operates is conducting transit demand assessments. These tools utilize GIS to assist in understanding and visualizing data to supplement the population and employment data analyses.

The Transit Accessibility Analysis assesses how well customers can access Citrus Connection's existing services from key locations.

The Density Threshold Assessment (DTA) illustrates the relationship between the discretionary market (potential customers living and/or working in higher-density areas who may choose to use transit) and the use of transit as a commuting alternative.

The Transit Orientation Index (TOI) measures levels of traditional markets, such as older adults, youth, low-income, and zero-vehicle households, compared to existing transit coverage to gauge propensity for transit use.

Transit Accessibility Analysis

An analysis was conducted to identify the degree of accessibility from key cities via the current Citrus Connection network. The extent to which a major destination is accessible via transit provides valuable information on how the system may impact travel patterns of current and potential Citrus Connection customers.

Existing Network Accessibility Methodology

Using population and service area data and functionalities of FDOT's ridership demand estimation software, Transit Boardings Estimation and Simulation Tool (TBEST), a travel time analysis for current and potential Citrus Connection customers was conducted. The analysis examined areas of the county within a gradient of travel sheds ranging from 0–60 minutes in total travel time from the following locations:

- Downtown Bartow
- Downtown Lakeland
- Downtown Winter Haven
- Haines City
- Downtown Lake Wales

For these locations, accessibility was measured for weekday service in the morning peak period within a ¼-mile walk access to transit.

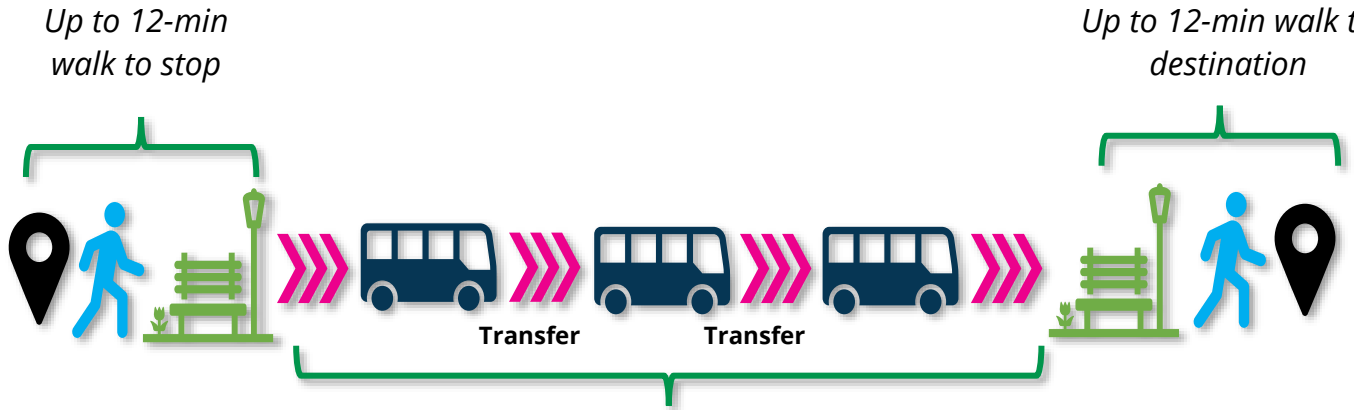


Network Accessibility Analysis Summary

As shown in Figure 3-24, the total travel time to a location includes not just time on board the bus, but also time waiting to board the first bus, other wait/walk times if a transfer is necessary, and walk time from the bus stop to the final destination. For any areas not colored according to the legend, it can be inferred that they are beyond the 60-minute travel time shed.

The accessibility/travel pattern analyses is summarized in Maps 3-22 through 3-26 includes the existing Citrus Connection network as well as other key interstates and major roadways. Areas not colored are beyond the 60-minute travel time shed.

Figure 3-24: Accessibility | Travel Time





Downtown Bartow

The Polk County Courthouse parking garage stop on North Carpenter Avenue in downtown functions as the primary transit hub in Bartow. This stop facilitates connections for four bus routes enabling passengers to access Fort Meade, Lake Wales, Lakeland, Mulberry, and Winter Haven within 60 minutes. Within the 60-minute travel shed there is a population of 43,205 and 43,642 jobs.

Downtown Lakeland

The Lakeland Downtown Terminal is adjacent to Pine Street and Missouri Avenue and serves as the central location for all existing west Citrus Connection routes, except for the Lime and Coral Lines. This location provides local access to downtown Lakeland, Florida Avenue, and US-98. From this facility, customers can access nearly all of Lakeland and some destinations in Auburndale and Bartow within 60 minutes. These routes provide access to a population of 124,102 and 106,328 jobs within a 60-minute trip.

Downtown Winter Haven

The Winter Haven Downtown Terminal serves as the central connection in eastern Polk County. This facility provides access to US-17 and is near Central Avenue, FL-542, and 1st Street. Customers may access most of Winter Haven and may reach destinations in Auburndale, Bartow, Cypress Gardens, and Haines City. Within the 60-minute travel time, there is a population of 54,114 and 43,416 jobs.

Haines City

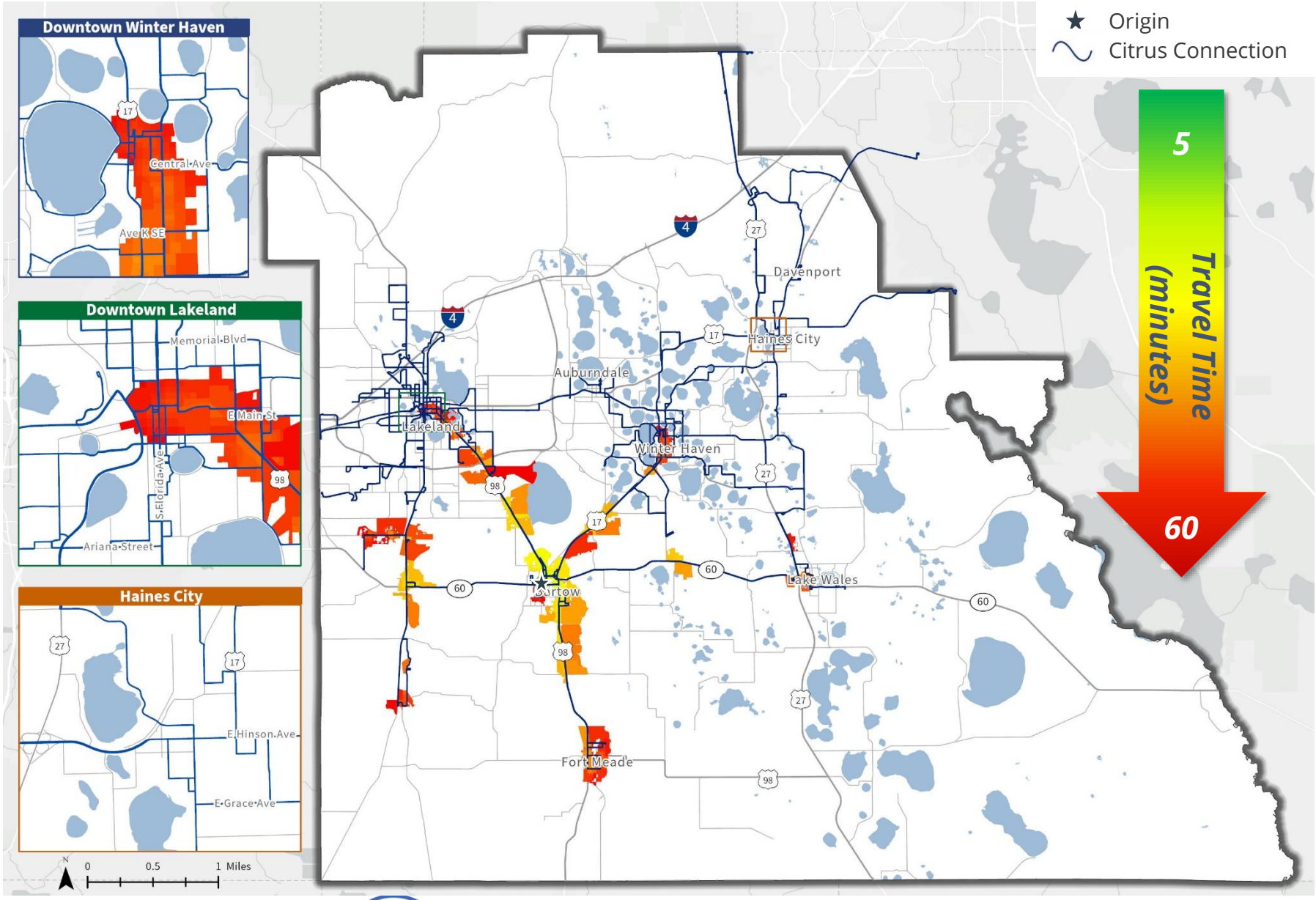
The central location for transit in Haines City is the Haines City Plaza, located on 17th Street at the turning point for US-17, and provides access to most of the city. Customers can access Davenport, Lake Alfred, and Winter Haven within a 60-minute ride. Approximately 19,837 people and 10,049 jobs are within the 60-minute travel shed from the Haines City Plaza.

Downtown Lake Wales

The central stop within Lake Wales is located near West Central Avenue and South 1st Street, providing immediate access to downtown businesses located around Stewart Avenue and Park Avenue. The routes that serve Lake Wales provide access to most of west and south Lake Wales, Legoland, Winter Haven, and central Bartow. Approximately 23,516 people and 17,408 jobs are within a 60-minute travel shed from this stop.

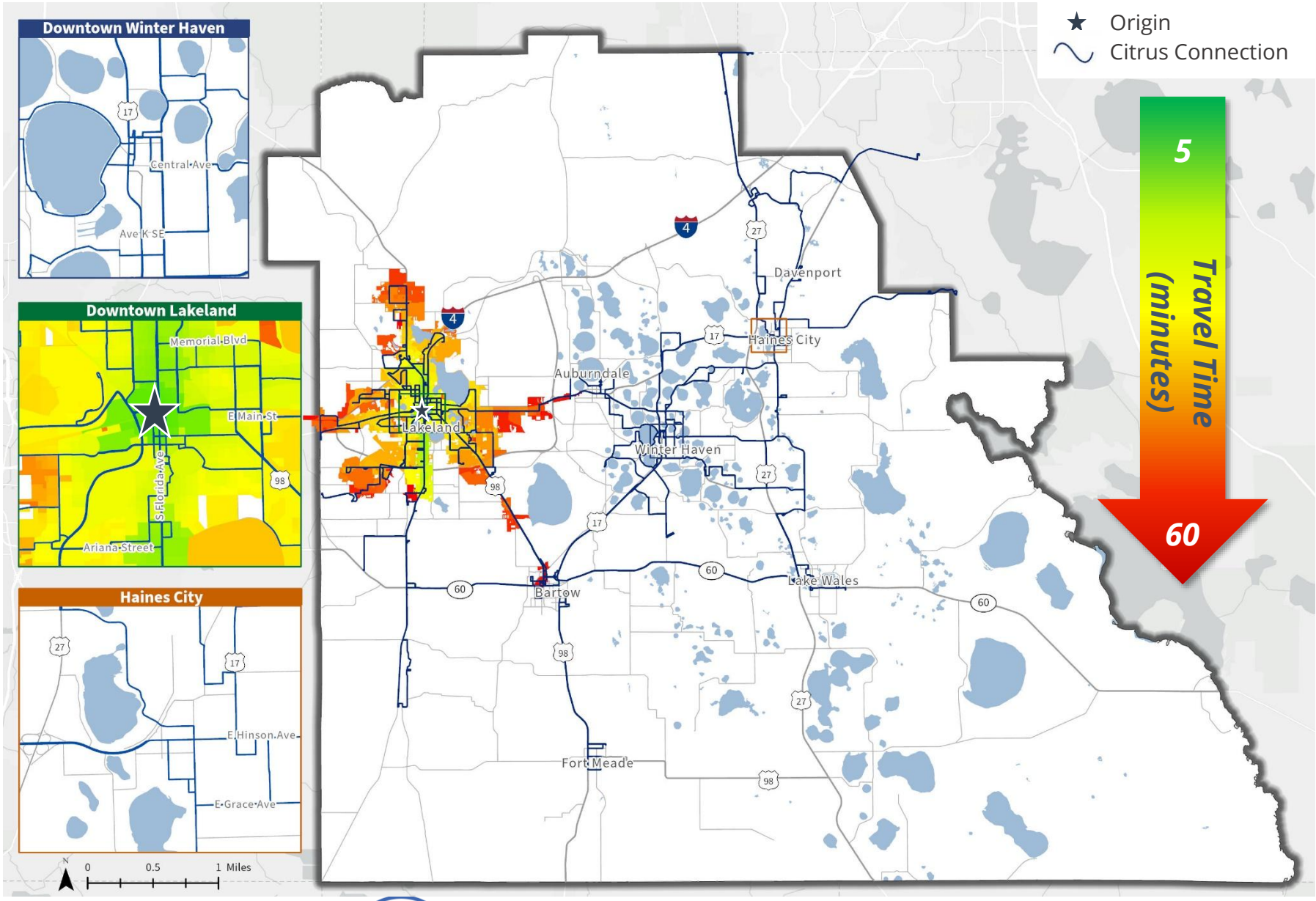


Map 3-22: Downtown Bartow Accessibility



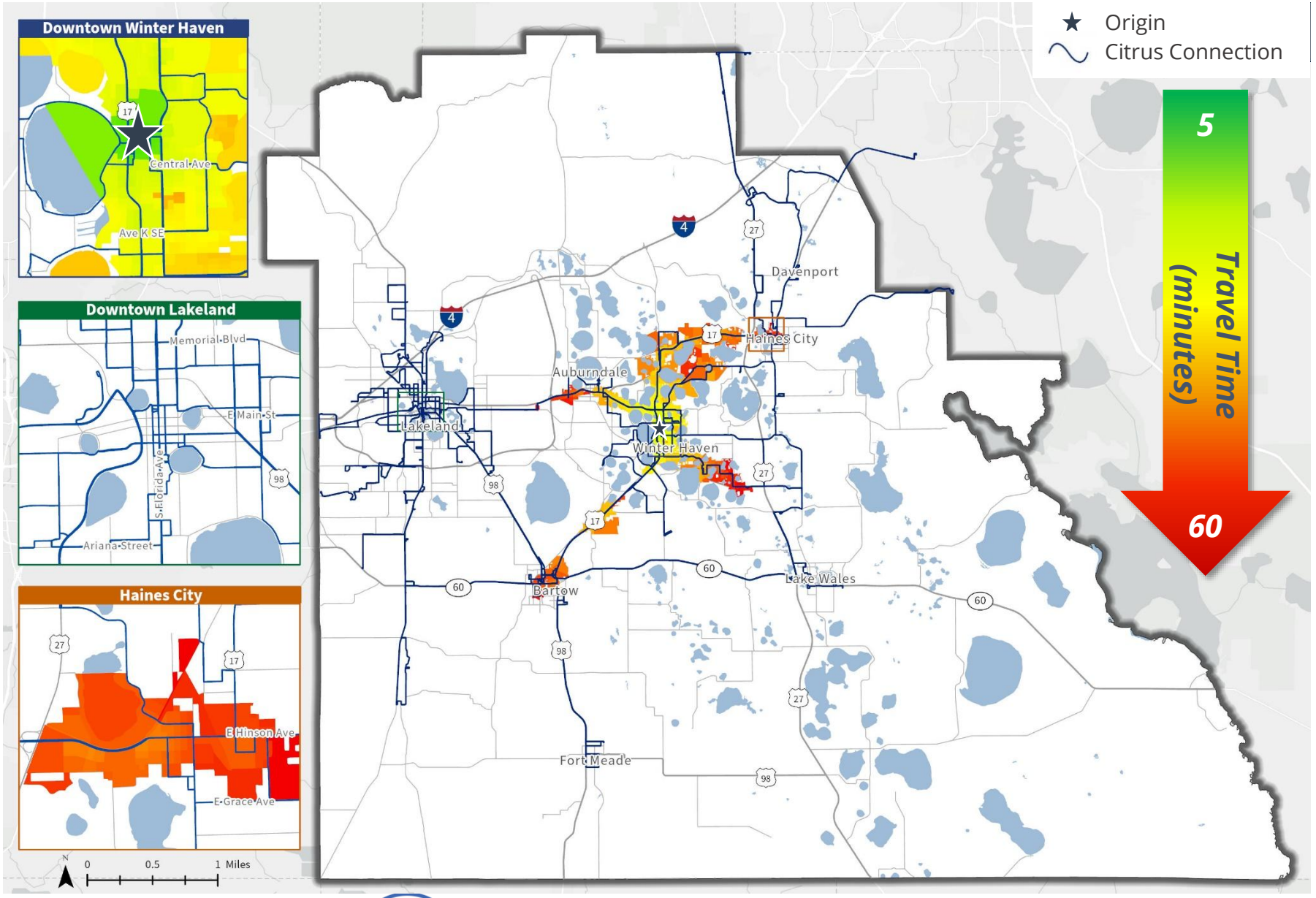


Map 3-23: Downtown Lakeland Accessibility



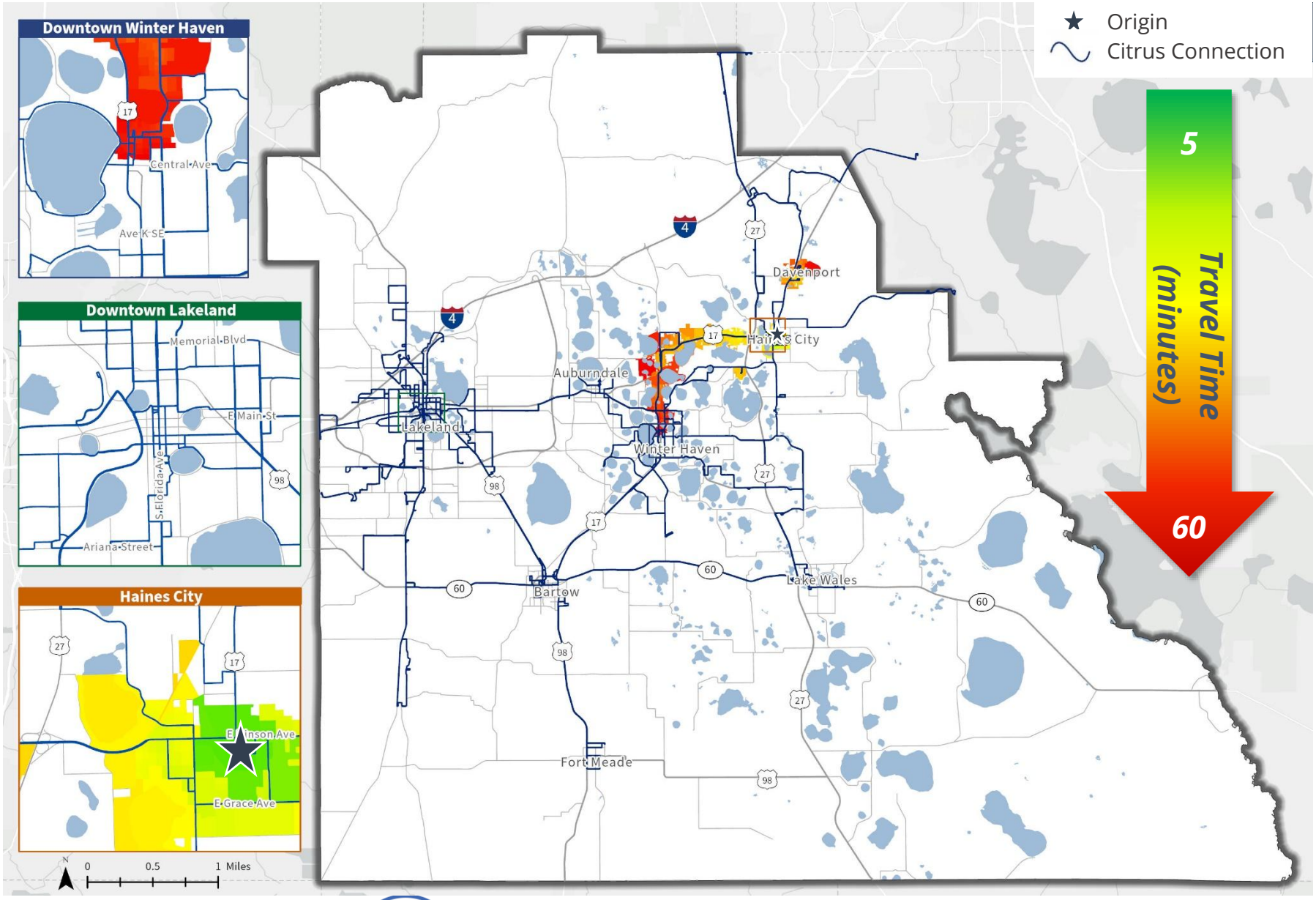


Map 3-24: Downtown Winter Haven Accessibility



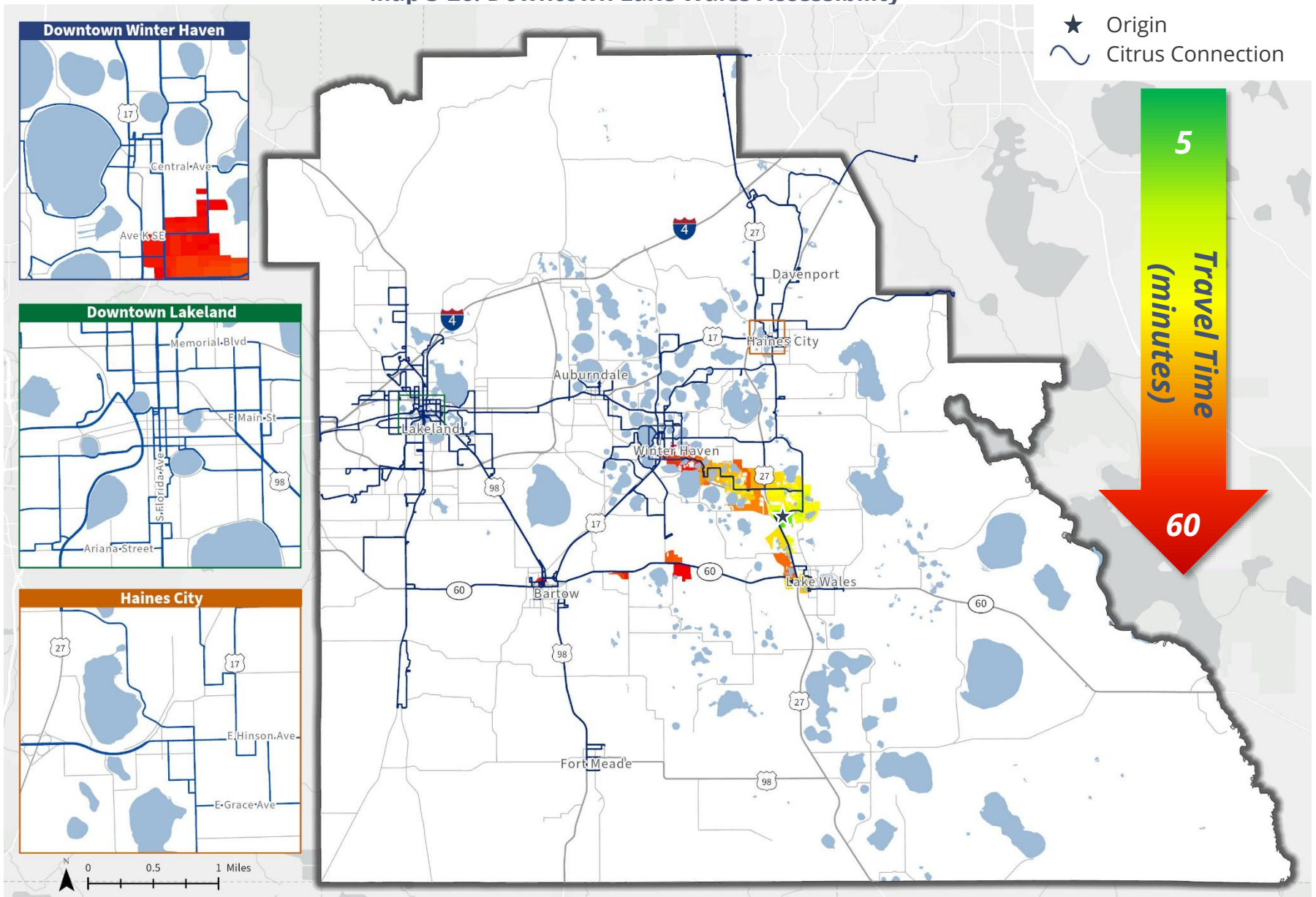


Map 3-25: Haines City Accessibility





Map 3-26: Downtown Lake Wales Accessibility





Discretionary Markets

A DTA was conducted using industry-standard density thresholds to identify areas with transit-supportive residential and employee density levels today and in the future. Socioeconomic data for the study area, including dwelling units and employment levels developed for the regional travel demand model, were used.

Discretionary Market Assessment Methodology

Socioeconomic data forecasts developed for the Polk County TPO's 2050 Envision LRTP, including dwelling unit and employment data by TAZ, were used for the DTA. These results are also critical for subsequent assessment of transit needs and demand.

Three density thresholds based on industry standards and available research were used to define corresponding investment levels for transit (Table 3-12).

Table 3-12: DTA | Dwelling Unit and Employment Density Thresholds

Level Of Transit Investment	Dwelling Unit Density Threshold[1]	Employment Density Threshold[2]
Minimum Investment	4.5–5 Dwelling Units/Acre	4 Employees/ Acre
High Investment	6–7 Dwelling Units/Acre	5–6 Employees/ Acre
Very High Investment	≥8 Dwelling Units/Acre	≥7 Employees/ Acre

[1] Transportation Research Board (TRB), National Research Council, Transit Cooperative Research Program (TCRP) Report 16, Volume 1 (1996), "Transit and Land Use Form," November 2002, MTC Resolution 3434 TOD Policy for Regional Transit Expansion Projects.

[2] Based on review of research on relationship between transit technology and employment densities.

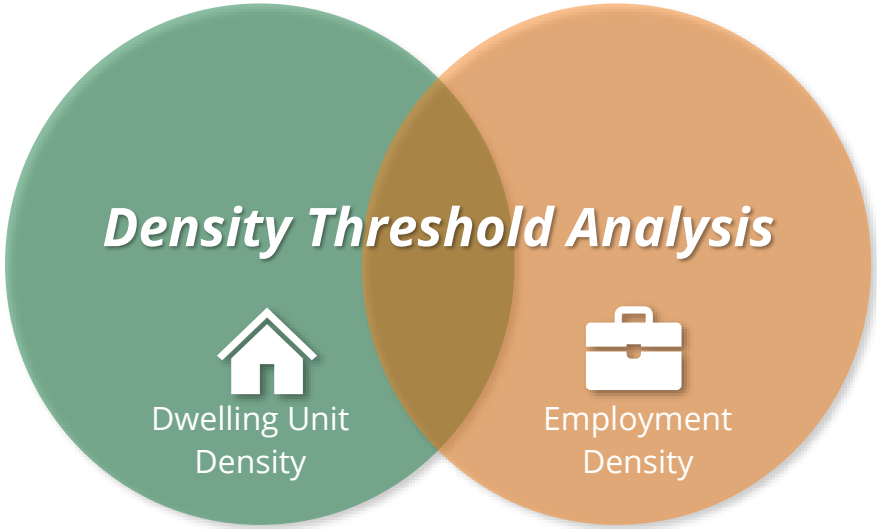


Discretionary Market Assessment Summary

Maps 3-27 and 3-28 illustrate the results of the 2025 and 2050 DTA analyses for Polk County. Each identify areas that support the various levels of transit investment within their respective timeframe, based on existing and future dwelling unit and employment densities.

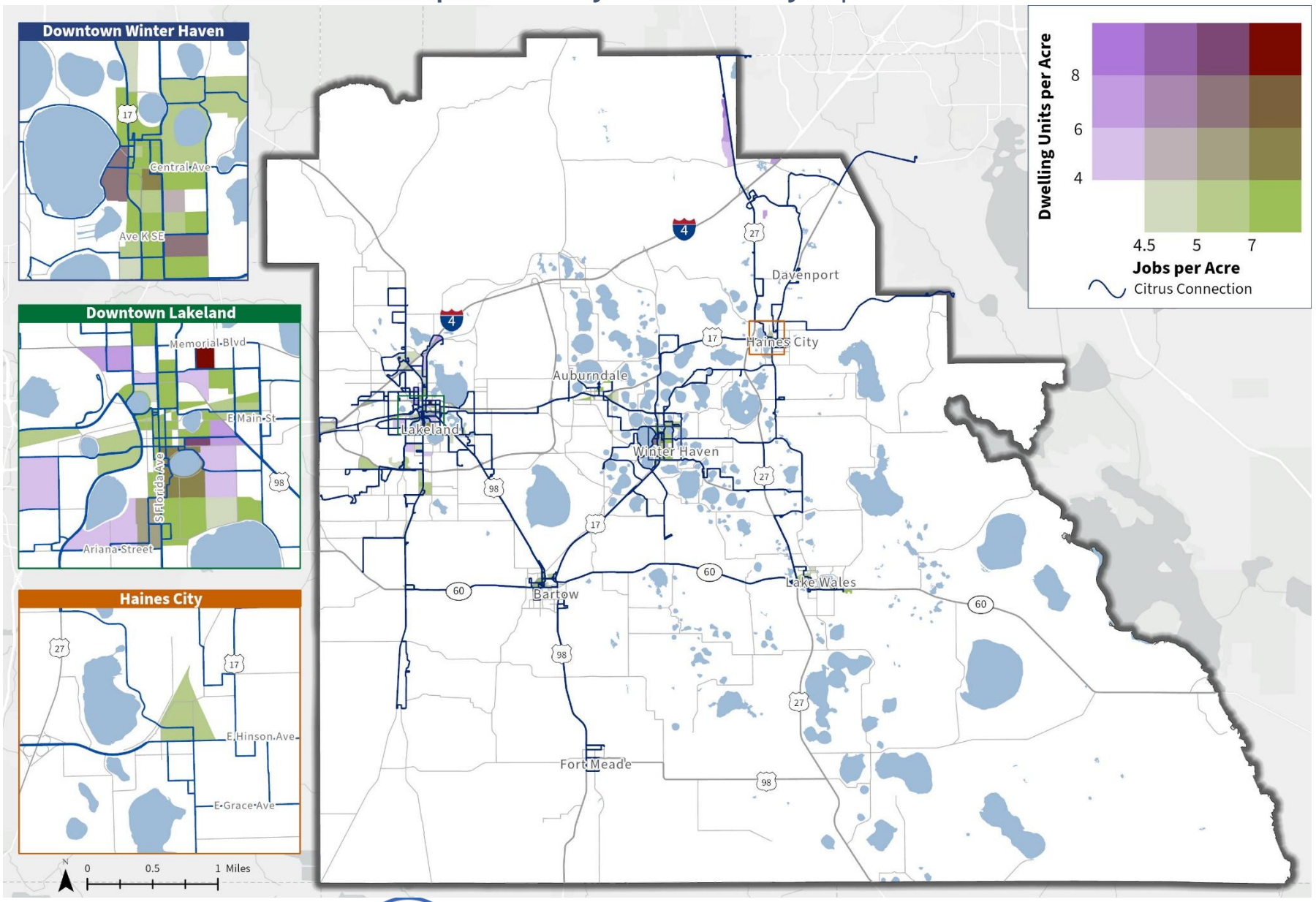
The 2025 DTA shows a current need for transit development in the central areas of Lakeland and Winter Haven, with specific blocks being home to the “minimum” and “high” levels of transit intensity necessary. There is also a “minimum” and “high" need for transit in several areas outside of these downtowns, such as south, west, and north Lakeland, central Bartow, central Lake Wales, and Auburndale.

The second map shows that the Lakeland and Winter Haven downtown areas are expected to continue developing and, by 2050, will need “high” and “very high” transit intensity. It is also expected that the neighborhoods outside the aforementioned downtowns will need “high” levels of investment. Many neighborhoods located between these areas of Lakeland and Winter Haven will grow to need “minimum” to “high” investment.



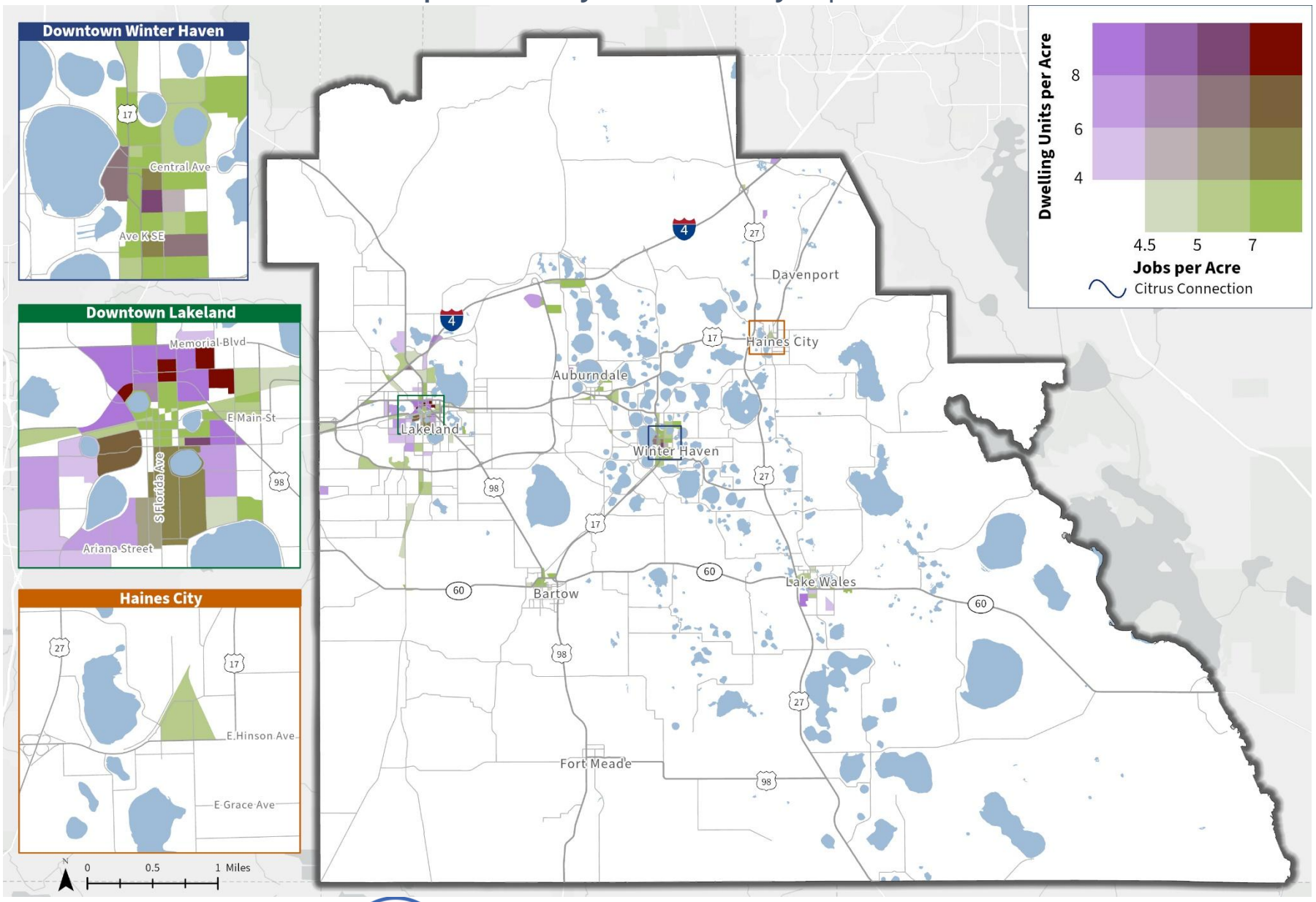


Map 3-27: Density Threshold Analysis | 2025





Map 3-28: Density Threshold Analysis | 2050



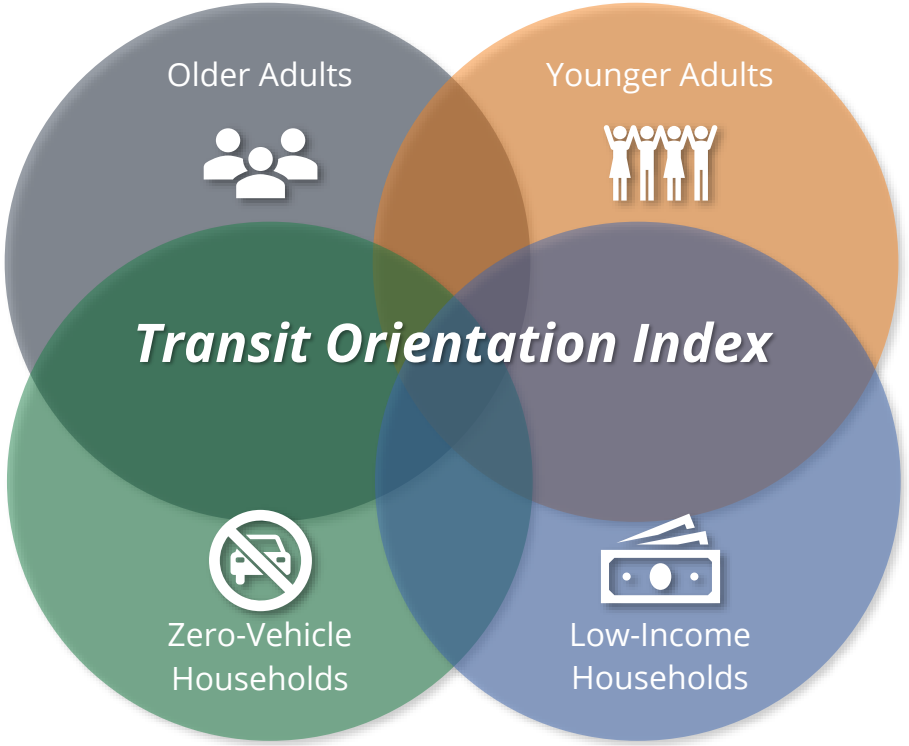


Traditional Markets

The traditional market includes population segments that historically have a higher propensity to use or depend on transit for their transportation needs. For some individuals, the ability to drive is greatly diminished with age and they must rely on others for transportation. Younger people may not have a driver's license, access to a car, or may prefer using transit to reach work, school, and recreational activities than prior generations. For lower-income households, transportation costs can be more burdensome, resulting in less vehicle access and more reliance on public transportation.

The TOI assists in identifying residential areas of the county where traditional markets exist defined as:

- Younger Adults—persons 17 to 24 years
- Low-income households—households that meet the federal poverty definition
- Zero-vehicle households—households that report not having access to a vehicle
- Older adults—persons 65 years and older





Traditional Market Methodology

To create the TOI, the selected demographic data from the 2023 ACS 5-Year Estimates (2019–2023) were analyzed by block group to develop a composite ranking. Each block group was assigned a transit orientation of "very high," "high," "medium," or "low." Any block group with a population density under 100 people per square mile was assigned "very low" and excluded from the analysis.

Map 3-29 illustrates the 2023 TOI results, reflecting areas throughout Polk County with varying traditional market densities.

Traditional Market Summary

Areas that exhibit "low" and "medium" TOI are primarily rural lands surrounding municipalities.

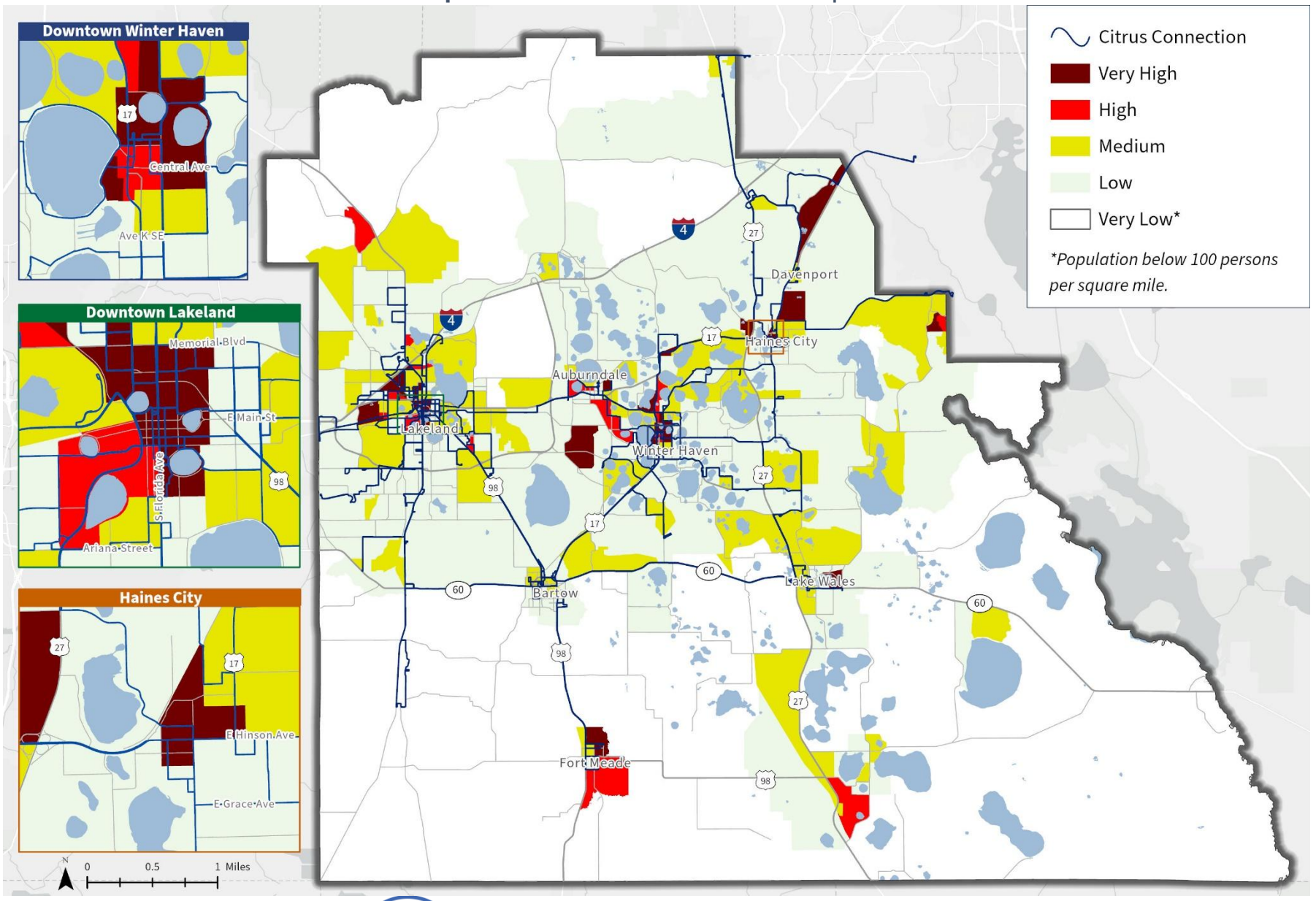
- Between FL-570 and FL-60 south of Lakeland
- Along and between FL-570 (north of Auburndale), I-4, US-27 (north of Haines City)
- US-17 between Bartow and Winter Haven
- US-27 between Lake Wales and Haines City
- US-98 through Gibsonia
- US-27 between Lake Wales and US-98

Areas that exhibit "high" and "very high" TOI exist mainly within the central neighborhoods of municipalities, including:

- Lakeland
  - Downtown neighborhoods between Memorial Boulevard, Cresap Street, FL-563, and Lake Mirror
  - FL-539 between West 10th Street and I-4.
  - Between US-92, North Galloway Road, West Memorial Boulevard, and North Wabash Avenue
- Winter Haven
  - The 1st Street North corridor between Martin Luther King Boulevard and Central Avenue
  - Between Lake Hartridge, Lake Alfred Road, and Havendale Boulevard Northwest
  - Around Polk State College and other educational facilities on FL-540
- Davenport
  - Neighborhoods north of/along US-17 between Haines City and the Polk/Osceola county line
- Haines City
  - Central Haines City and north of Baker Avenue
- Fort Meade
  - East of US-98



Map 3-29: Transit Orientation Index | 2023





Relationship Review to Other Plans

A coordinated and integrated approach is essential to ensure that the Citrus Connection's future services align with broader transportation objectives and community development goals. The plans review provided in this section is a TDP Rule requirement and provides Citrus Connection with a thorough understanding of the direction and policies of other relevant plans.

By analyzing planning documents at the local, regional, state, and federal levels, Citrus Connection can identify opportunities for strategic coordination, anticipate potential policy conflicts, and highlight initiatives that may improve service delivery and operational effectiveness. This review included a range of foundational plans and studies, including the Florida Transportation Plan, local government comprehensive plans, LRTPs, regional transportation goals, and strategic plans.

Additionally, the review includes the Citrus Connection's adopted TDP and recent Annual Progress Report (APR), transit plans from neighboring agencies, relevant economic development strategies, and existing management frameworks for consistency with established priorities and long-term objectives.

The key findings from the review process highlight relevant recommendations, policies, initiatives, and objectives that may impact the TDP's operational and capital program priorities. Ultimately, the insights from these plans will contribute to the development of the schedule of projects, to better serve the community. Appendix E includes a full review of all listed plans.



Local Plans

Local planning documents, including comprehensive plans and strategic plans, outline the need to expand and enhance Citrus Connection in conjunction with existing and anticipated land uses. The plans discuss and include goals, objectives, and policies, including enhanced multimodal integration and improved connectivity throughout Polk County. The following plans were reviewed:

- Polk County Comprehensive Plan
- City of Lakeland Comprehensive Plan
- City of Winter Haven Comprehensive Plan
- City of Bartow Comprehensive Plan
- Lakeland Area Alternatives Analysis – US-98 BRT Feasibility Study
- Lakeland Intermodal Study
- East Polk Transit Maintenance Facility Siting Analysis
- Feasibility of Premium Transit
- 2045 Polk County LRTP
- Polk County Transportation Disadvantaged Service Plan (TDSP)
- Polk UPWP
- Polk TIP
- Polk County SunRail Extension Study
- Polk Transit Vision 2032 TDP
- Polk Transit Vision 2032: 2024 APR
- Polk TPO Strategic Plan

Key Takeaways

Goals, policies, and recommendations from the plans were reviewed. Key takeaways from the plans focus on:

Service

- Extend SunRail service to Lakeland, with additional stations in Auburndale, Lake Alfred, Loughman, Davenport, Haines City, a location adjacent to the Central Polk Parkway (FL-570), and Lakeland.
- Implement BRT on Florida Avenue and US-98.
- Increase frequency and extend service span on routes with high demand.

Infrastructure/Technology/Policy

- Invest in the Lakeland Intermodal Center.
- Implement improved and upgraded SmartCard or digital payment systems.
- Encourage employers to participate in commuter assistance programs, such as UAP.
- With BRT service, implement transit signal priority (TSP), branded BRT stations, and a dedicated bus lane on certain road segments.
- Continue to coordinate with necessary partners to implement the East Polk Transit Maintenance Facility.



Regional Plans

Strategic regional planning coordination is critical to enhancing long-term economic resilience, advancing sustainable growth, and identifying meaningful infrastructure investment. To analyze the influence on Citrus Connection, several key regional plans were identified and reviewed to assess goals, policies, and recommendations related to regional transportation strategies and economic development. These plans also emphasize the importance of coordination to address regional mobility needs and support an integrated transit network. The following regional plans were reviewed:

- Hillsborough Area Regional Transit (HART) TDP
- Central Florida Regional Transportation Authority (dba LYNX) TDP
- Lake County TDP
- West Central Florida Regional Long Range Transportation Plan 2045
- Tampa Bay Economic Development Comprehensive Economic Development Strategy (CEDS) for 2023-2027

Key Takeaways

Key insights on priorities, strategic policies, and actionable steps that may influence Citrus Connection include:

Service

- Expand regional express service, including connections to Tampa.
- Consider future BRT service in Lakeland and Winter Haven.
- Continue to support existing regional connections.

Infrastructure/Technology/Policy

- Promote regional multimodal transportation options.
- Continue coordination with neighboring agencies.
- Support diversified economy by expanding job opportunities and quality.
- Provide a network of public infrastructure with supportive land uses.



State and Federal Plans

State and federal planning efforts play a critical role in guiding long-term growth, infrastructure investment, and policy development. The key state and federal plans and frameworks include goals, policies, and strategic recommendations that may influence future transit service and capital improvements over time. These findings offer a foundation for coordinated decision-making and ensure alignment with broader state and federal priorities, supporting the development of a more resilient, integrated, and connected transportation network. The following plans were reviewed as part of this analysis:

- FDOT Districtwide Bus Rapid Transit Feasibility Study
- State of Florida Transportation Disadvantaged 5-Year/20-Year Plan
- Update: Handbook and Design Manual
- 2055 FDOT Florida Transportation Plan (ongoing)
- Infrastructure Investment and Jobs Act (Public Law 117–58)
- Implications to Public Transportation of Emerging Technologies

Key Takeaways

Key insights at the state and federal levels that may affect Citrus Connection's future include the following priorities, strategic policies, and actionable steps include the following:

Service

- Implement BRT on Florida Avenue, US-98, and US-92.
- Expand transit service areas.
- Develop a universal cost-effective transportation system.
- Add and implement regional connections.
- Implement a uniform funding system.
- Add transportation solutions that strengthen Florida's economy.
- Implement mobility solutions that enhance Florida communities and preserve its environment.
- Meet transportation needs for all.

Infrastructure/Technology/Policy

- Repair and upgrade existing infrastructure.
- Increase access to transit services.



Section 4. Land Use & Corridor Development Assessment

This effort assesses the effectiveness of local land use policies and urban design patterns to help Citrus Connection focus on areas that may accommodate transit now or in the future. This section also includes an assessment of key Polk County roadway corridors for focusing transit in the next 10 years, which may assist Citrus Connection in planning and prioritizing services and facilities improvements in the future.

Land Use & Urban Design Assessment

There is a need to understand the existing and future developments that affect the built environment in which Citrus Connection functions. Assessing the existing plans and initiatives regarding transit and surrounding land uses provides context for transit development projects.

Polk County's Comprehensive Plan, the county's blueprint for growth, includes several policies that support transit. Notably this includes promoting land use strategies that encourage higher density developments such as transit supportive development areas on key corridors and growth areas.

The remainder of this section discusses these strategies and policies to support transit and minimize barriers over time.



Source: Benesch



Future Land Use Review

Transit is best supported by land uses such as high-density residential areas and employment centers. Examining Future Land Use (FLU) data may provide valuable guidance for transit in Polk County. FLU data and the key trends for Polk County, Lakeland, Winter Haven, and Haines City are noted below.

Polk County

According to the 2030 Future Land Use Map, most of the county is dedicated to environmentally sensitive areas such as agriculture, conservation, recreation and open space, and preservation (Map 4-1).

- A significant area is classified as Agriculture/Residential-Rural, Recreation Open Space, or Phosphate Mining, which are concentrated adjacent to each other and on the boundaries of the county.
- Most residential land uses are low-density up to five dwelling units per acre.
- High Density Residential uses are present near incorporated areas in Polk County.



Source: Polk TPO



Lakeland

Map 4-2 shows the City of Lakeland 2030 Future Land Use Map and notably:

- The top land uses are Residential Medium, Residential Low, and Conservation.
- Low-Density Residential is found on the periphery of the city and mostly found adjacent to Conservation uses.
- High-Density Residential and Regional Activity Center land uses are found in and around downtown Lakeland.
- Industrial land uses are found in the southern parts of the city and north of Lake Parker.

Winter Haven

A review of the City of Winter Haven 2025 Future Land Use Map (Map 4-3) shows the following:

- Low density and estate are the primary residential land uses.
- High density residential land uses are adjacent to traditional neighborhood areas and commercial land uses.
- Primary activity center land uses, which may have up to 20 units per acre, are adjacent to US-17 in downtown Winter Haven.
- Regional activity centers are found along Cypress Gardens Boulevard.
- Industrial and institutional land uses can be found in the southern part of the city, adjacent to Conservation and Estate Residential uses.

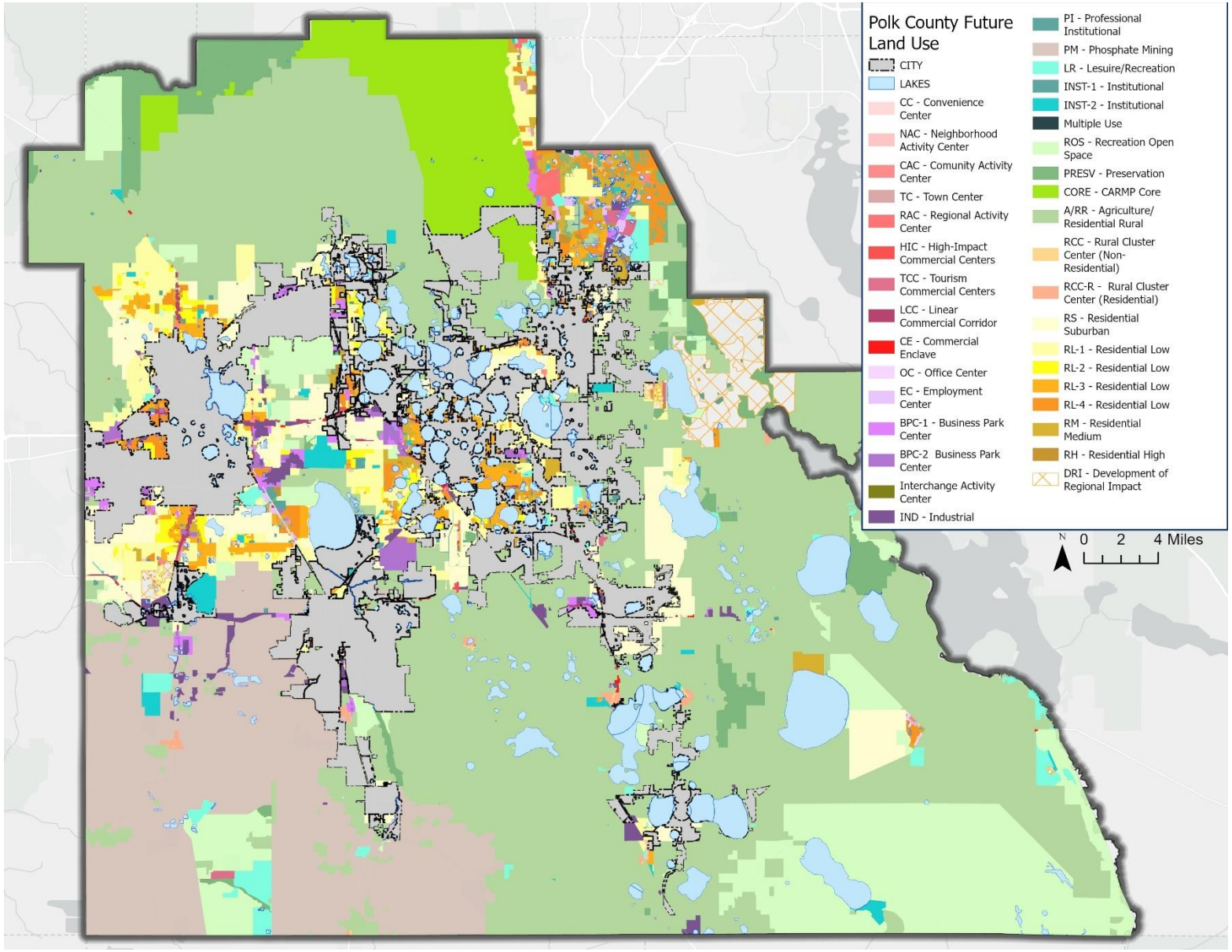
Haines City

The City of Haines City 2030 Future Land Use Map, shown in Map 4-4, highlights the following:

- Residential land uses make up the majority, with low density residential the primary residential uses.
- Neighborhood Activity Centers, Community Activity Centers, and Professional Institutional Centers land uses are found adjacent to US-27.
- Commercial uses are found adjacent to US-27 and US-17/92.
- Industrial land uses are found along Marion Road.



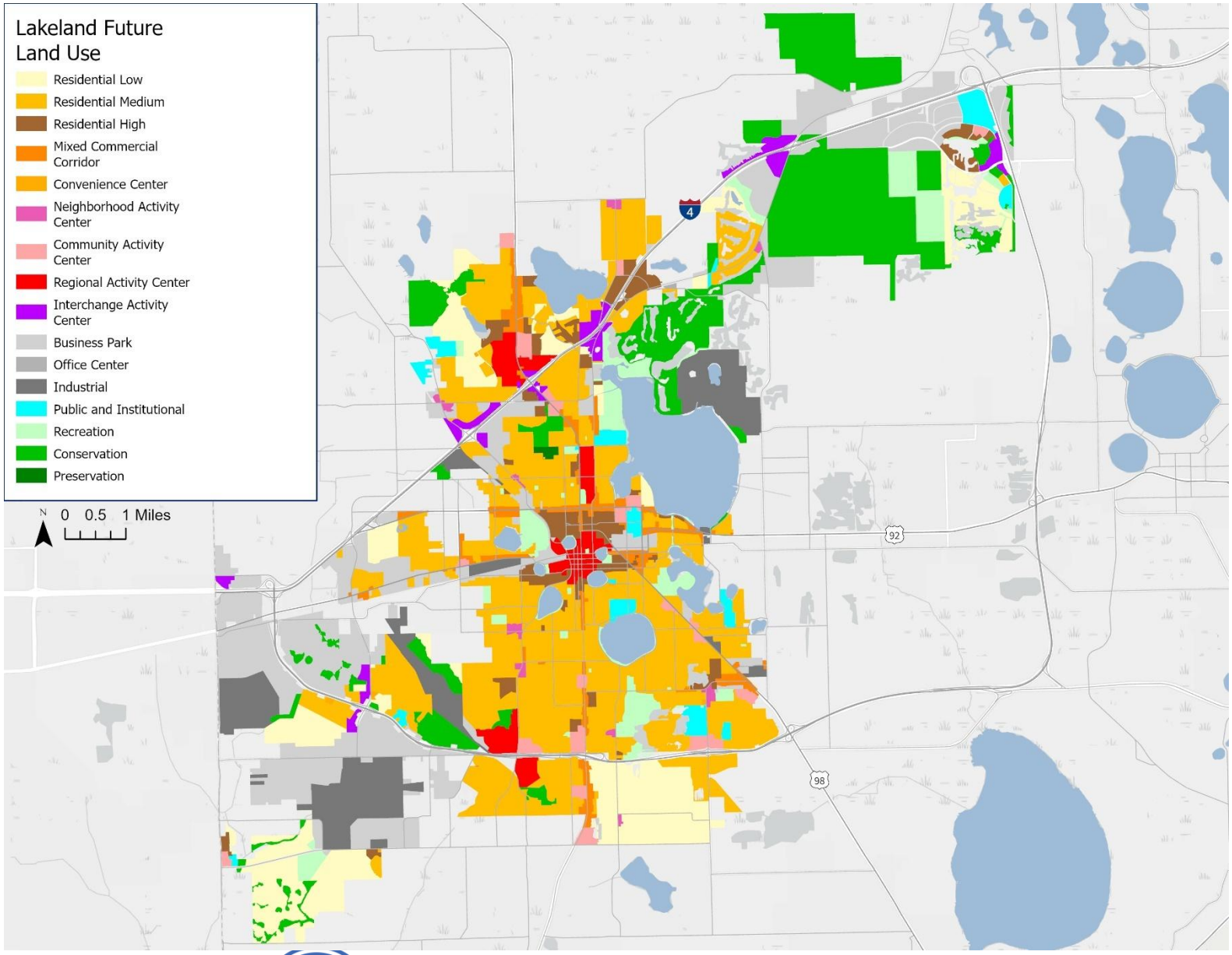
Map 4-1: Polk County 2030 Future Land Use



Source: Polk County



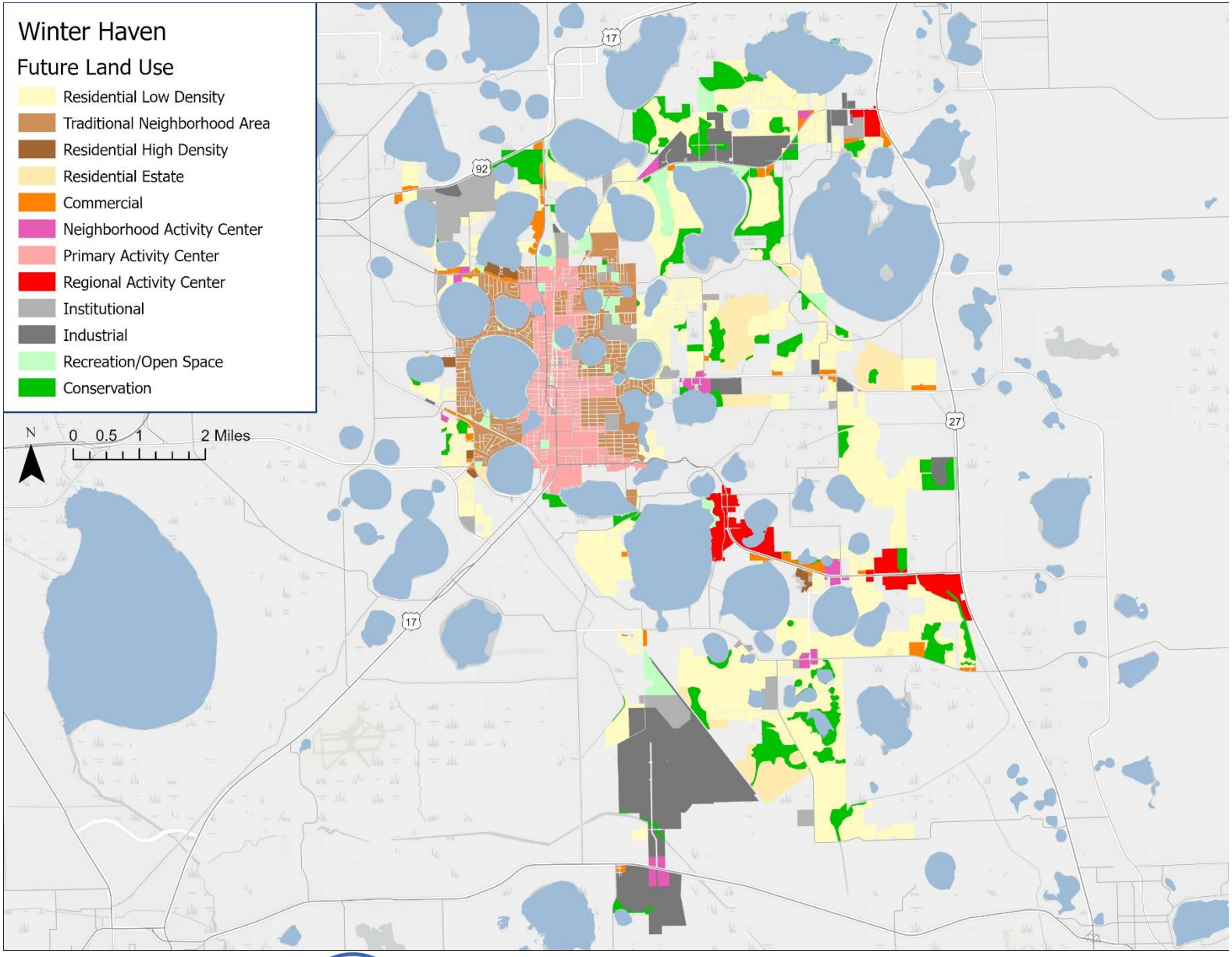
Map 4-2: Lakeland 2030 Future Land Use



Source: City of Lakeland



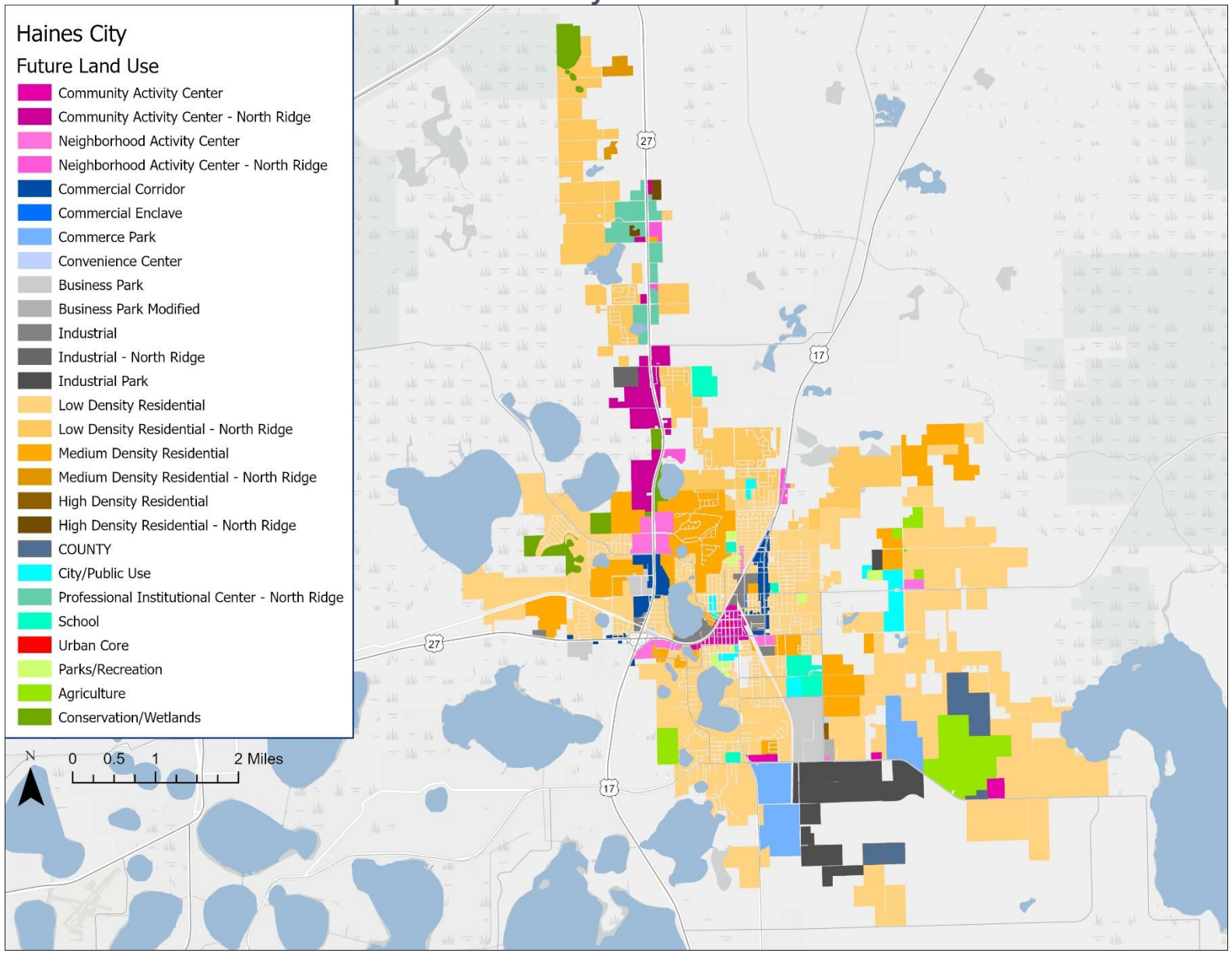
Map 4-3: Winter Haven 2035 Future Land Use



Source: City of Winter Haven



Map 4-4: Haines City 2030 Future Land Use



Source: City of Haines City



Ongoing Land Use Developments and Associated Transit Initiatives

As Polk County continues to grow, Citrus Connection should evaluate planned developments and identify opportunities where dedicated transit infrastructure may be provided.

Planned Developments

Within non-incorporated areas of Polk County there are many planned developments (SPDS, PDs, PUDs, etc.). Most are in northeastern Polk County, closer to the Orlando suburbs. Once constructed, these developments will increase population densities, creating greater demand for transit over time.

Clear Springs Stewardship District

In 2023, a nearly 18,000-acre site within the south and east portions of Bartow was designated as the Clear Springs Stewardship District by Governor Ron DeSantis (Figure 4-1). This designation allows the area to act as a local government to develop Clear Springs, a site for mixed-use development within Bartow. Upon development, the site will include 11,000 residential units, approximately 22 million square feet of industrial and warehousing space, 7 million square feet of commercial space, a research park, multiple schools, and several large tracts of land for conservation. This development aims to promote housing and economic development through employment opportunities. Bartow and the Clear Springs Stewardship District began reviewing applications for housing developments in early 2025, which would mark the beginning of residential construction along SR-60 through the site.

This development will substantially increase the population of Bartow and produce new pockets of density within the city. Coordination between developers and Citrus Connection will be vital in ensuring accessibility between the development, the City of Bartow, and Polk County.

Figure 4-1: Clear Springs Stewardship District



Central Florida Innovation District

The Central Florida Development Council is partnering with local agencies to create the Central Florida Innovation District, planned to encompass approximately 3,000 acres surrounding I-4 and the eastern section of the Central Polk Parkway (FL-570) (Figure 4-2). The goal of the Innovation District is to provide opportunities to diversify the economy and contribute to cutting-edge technology development within Polk County. The implementation of an innovation district, given its connection to local anchor institutions and community groups, will require funding for transportation infrastructure. Also, the project's intention of providing resources for innovative technology may allow for technological advancements within the local transit system, potentially enabling service improvements in the long-term. The SunRail Transit Concept and Alternatives Review (TCAR) Study considered this area as a potential stop.

Figure 4-2: Central Florida Innovation District



Source: https://www.cfdc.org/



Polk County FDOT Projects

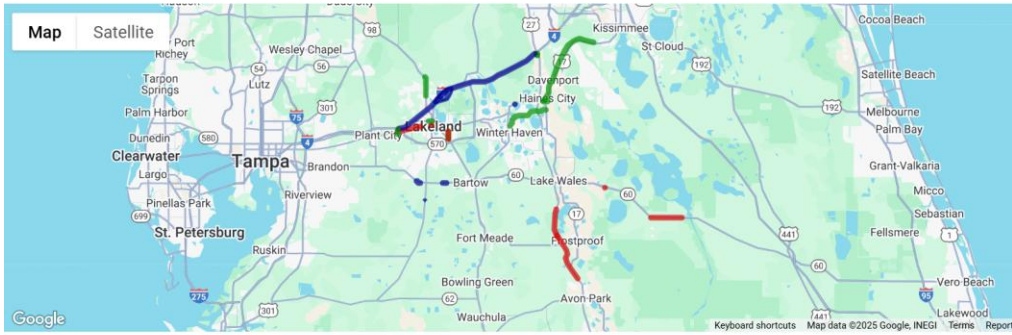
FDOT is currently conducting several projects which have goals to expand transportation options. Eight ongoing projects specifically mention outcomes that increase pedestrian accessibility through new and upgraded sidewalks and crossings. Three additional projects include implementing bike lanes/facilities and include two that are part of a complete streets project, aiming to create transportation corridors accessible to various modes of transportation.

The specific corridors with bike or complete streets projects ongoing are:

- SR-559 between SR-33 and I-4
- US-92 between E Gary Road and Combee Road
- US-98 between Griffin Road and Sharon Drive (segment crossing I-4)

Several other FDOT projects in Polk County include elements of pedestrian accessibility and safety like new sidewalks, curb cuts, increased lighting, crosswalks, and other visibility infrastructure (Figure 4-3).

Figure 4-3: Future FDOT Polk County Projects



All Current Projects | Construction Projects | Future Projects | Design Projects | PD&E Projects | Planning Projects | Completed Projects

111111-1	US 17/ Experiment Station Road Safety Improvements
111111-9	Drainage Connection Permitting Town Hall
201210-7	I-4 at US 27 Backage Road
419243-2	US 27 from Polk/Highlands County Line to CR 630A
419243-5	US 27 (SR 25) from north of County Road 630A to Presidents Drive
431351-1	US 17/92 Hinson Avenue PD&E Study
433558-2	US 92 from County Line Road to Wabash Avenue
433856-2	SR 60 from CR 630 to Grape Hammock Road
435391-1	Old Dixie Trail
436656-1	New York Avenue Pedestrian Crossing Design
436672-1	US 98 (SR 35) from West Daughtery Road to North of West Socrum Loop Road
440272-1	Fort Fraser Trail Over SR 60
440273-1	SR 544 (Lucerne Park Road)
440274-1	SR 659 (Combee Road) from US 98 to North Crystal Lake Drive
440274-2	SR 659 (Combee Road) from US 98 to North Crystal Lake Drive
440791-1	SR 60 at Walk in Water Road/Boy Scout Camp Road Safety Improvements
442512-1	Southwest Connect I-4 Corridor Master Plan Study
445438-1	State Road 37 Roundabout at County Road 640 (Pinecrest Road)
445930-1	US 92 (Memorial Boulevard) PD&E Study
446387-1	SR 60/Mosaic from Bonnie Mine Rd to Mosaic Entrance Rd
446402-1	SR 60/Nichols Rd from N of CR 676 (Nichols) to Jenkins Rd
446404-1	County Line Road Project Development and Environmental Study from Amberjack Boulevard to Frontage Road South
447989-1	Tradeport Boulevard Feasibility Study
449503-1	US 27 Mobility Analysis
449504-1	Collier to Polk Regional Trail Master Plan
450899-2	Polk County SunRail Expansion PD&E Study
455781-1	PD&E Study from SR 66 to US 98

Source: https://www.swflroads.com/



Other Development Projects

Other development projects that may spur additional demand for transit are ongoing throughout Polk County. Citrus Connection may coordinate to provide sufficient transportation options as development occurs. Some of these include:

- Richland Communities acquired 4,100 acres southwest of US-27 and SR-60 near Lake Wales. While no formal plans have been announced as of March 2025, future residential or mixed-use development is speculated.
- Lake Wales Commons (558-acres) will be a mixed-use development including 3,200 housing units of varying types and more than 1 million square feet of light industrial and warehousing space.
- The future Crossroads Village (120-acres) in Haines City will provide 130,000 square feet of commercial space by the end of 2026 but also plan on implementing housing and other mixed-use amenities along the rest of the site.
- Lake Wire Mixed-Use Development (25-acres) in Lakeland is a project that will provide 630 multifamily apartments and two retail buildings.

Multimodal Initiatives

The City of Lakeland had a bike-sharing service from 2015 to 2018. The City and the Lakeland Downtown Development Authority are exploring re-establishing this service in downtown Lakeland. The Lakeland Downtown Development Authority is considering implementing a micromobility program with options, including pedal bikes, e-bikes, and scooters.



Existing Transit-Supportive Planning Efforts

Polk County has ongoing planning initiatives regarding transit supportive development areas and transit development corridors within the county.

According to Polk County's Comprehensive Plan[2], Transit Supportive Development Areas (TSDA) are adjacent to established city limits and meet the following criteria:

- Where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed-use development.
- Be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon.
- Be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the TPO's 2060 Transportation Vision Plan and the connecting circulator routes, to increase mobility and travel options.
- Include development criteria that:
    - Promote the development of walkable communities, which includes a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities.
    - Improve access to employment areas, schools, shopping and recreational opportunities.

The Polk County Transit Corridors and Centers Overlay (TCCO) identifies where key transit projects are expected to occur over future years. Map 4-5 illustrates these corridors and centers. The overlay provides a framework for land use policies and mobility strategies that:

- Connect city centers.
- Improve access to transit services including high speed rail service.
- Improve transit access to/from rural areas.
- Promote compact, mixed-use development.
- Improve travel connections and access between land uses.

[2] Since the Polk Comprehensive Plan, TDP, and LRTP 2050 updates are all occurring simultaneously, the Comprehensive Planning Department was consulted and data was incorporated as appropriate.



- Provide a pedestrian-scale built environment and encourage pedestrian activity.
- Promote the provision of public spaces and improved access to public spaces.
- Implement reduced or flexible parking standards.
- Increase travel options as part of a multimodal transportation system.
- Reduce reliance on single-occupant vehicles (SOV) and vehicle miles of travel.
- Reduce energy consumption and greenhouse gas emissions.

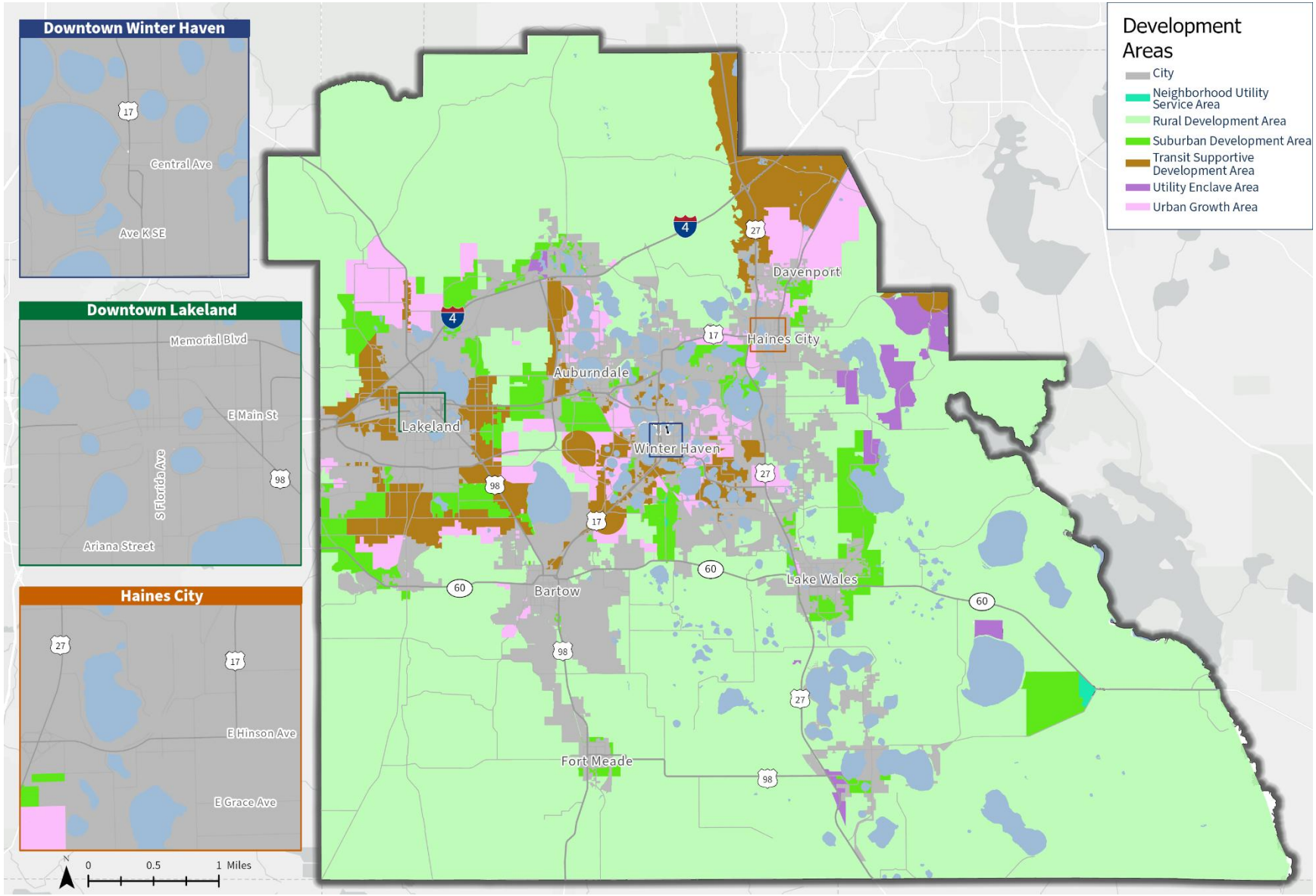
Design principles within the corridor and overlay areas include:

- Convenient, direct and safe pedestrian connections to building entrances, existing and planned transit stops, parking facilities, mixed land uses and public spaces.
- Pedestrian-scale blocks and interconnected street networks to promote pedestrian mobility.
- Architecture and streetscape features, such as awnings, articulated facades, pedestrian lighting, sidewalk furniture, street trees and store front display windows to create a human-scale or pedestrian focused environment.
- Orientation of buildings and entrances towards streets or public spaces to encourage and support pedestrian activity.
- Discouragement of auto-dependent uses in proximity to transit hubs.
- Provision of complete streets to increase mobility for transportation system users.
- Provision of parks, plazas and greenways to create community gathering places.
- Provision of bicycle parking.
- Incorporating transit facilities and amenities into site design, e.g., shelters, benches, and lighting.
- Provision of structured parking as part of mixed land uses.
- Reduced or shared parking.

Polk County seeks to encourage higher-density and mixed-use developments within TSDAs and TCCOs. Areas within the overlap of TSDAs and TCCOs may allow higher densities and intensities of development. Table 4-1 shows the maximum densities within these areas.



Map 4-5: Transit Supportive Development Area (TSDA)





Map 4-6: Transit Corridors and Centers Overlay (TCCO)

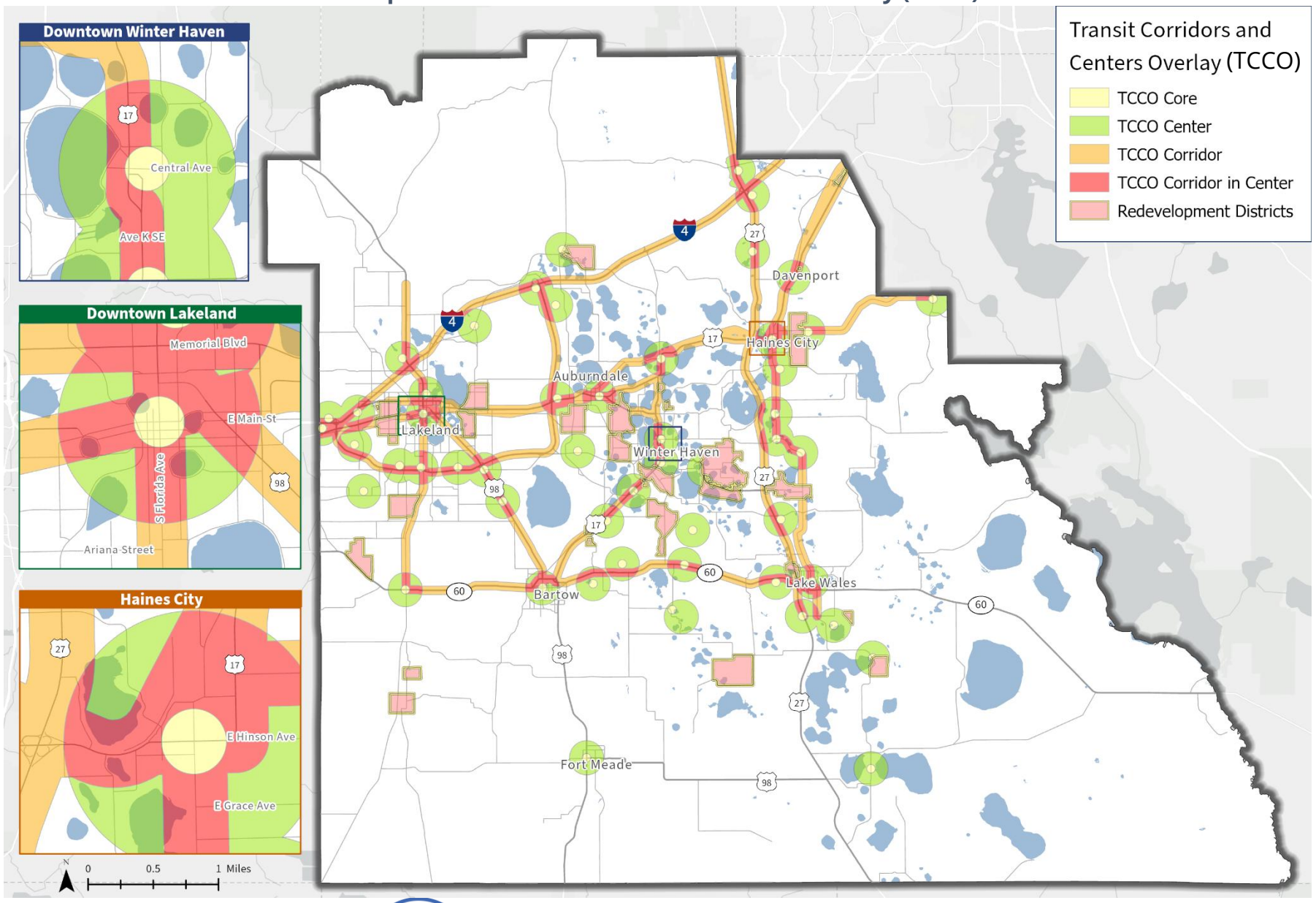




Table 4-1: TSDAs and TCCOs Maximum Densities

Density Schedule (Dwelling Units per Acre)	Residential Low		Residential Medium		Residential High		Mixed Use	
	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
TSDA	3	7	5	10	7	15		
Transit Corridor	4	10	7	12	10	17		
Transit Center	6	12	10	15	12	18	10	18
Transit Corridor within Transit Center	8	15	12	18	15	20	10	20
Transit Center Core	10	25	15	30	20	40	15	40



Priority Transit Corridor Assessment

Identifying key corridors to improve transit services and facilities is now a requirement under the TDP Rule. This section draws on data and findings from previously completed analyses and outreach to identify corridors to prioritize improving transit in the next 10 years.

Approach

The chosen methodology for selecting and prioritizing the corridors includes a two-phase multi-criteria analysis.

In the first phase, corridor selection, all key corridors in Polk County are reviewed to select a pool of priority corridors using quantifiable and qualitative criteria and data.

Under the second phase, corridor prioritization, an expanded set of criteria are used to score the selected corridors. Each criterion is given a weight to reflect the importance.

Corridor Selection Methodology

The corridor selection process identifies the most suitable corridors in the county based on criteria that consider a holistic review of the multimodal environment. The process used GIS software and spreadsheet model-based approach. The criteria used to select the initial set of priority transit corridors are described below.

Existing & Planned Services

The existing roadways currently served by Citrus Connection or identified for improved/future transit service in the currently adopted TDP were reviewed.

Population and Employment Projections

Higher population and employment densities are shown to support transit services. Using socioeconomic data consistent with the Polk County TPO's 2050 Envision LRTP, existing and future population and employment density projections and other relevant information from the operating environment were reviewed.

Plans Review

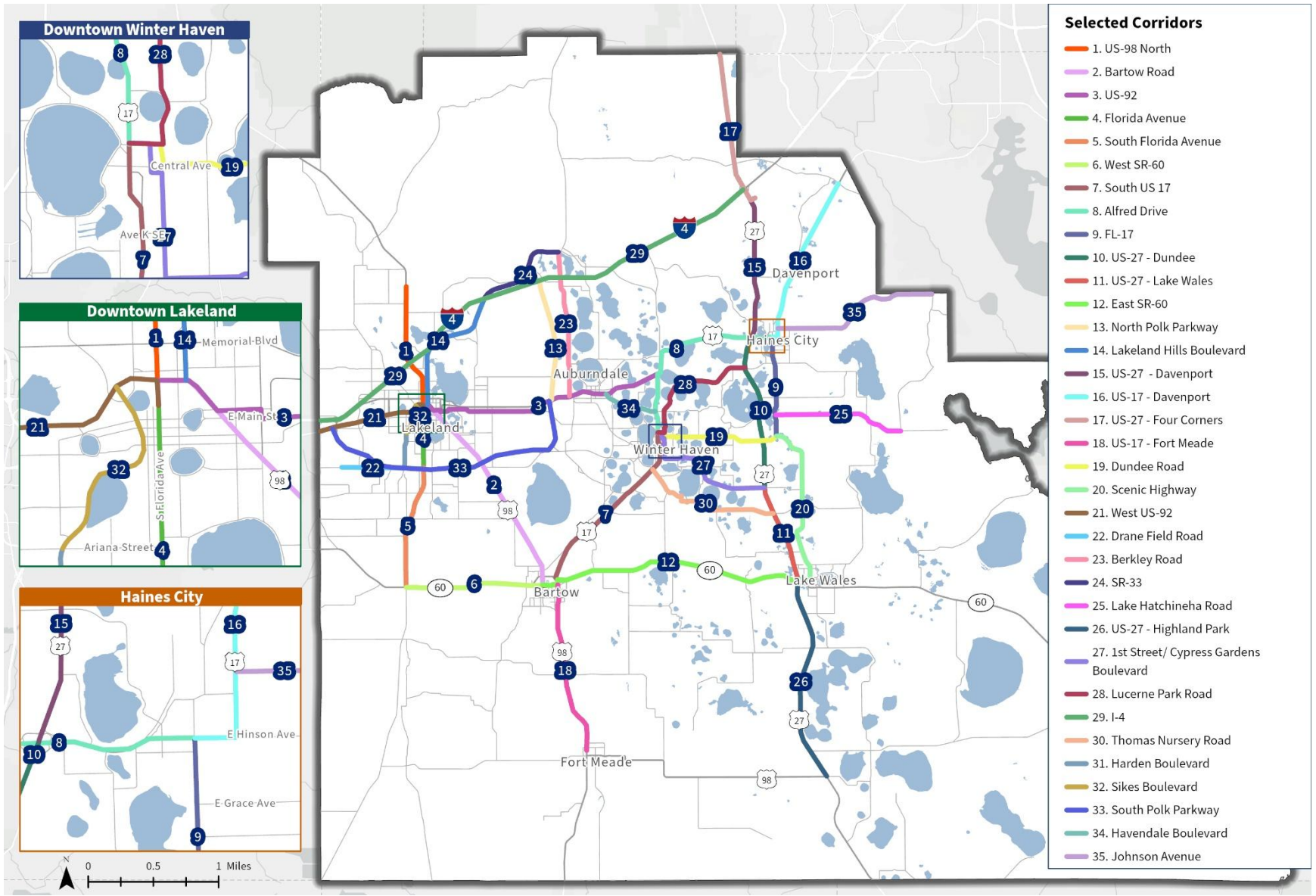
Key takeaways from the Relationship to Plans Review in Section 2 provide insight into the study area at the local, regional, state, and federal levels.

Selected Corridors

Using these criteria, 35 corridors were selected (Map 4-7 and Table 4-2).



Map 4-7: Selected Corridors



Note: The selected corridors are numbered and shown on the map. The selected corridors are not listed in priority order.



Table 4-2: Selected Corridors

Corridor #	Corridor Name	From	To	Existing/Proposed Transit Availability
1	North US-98	Banana Road/Wilder Road	Pine Street	Yes
2	Bartow Road	Pine Street	SR-60	Yes
3	US-92	Pine Street	Lake Alfred Road	Partial
4	Florida Avenue	Pine Street	Central Polk Parkway	Yes
5	South Florida Avenue	Polk Parkway	Canal Street	Yes
6	West SR-60	S Florida Avenue	Broadway Avenue	Yes
7	South US-17	Bartow Road	Avenue E	Yes
8	Alfred Drive	Avenue E	S 10 Street	Yes
9	FL-17	Hinson Avenue	Main Street	Yes
10	US-27 - Dundee	US-17	Cypress Gardens Boulevard	Partial
11	US-27 - Lake Wales	Cypress Gardens Boulevard	SR-60	Partial
12	East SR-60	Broadway Avenue	US-27	Yes
13	North Polk Parkway	I-4	US-92	No
14	Lakeland Hills Boulevard	I-4	Bartow Road	Partial
15	US-27 - Davenport	Ernie Caldwell Boulevard	US-17	Yes
16	US-17 - Davenport	Poinciana Parkway	Hinson Avenue	Partial
17	US-27 - Four Corners	US-27	Ernie Caldwell Boulevard	Yes
18	US-17 - Fort Meade	SR-60	Broadway Street	Yes
19	Dundee Road	6th Street	Center Street	Yes
20	Scenic Highway	Center Street	US-27	Partial

Note: The selected corridors are not listed in priority order.



Table 4-2: Selected Corridors (continued)

Corridor #	Corridor Name	From	To	Existing/Proposed Transit Availability
21	West US-92	County Line Road	S Florida Avenue	Yes
22	Drane Field Road	Fiddle Leaf Way	Harden Boulevard	Yes
23	Berkley Road	Commonwealth Avenue	US-92	Partial
24	SR-33	I-4	Berkley Road	No
25	Lake Hatchineha Road	Scenic Highway	Poinciana Parkway	No
26	US-27 - Highland Park	SR-60	US-98	No
27	1st Street/ Cypress Gardens Boulevard	6th Street	US-27	Partial
28	Lucerne Park Road	6th Street	US-27	Partial
29	I-4	County Line Road	US-27	No
30	Thomas Nursery Road	US-17	US-27	Partial
31	Harden Boulevard	Ariana Street	Drane Field Road	Yes
32	Sikes Boulevard	George Jenkins Boulevard	Ariana Street	Yes
33	South Polk Parkway	US-92	US-92	No
34	Havendale Boulevard	US-92	Lake Alfred Road	Yes
35	Johnson Avenue	10th Street	Marigold Avenue	Partial

Note: The selected corridors are not listed in priority order.



Corridor Prioritization Methodology

This section presents the methodology used to prioritize the selected corridors, structured to cover a spectrum of qualitative and quantitative factors to prioritize those best able to improve transit.

Each corridor was evaluated using the weighted criteria in Table 4-3. The composite score is used to rank the 35 corridors. The evaluation criteria used to prioritize the corridors are described in detail thereafter.

The prioritization of the selected corridors assists Citrus Connection and the Polk TPO with identifying its short- and mid-term transit needs, the level of investment, and the type of improvement and enhancement necessary.

Table 4-3: Prioritization Criteria

Category	Measure	Weights	
Provider's Service Area	Key Local Hub/Regional Connectivity	25%	40%
	Ridership Productivity	15%	
Urban Design Pattern	Transit Supportive Land Use	20%	40%
	Metropolitan Planning Input	20%	
Multimodal Environment	Multimodal infrastructure/ facilities	20%	20%
		Total	**100%**



Key Local Hub/Regional Connectivity

Enhanced connectivity between key local hubs or major regional hubs complement the larger economic development and growth efforts in Polk County. The opportunity for travel to and from selected local/regional activity hubs using transit was reviewed for each corridor.

Existing Ridership Productivity

Gauging existing demand can help determine which areas have potential to increase ridership with enhanced or additional services. Existing demand, measured by ridership per revenue mile in each corridor, will help prioritize areas with high potential to enhance service and serve the most customers efficiently. The ratio of existing transit service mileage per corridor mileage was measured in GIS.

Transit Supportive Land Use

The availability of transit service to serve transit-supportive land use was an important consideration. Land uses considered to be transit-supportive include higher density residential, multi-family residential, public uses, commercial, restaurants, shopping centers, higher education, hotel, medical, and office uses. The proportion of these land uses in each corridor was scored in GIS.

Stakeholder/Community Input

Public support and input helped support the prioritization of the transit corridors. The conclusions from public outreach efforts, such as comments made at public workshops and quantitative survey results, and input from stakeholder interviews were reviewed to gauge public and key stakeholder support.

Multimodal Facility Access

A large presence of sidewalk and bicycle facilities could suggest that an area is pedestrian-supportive and may be more accessible for customers. The sidewalk and bicycle facility mileage per corridor was measured.



The thresholds for the criteria were determined using the average of the entire data set and one standard deviation above or below the average. Table 4-4 shows the thresholds and scoring for each criterion.

Prioritized Corridors

The prioritized corridors are shown on Map 4-5 and summarized in Table 4-4. The North US-98 (from Banana Road/Wilder Road to Pine Street) and Florida Avenue (from Pine Street to Central Polk Parkway) corridors scored the highest. These are in the Lakeland area where population and employment growth, along with transit-supportive land uses, is expected.

Table 4-4: Prioritization Criteria Thresholds

Criteria	Range	Score
Key Local Hub/Regional Connectivity	None	1
	Moderate	3
	High	5
	Very High	7
Existing Ridership Productivity	Less than (Average – 1 SD)	1
	Between (Average – 1 SD) to Average	3
	More than Average to (Average + 1 SD)	5
	More than (Average + 1 SD)	7
Transit Supportive Land Use	Less than (Average – 1 SD)	1
	Between (Average – 1 SD) to Average	3
	More than Average to (Average + 1 SD)	5
	More than (Average + 1 SD)	7
Stakeholder/ Community Input	None	1
	Moderate	3
	High	5
	Very High	7
Multimodal infrastructure/ facilities	Less than (Average – 1 SD)	1
	Between (Average – 1 SD) to Average	3
	More than Average to (Average + 1 SD)	5
	More than (Average + 1 SD)	7

Note: SD = statistical Standard Deviation



Map 4-8: Prioritized Corridors

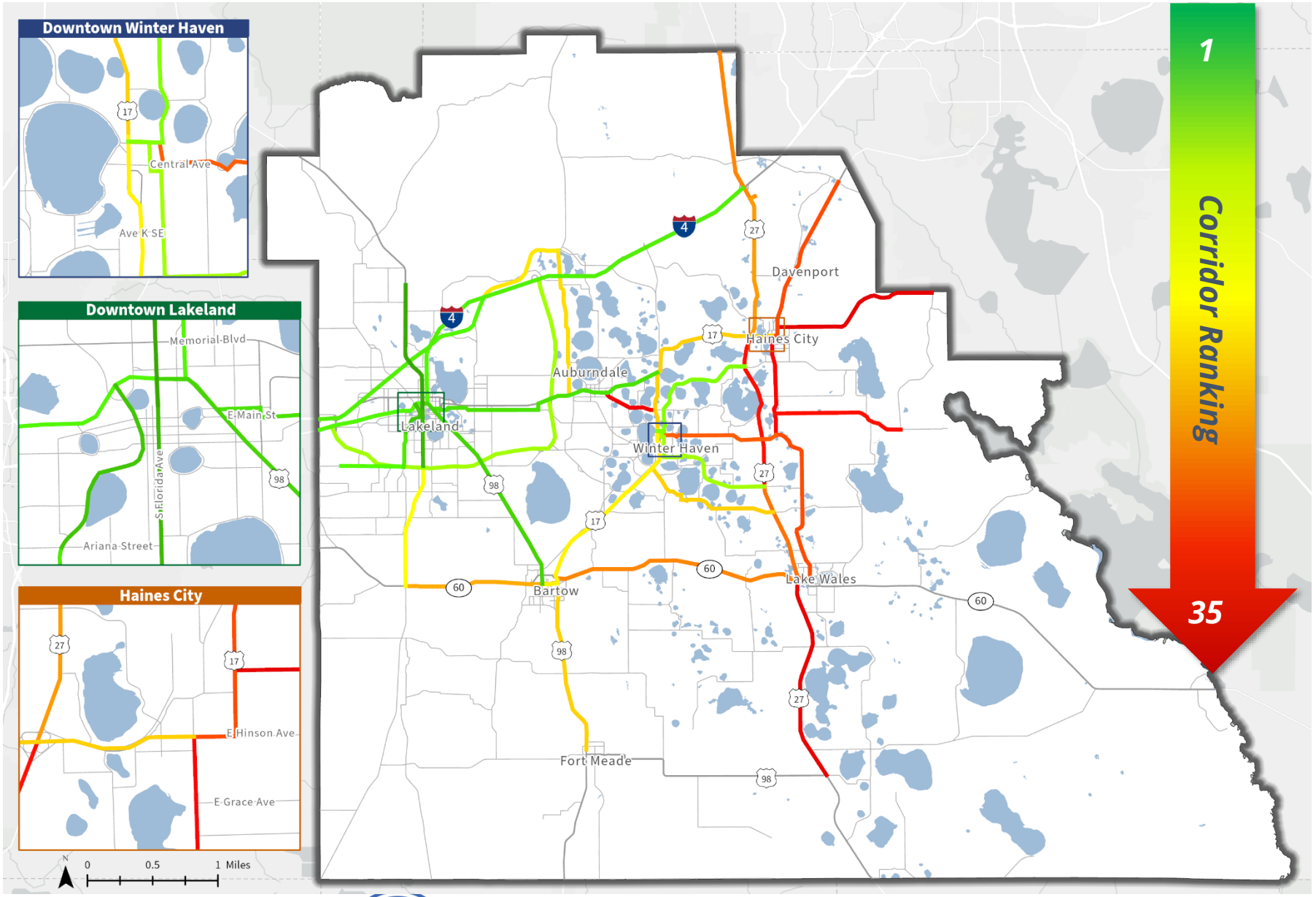




Table 4-5: Prioritized Corridors Evaluation Summary

Rank	Corridor #	Corridor Name	Key Local Hub/Regional Connectivity	Ridership Productivity	Stakeholder/ Community Input	Transit Supportive Land Use	Multimodal infrastructure/ facilities	Priority Corridor Weighted Score
1	1	North US-98	7	5	7	7	7	6.7
1	4	Florida Avenue	7	5	7	7	7	6.7
3	32	Sikes Boulevard	5	5	7	7	7	6.2
4	2	Bartow Road	7	5	7	5	5	5.9
5	3	US-92	7	5	5	5	5	5.5
6	31	Harden Boulevard	5	5	7	5	5	5.4
7	29	I-4	7	5	7	3	3	5.1
8	22	Drane Field Road	5	5	3	7	3	4.6
9	14	Lakeland Hills Boulevard	5	5	3	5	5	4.6
9	21	West US-92	5	5	3	5	5	4.6
11	28	Lucerne Park Road	3	5	5	7	3	4.5
12	33	South Polk Parkway	5	5	5	5	1	4.2
12	13	North Polk Parkway	5	5	5	3	3	4.2
14	27	1st Street/ Cypress Gardens Boulevard	5	5	3	5	3	4.2
15	5	South Florida Avenue	3	5	3	5	5	4.1
16	7	South US-17	3	5	3	5	5	4.1
17	24	SR-33	3	5	3	5	3	3.7
18	23	Berkley Road	5	1	3	5	3	3.6



Table 4-5: Prioritized Corridors Evaluation Summary (continued)

Rank	Corridor #	Corridor Name	Key Local Hub/Regional Connectivity	Ridership Productivity	Stakeholder/ Community Input	Transit Supportive Land Use	Multimodal infrastructure/ facilities	Priority Corridor Weighted Score
19	30	Thomas Nursery Road	3	5	5	1	3	3.3
20	8	Alfred Drive	3	5	3	3	3	3.3
21	18	US-17 - Fort Meade	3	5	3	3	3	3.3
22	6	West SR-60	3	5	1	3	5	3.3
23	15	US-27 - Davenport	5	1	3	3	3	3.2
24	17	US-27 - Four Corners	3	3	3	3	3	3.0
25	11	US-27 - Lake Wales	3	5	1	3	3	2.9
26	12	East SR-60	3	5	1	3	3	2.9
27	16	US-17 - Davenport	3	1	3	3	3	2.7
28	19	Dundee Road	3	1	3	3	3	2.7
29	20	Scenic Highway	3	1	3	3	3	2.7
30	25	Lake Hatchineha Road	3	5	3	1	1	2.5
31	9	FL-17	3	5	1	1	3	2.5
32	10	US-27 Dundee	3	5	1	1	3	2.5
33	34	Havendale Boulevard	3	1	3	3	1	2.3
34	26	US-27 - Highland Park	3	1	3	1	3	2.3
35	35	Johnson Avenue	3	1	1	3	1	1.9



Section 5. Ten-Year Operating & Capital Program

This section presents the Ten-Year Operating and Capital Program for Citrus Connection TDP, including the schedule of projects. The schedule of projects summarizes the 10-year transit needs, including service, capital/infrastructure, technology projects and policy initiatives developed without considering financial constraints. Later in the process, the financial plan details the operating and capital costs and revenues and proposed 10-year list of priority projects.


Source: Benesch



Schedule of Projects Development

The schedule of projects describes improvements needed to fulfill the community's vision for transit and provides an unconstrained outlook on the community's transit service and capital needs. The following provides the basis for the schedule of projects.

- **Community Direction**—Findings from public outreach efforts and input from stakeholders were reviewed to gauge public interest.
- **Operating Context Review**—Understandings from the review of the study area data that influence how transit functions in Polk County.
- **Plans and Policy Direction**—Review of related plans and policies at the local, regional, state, and federal levels.
- **Land Use and Corridor Assessment**—Insight from the review of transit supportive land use and urban design efforts in combination with direction from the Priority Transit Corridor Assessment.





Schedule of Projects

A range of transit improvements to support the creation of a practical, actionable, and evolving plan reflecting Polk County's long-term vision for growth and enhancement was developed. As noted earlier, the project schedule presents the initiatives in an unconstrained manner.

TDP Service Improvements

Service improvements were developed to improve transit access to jobs and services in and next to Polk County and help reduce traffic congestion in core areas and corridors. These include strategies to enhance existing services and new services. New services include premium transit options, new express and local routes, and technology-based microtransit services.



Source: Benesch



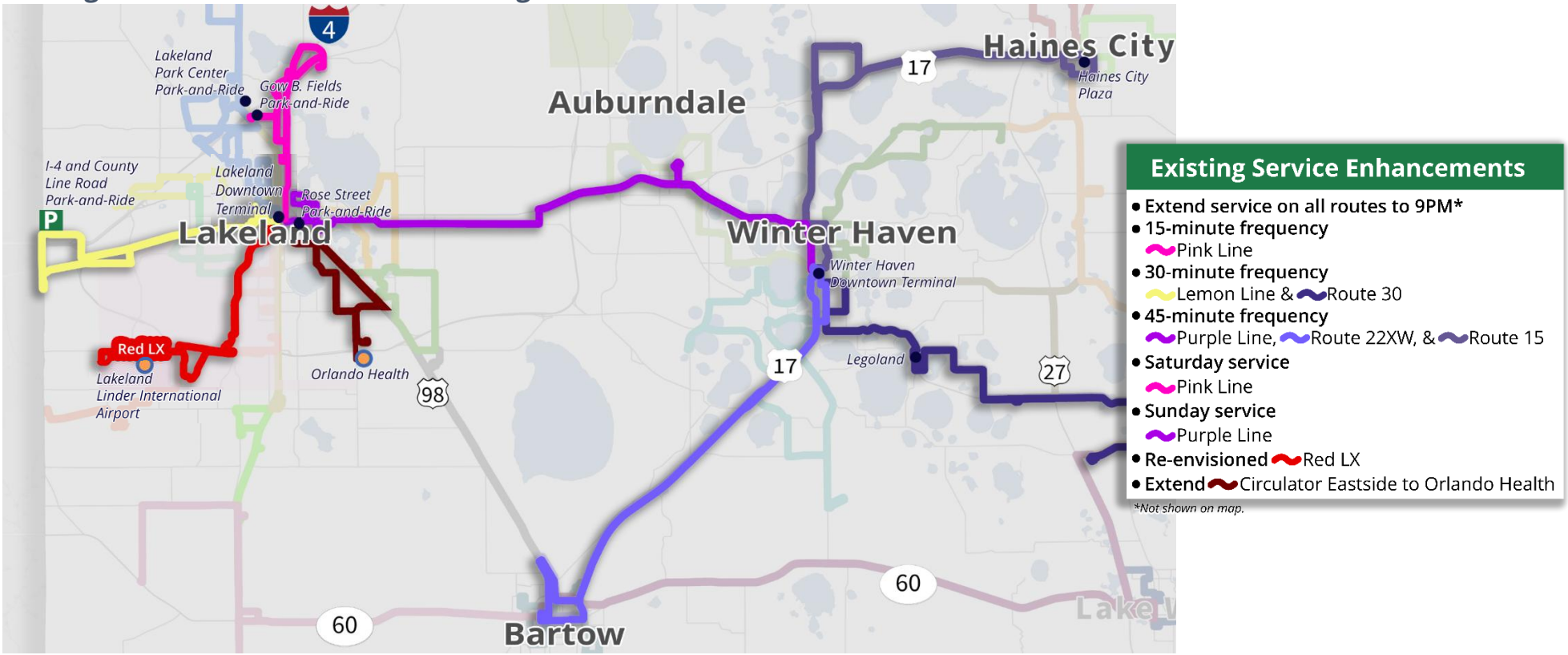
Enhancements to Existing Network

A review of the operating environment, existing service performance data, and input from the public and bus operators indicate a need to improve the existing network by extending service and increasing frequency. These improvements will enhance customer experience and provide direct connections to key destinations.

The following are the recommended improvements:

- Extend weekday service span until 9:00 PM
- 15-minute service on Pink Line
- 30-minute service on Lemon Line and Route 30
- 45-minute service on Purple Line and Routes 15 and 22XW
- Saturday service on Pink Line
- Sunday service on Purple Line
- Convert Red Line to limited express service
- Extend Circulator Eastside to Orlando Health

Figure 5-1: Enhancements to Existing Network





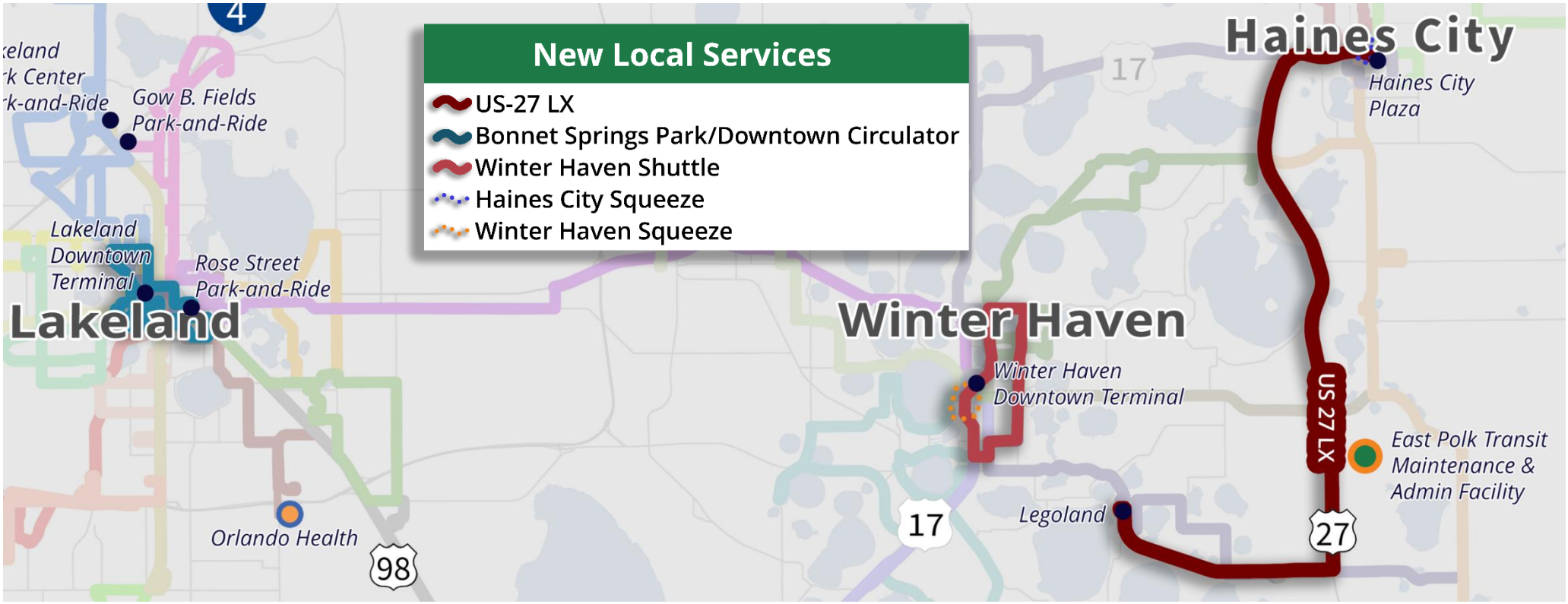
New Local Service

As Polk County's population and employment continues to grow, the need for alternative mobility options increases. Transit will continue to potentially mitigate worsening traffic congestion resulting from this growth. To increase network connectivity and expand service coverage, the new services shown in Figure 5-2 are recommended.

- *US-27 LX*—Demand analyses indicated a need for additional connections from Winter Haven to Haines City and service along US-27. This route will connect Legoland to Haines City while also serving other businesses and residential areas every 45 minutes Monday through Friday.
- *Bonnet Springs Park/Downtown Circulator*—Staff direction and outreach suggest adding additional connections in Lakeland. This service will connect customers to the area adjacent to Bonnet Springs Park and downtown.
- *Winter Haven Shuttle*—Growing population and employment densities indicate the need for a flex service to connect residents in the northeast to businesses and medical offices in southwest Winter Haven. This route will enhance connectivity in Winter Haven Monday through Friday.
- *Haines City Squeeze*—This service will connect residents and workers to businesses and the proposed SunRail station when implemented on the weekdays.
- *Winter Haven Squeeze*—Throughout the community outreach process, stakeholders and the public indicated a need for a convenient travel alternative to restaurants and other businesses during lunch time on the weekdays. Depending on demand, this service may be extended to nights and weekends.



Figure 5-2: New Local Service





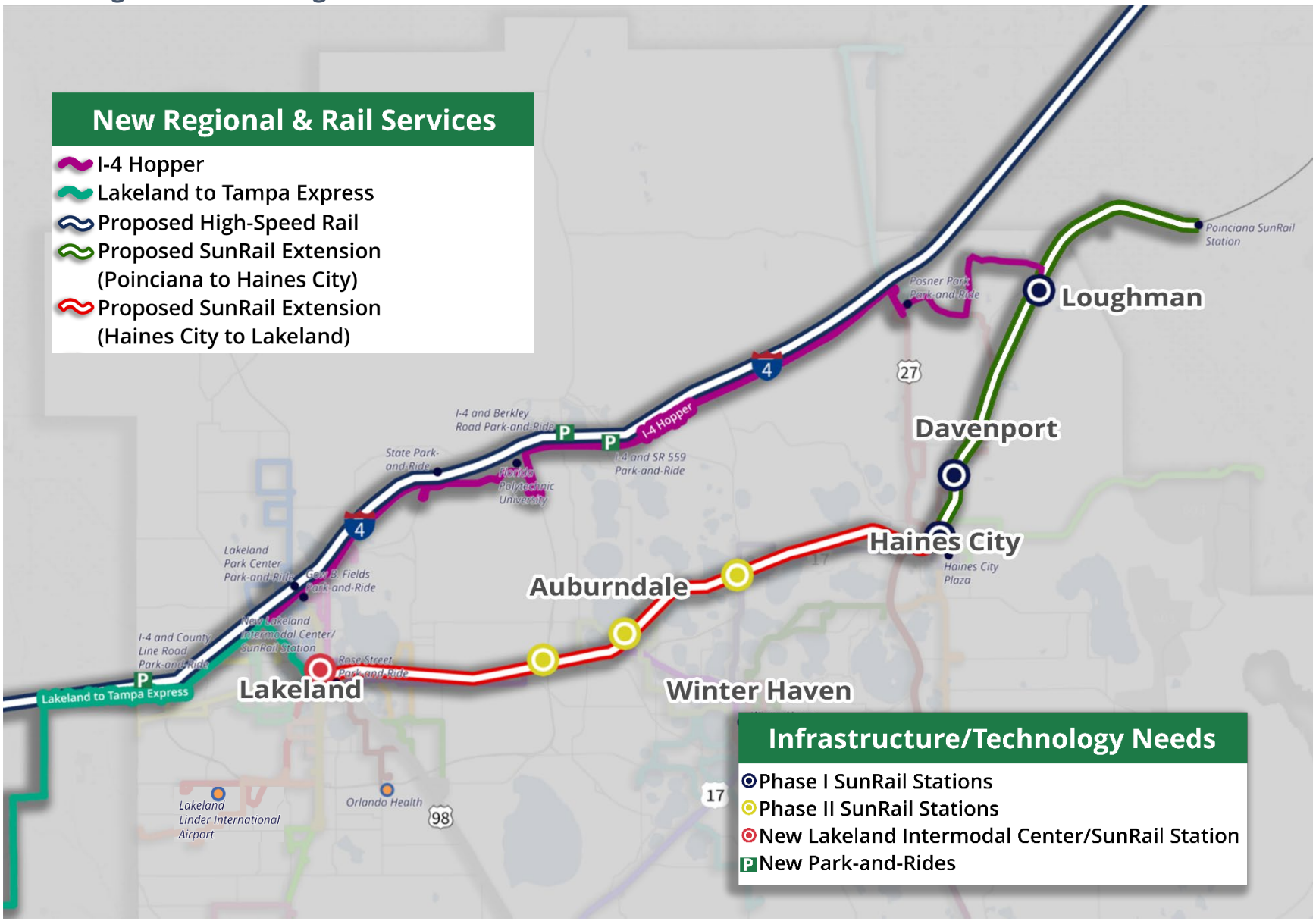
New Regional and Rail Services

Regional services were identified by the public and key stakeholders as a key need to support growth and enhance connectivity within and beyond Polk County. There was consensus that such services may help bolster economic development, quickly connecting growth centers and jobs to people regionally. Figure 5-3 shows the following improvements were identified to address this need:

- *Proposed SunRail Extension*— The existing SunRail system spans 51 miles, connecting 17 stations from DeLand to Poinciana. In 2023, FDOT completed the Polk County SunRail Extension Study, which recommended extending SunRail service into Polk County. The preferred alternative includes seven proposed stations: Lakeland, a site near the Polk Parkway, Auburndale, Lake Alfred, Haines City, Davenport, and Loughman. The study also recommended a phased approach to implementation. Phase One focuses on extending service to the eastern portion of the alignment, with proposed stations in Haines City, Davenport, and Loughman. This phase is currently in the Project Development and Environment (PD&E) stage. It is assumed in this TDP that SunRail service will be extended to Lakeland by 2035, the designated horizon year for the plan.
- *I-4 Hopper*—Public outreach and guidance from staff indicate a need to conveniently and quickly connect key trip generators, higher education centers, and shopping hubs adjacent to I-4. The I-4 Hopper would connect downtown Lakeland to Florida Polytechnic University, the Innovation District, and Posner Park during peak hours. If SunRail is extended to Polk County, this route would then extend to either the Loughman, Davenport, or Haines City station for a direct connection to SunRail.
- *Lakeland-Tampa Express*—This regional connection would link Lakeland to Tampa and the HART bus network via the eastern stop on SR-60 in Dover. Regional travel flow data in combination with discussion group feedback supports the connection to Hillsborough County during peak hours.
- *High-Speed Rail*—This TDP assumes high-speed rail on the I-4 corridor. This improvement is included as a long-term service option per TPO staff. No time frame, scale, or stations have been identified.



Figure 5-3: New Regional and Rail Services





Pre-SunRail Bus Connections

- *Lakeland to Poinciana Express*—This express route would provide a direct connection from Lakeland to the existing Poinciana SunRail station until SunRail is expanded into Polk County. This express service would have limited stops and provide direct connections near the Polk Parkway, in Auburndale, Lake Alfred, Haines City, Davenport, and Loughman on weekdays every hour.
- *Haines City-Posner Express*—Until SunRail is extended to Polk County, this direct connection would link the Haines City Plaza to the Posner Park-and-Ride every 60 minutes. This route would connect to Route 19X, providing a connection to the Poinciana SunRail station.

New Premium Service

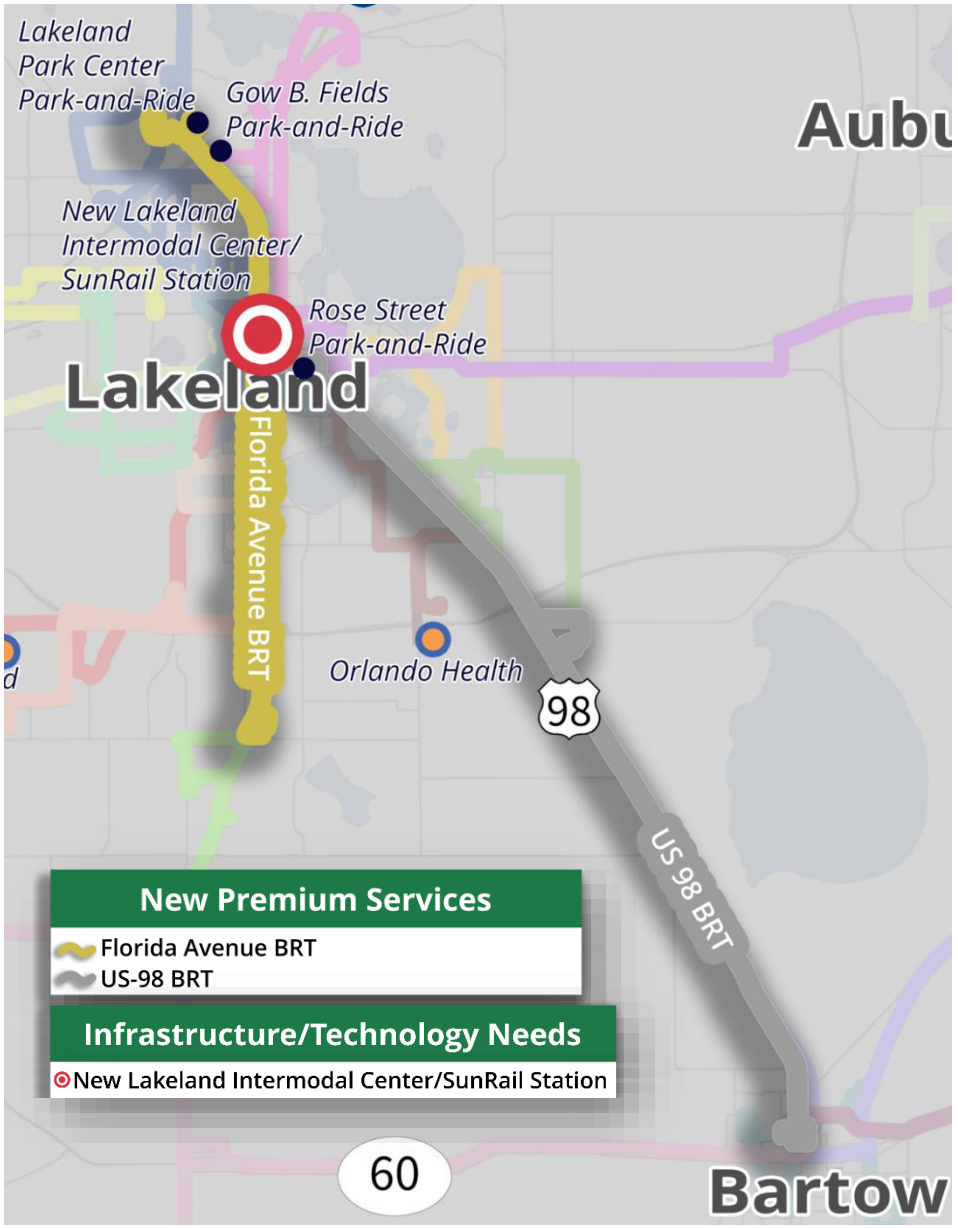
With direction from previously reviewed plans, demand assessments, and support from stakeholders and the community, adding premium service on high demand corridors/areas is recommended. Enhancing service on already high performing corridors and adding transit-supportive technology/infrastructure on them may not only help attract new customers but improve the quality of service for current customers.

Key features of the service may include bus preferential treatments such as TSP/queue jumps at needed/applicable intersections, branded stations with enhanced amenities (covered/ sheltered bus stops with real-time passenger information, WiFi, information kiosks, etc.), and branded low-floor BRT vehicles. Figure 5-4 shows the recommended premium service improvements summarized below:

- *Florida Avenue BRT*—This high-frequency, 15-minute service premium transit connection would link the new Lakeland Intermodal Center to the Lake Miriam Shopping Center. The Florida Avenue BRT would serve the same areas as the existing highly productive Gold Line. The recommended BRT service would operate in mixed traffic (sometimes called “BRT Lite”) along Florida Avenue.
- *US-98 BRT*—Plans previously conducted by FDOT and Polk County recommended to enhance the

existing Silver Line by adding mixed-traffic BRT service on US-98. When implemented, the US-98 BRT will link Lakeland and Bartow every 20 minutes, providing much-needed travel options for thousands of residents, workers, and visitors in these growing areas.

Figure 5-4: BRT Routes



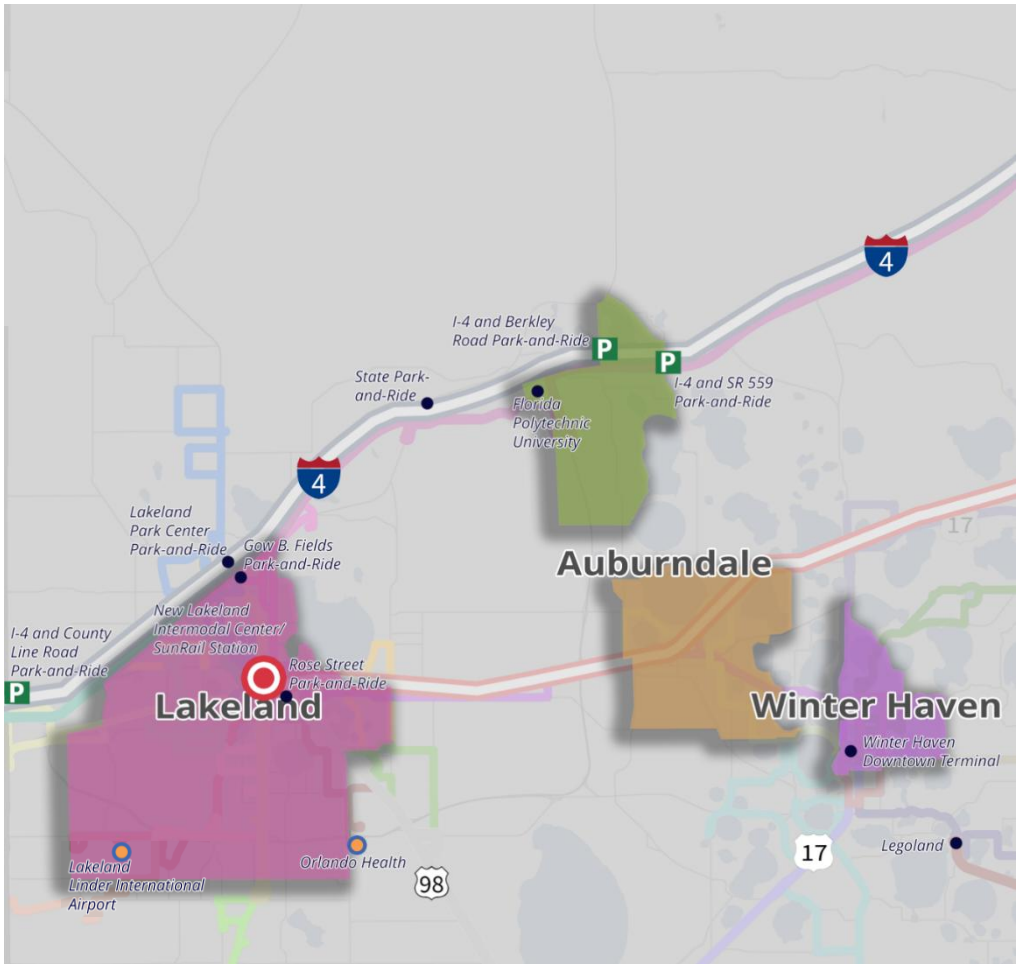


New Microtransit Service

Microtransit has become a popular transit option due to its on-demand technology-based trip hailing options and convenience. It is also accessible to people with disabilities who cannot access a fixed route stop and would otherwise rely on ADA paratransit service. The concept can promote transit, provide efficient service in low-density areas where traditional bus may be inefficient, and provide a way for transit agencies to enhance access. These services also serve as first/last-mile service for fixed-route customers. The following zones, as shown in Figure 5-5, are recommended to meet localized mobility needs:

- The Lakeland/Airport microtransit zone will connect customers to the Lakeland Linder International Airport, neighborhoods, and businesses in Lakeland.
- The Innovation District/Polk City microtransit zone will link customers in Polk City to Florida Polytechnic University, attractions, shops, and the developing Innovation District.
- The Auburndale microtransit zone will connect customers to lifeline trips in the area from Lake Ariana Boulevard to K-Ville Ave between Berkley Road and Lynchburg Road.
- The Winter Haven microtransit zone will link customers to medical and grocery shopping in and around downtown from US 17 to Buckeye Loop, north of Dundee Road.
- There is a consideration for a new Bartow microtransit zone. The boundaries will be defined when demand is determined.

Figure 5-5: New Microtransit Service





Capital Improvements

The implementation of these transit services should be supported by necessary infrastructure and technological improvements to ensure enhanced experience. The following have been identified to support the operational investments.

Lakeland Intermodal Center/SunRail Station

The Lakeland Downtown Terminal is currently the only major transfer center for west Polk County and is served by the west Polk County routes. The terminal size is not adequate to serve expanded transit service. It is anticipated that the Lakeland Intermodal Center will be relocated to the location identified in the Lakeland Intermodal Study (Figure 5-6). The proposed facility design includes bus bays, park-and-ride facilities, multimodal amenities, a drop-off and pick-up area, and other amenities. The proposed new transfer center would also be adjacent to the existing railroad track which could facilitate access to any future rail service. A PD&E study to support this effort will be conducted.

Figure 5-6: Lakeland Intermodal Center





East Polk Transit Maintenance and Administrative Facility

This new facility is already planned to increase efficiency by reducing deadhead mileage for services in east Polk County. The already acquired site is located along Lincoln Avenue and will consolidate administration, maintenance, and vehicle storage for these routes.

Proposed New Transit Center/Super Stop

Transit centers and super stops are critical infrastructure upgrades that will support the growing Citrus Connection network.

A new transit center serving Lakeland Linder International Airport is proposed to connect passengers and workers to and from the Airport, which now provides commercial flights.

A super stop, or enhanced bus stop with enhanced amenities, is proposed at the new Orlando Health location adjacent to Lakeland Highlands Road to provide quality experience for customers with comfort and ease to access services.



Source: Benesch



Source: Benesch



New Park and Ride Facilities

Park-and-ride facilities allow commuters to avoid traffic congestion and do other activities while traveling to their destination. Currently, there are five park-and-ride facilities in Polk County, four located in or around Lakeland and one in Davenport.

To support the new regional/express services and the extended route network growth, three additional park and ride facilities are proposed at the following locations.

- I-4 and Berkley Road
- I-4 and SR-559
- I-4 and County Line Road

Before these park-and-ride facilities are implemented, feasibility studies will be conducted.



Source: Benesch

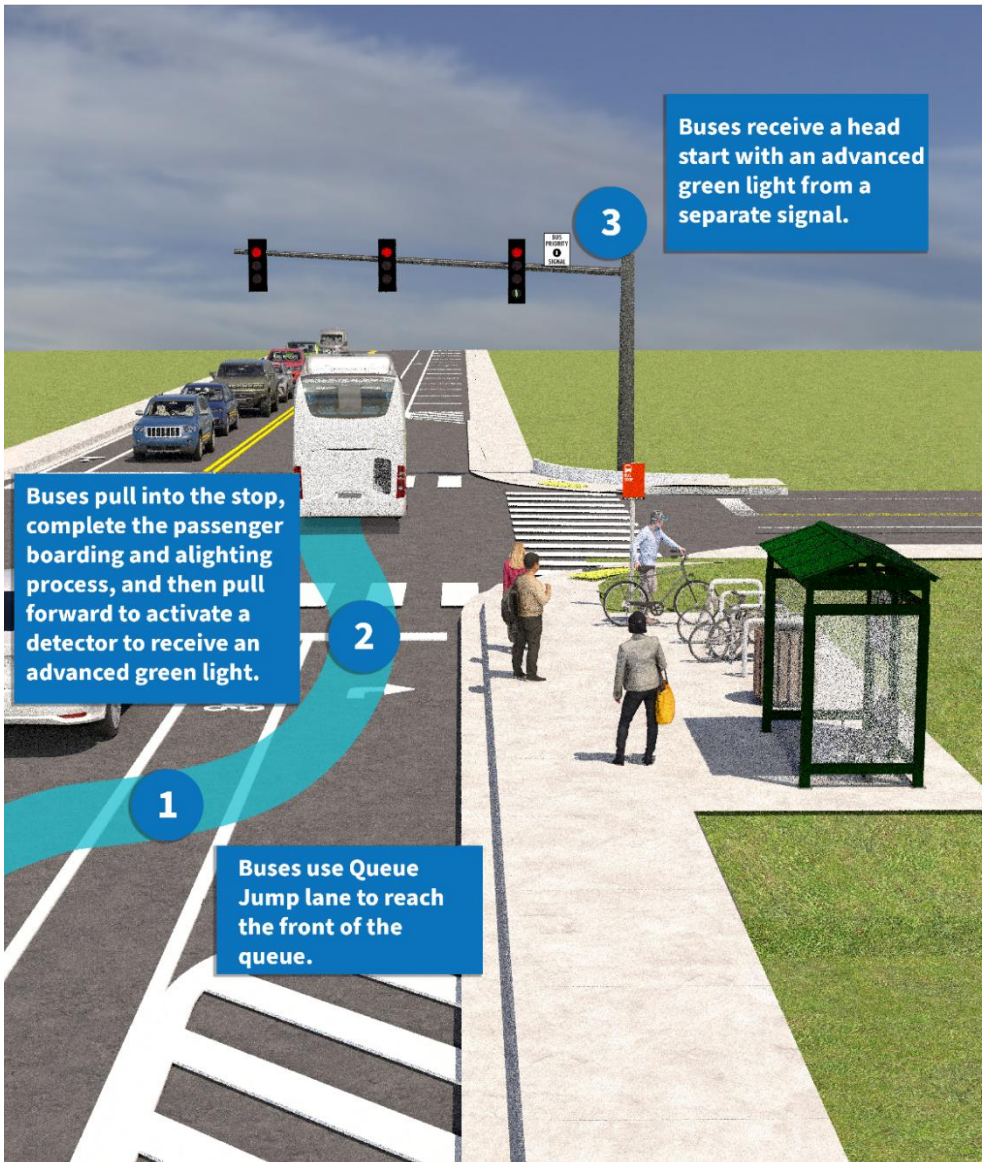


TSP/Queue Jumps

To mitigate the effects of increased traffic on critical corridors, such as Florida Avenue and US-98, implementation of bus preferential treatments such as TSP and queue jumps is recommended. Traffic congestion significantly influences travel times for services operating in mixed-flow conditions, potentially diminishing the attractiveness of transit to prospective customers and reducing reliability for existing customers. TSP and queue jumps are strategic enhancements to create more efficient transit travel, particularly during peak periods of congestion. These technologies should be prioritized at identified intersections and are essential to the successful implementation of BRT services. By reducing delays and improving on time performance, these measures enhance the overall attractiveness of transit compared to SOV travel. Figure 5-7 shows a TSP and queue jump configuration to prioritize transit movement at an intersection.

It is recommended that Citrus Connection review the 2024 FDOT District One Districtwide BRT Feasibility Study to plan for potential TSP and queue jump implementation, in coordination with the appropriate local agencies.

Figure 5-7: TSP with Queue Jump Concept to Support BRT



Source: Benesch and NACTO



Implement Alternative Fuel Vehicles

Citrus Connection continues to replace its fleet and add new vehicles to provide service improvements. With the proposed on-demand and Squeeze services, it is recommended that Citrus Connection consider acquiring alternative fuel vehicles as replacements, when possible. This may not only attract potential new customers, including the younger and environmentally conscious car drivers to transit, but may also help the overall marketing strategy and image building.

Additional/Enhanced Facilities and Bus Stop Infrastructure

Citrus Connection's dedication to enhancing its infrastructure with amenities such as bus shelters, benches, and bike racks should continue, with plans to invest in facilities to support the existing and proposed routes. Installing these amenities will enhance the existing customer experience and may encourage new customers to try the service.

Expand Pass Sale Location and Implement Mobile Payment

Public outreach feedback suggests that Citrus Connection needs to expand the locations that bus passes can be bought by customers. Citrus Connection should consider partnering with libraries, county facilities, and any other businesses willing to host bus pass sales.

While the existing Citrus Connection mobile app is helpful to customers to anticipate the next bus arrival, customers would also like to pay fares via mobile payment. Furthermore, if the microtransit services are implemented, enhancing the app to include a way to procure a ride via microtransit should be considered. Furthermore, fareboxes will be upgraded to be able to accept mobile payment.

Enhance Marketing and Promote UAP Partnerships

Citrus Connection should broaden its marketing reach by engaging major employers and higher education centers. Additionally, increased public education on the benefits of transit is essential, along with the use of targeted social media campaigns to reach specific audiences. Expanding access to transit information is also important, including an array of outreach tools.

Tables 5-1 and 5-2 show schedule of projects for services and capital improvements, respectively. Thereafter, Map 5-1 shows the 10-Year Schedule of Projects for the TDP.



Table 5-1: 10-Year Schedule of Projects | Services

Project	Description/ Location	Type of Service	Level of Service			Associated Costs (2025$)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
Enhancements to Existing Services									
Extend weekday service until 9:00 PM	Throughout Polk County	Local	Various	Various	Monday - Friday	$3,951,176*	N/A	2-3 years	Local
15-minute Frequency on Pink Line	Along SR 33, Parkview Place, and Florida Avenue	Local	15	6:15 AM - 6:08 PM	Monday - Friday	$570,673*	$1,400,000	2-5 years	Local
30-minute Frequency on Lemon Line	Along George Jenkins Boulevard, US 92, and County Line Road	Local	30	5:45 AM - 5:38 PM	Monday - Friday	$397,109*	$700,000	2-5 years	Local
30-minute Frequency on Route 30	Along Central Avenue, Cypress Gardens Boulevard, Waverly Road, and Scenic Highway	Local	30	6:15 AM - 7:00 PM	Monday - Friday	$871,520*	$1,400,000	2-5 years	Local
45-minute Frequency on Purple Line	Along Main Street, US 92, Havendale Boulevard, and US 17	Local	45	5:45 AM - 6:53 PM	Monday - Friday	$551,851*	$1,400,000	2-5 years	Local
45-minute Frequency on Route 15	Along 6th Street, Lake Alfred Road, and US 17	Local	45	5:45 AM - 7:10 PM	Monday - Friday	$440,171*	$700,000	2-5 years	Local
45-minute Frequency on Route 22XW	Along US 17, US-98, and Main Street	Local	45	5:45 AM - 7:04 PM	Monday - Friday	$439,139*	$700,000	2-5 years	Local
Saturday service on Pink Line	Along SR 33, Parkview Place, and Florida Avenue	Local	30	7:00 AM - 3:00 PM	Saturday	$103,533*	N/A	5-10 years	Local
Sunday service on Purple Line	Along Main Street, US 92, Havendale Boulevard, and US 17	Local	90	9:00 AM - 3:00 PM	Sunday	$77,650*	N/A	5-10 years	Local
Convert Red Line to Limited Express	Along Sikes Boulevard and Drane Field Road	Local	30	5:45 AM - 5:35 PM	Monday - Friday	N/A	N/A	2-3 years	Local
Extend Circulator Eastside to Orlando Health	Along Lakeland Highlands Road	Local	60	6:15 AM - 6:15 PM	Monday - Saturday	$86,236*	N/A	1-2 years	Local

**Incremental cost.*



Table 5-1: 10-Year Schedule of Projects | Services (continued)

Project	Description/ Location	Type of Service	Level of Service			Associated Costs (2025$)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
New Local Service									
US-27 LX	Along US 301 and Eiland Boulevard	Local	45	6:00 AM - 7:00 PM	Monday - Friday	$689,888	$1,400,000	5-10 years	Local
Bonnet Springs Park/ Downtown Circulator	Along Kathleen Street, 5th Street, Martin Luther King Jr Boulevard, George Jenkins Boulevard, Lake Morton Drive, Bonnet Springs Boulevard	Local	45	7:30 AM - 6:45 PM	Monday - Friday	$208,768	$250,000	1-2 years	Local
Winter Haven Shuttle	Along 6th Street, 1st Street, Martin Luther King Jr Boulevard, 7th Street, Avenue O, and Cypress Gardens Boulevard	Local	30	9:00 AM - 5:00 PM	Monday - Friday	$148,457	$250,000	1-2 years	Local
Haines City Squeeze	Along Main Street,4th Street, Oak Avenue, Ledwith Avenue, and 8th Street	Local	10	11:00 AM – 2:00 PM	Monday - Friday	$37,800	$75,000	5-10 years	Local
Winter Haven Squeeze	Along Lake Howard Drive, Avenue C, 1st Street North, and Avenue E	Local	10	11:00 AM – 2:00 PM	Monday - Friday	$37,800	$75,000	2-3 years	Local
New Regional and Rail Services									
I-4 Hopper	Along I-4 from US-98 to Loughman SunRail station	Express	60	6:00 AM – 9:00 AM/ 3:00 PM – 6:00 PM	Monday - Friday	$376,303	$1,400,000	5-10 years	Local, Regional
Lakeland – Tampa Express	Along I-4 from downtown Lakeland to SR-60 in Dover	Express	90	6:00 AM – 9:00 AM/ 3:00 PM – 6:00 PM	Monday - Friday	$188,151	$700,000	5-10 years	Local, Regional
Haines City – Posner Express (Pre-SunRail)	Along US-27 from 17th Street to Ernie Caldwell Boulevard	Express	60	6:00 AM – 9:00 AM/ 3:00 PM – 6:00 PM	Monday - Friday	$188,151	$700,000	2-5 years	Local
Lakeland – Haines City Express (Pre-SunRail)	Along US-92 from downtown Lakeland to Poinciana SunRail station	Express	60	6:00 AM – 11:00 AM/ 3:00 PM – 8:00 PM	Monday - Friday	$1,254,342	$2,800,000	2-5 years	Local



Table 5-1: 10-Year Schedule of Projects | Services (continued)

Project	Description/ Location	Type of Service	Level of Service			Associated Costs (2025$)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
New Premium Service									
Florida Avenue BRT	Along Florida Avenue from downtown Lakeland to Lake Miriam Shopping Center	BRT	15	6:00 AM - 6:00 PM	Monday - Friday	$1,121,591*	$2,800,000	5-10 years	Local, Regional, State
US-98 BRT	Along US-98 from downtown Lakeland to downtown Bartow	BRT	20	6:00 AM - 6:00 PM	Monday - Friday	$3,469,350 *	$4,200,000	5-10 years	Local, Regional, State
New Microtransit Service									
Auburndale	In Auburndale from Lake Ariana Boulevard to K-Ville Avenue between Berkley Road and Lynchburg Road.	Microtransit	On-Demand	9:00 AM - 5:00 PM	Monday - Friday	$201,600	$500,000	1-2 years	Local
Innovation District/Polk City	In central Polk County adjacent to I-4 and Polk Parkway	Microtransit	On-Demand	9:00 AM - 5:00 PM	Monday - Friday	$201,600	$500,000	2-5 years	Local
Lakeland/Airport	In Lakeland, west of County Road 33A along Drane Field Road	Microtransit	On-Demand	9:00 AM - 5:00 PM	Monday - Friday	$403,200	$1,000,000	1-2 years	Local
Winter Haven	In central Winter Haven from US 17 to Buckeye Loop, north of Dundee Road.	Microtransit	On-Demand	9:00 AM - 5:00 PM	Monday - Friday	$100,800	$250,000	1-2 years	Local

**Incremental cost.*

Note: The High Speed Rail project and SunRail extension to Polk County are not included in the TDP Schedule of Projects. The SunRail extension continues to be studied by FDOT.



Table 5-2: 10-Year Schedule of Projects | Capital

Project	Description/ Location	Type of Service	Level of Service			Associated Costs (2025$)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
Capital Improvements									
Lakeland Intermodal Center/SunRail Station	Intermodal facility in downtown Lakeland	Intermodal Center	N/A	N/A	N/A	N/A	$30,000,000	5-10 years	Local
East Polk Transit Maintenance & Administration Facility	Maintenance and Administration in Dundee, Florida	Maintenance/ Administration Facility	N/A	N/A	N/A	N/A	$13,500,000	5-10 years	Local
Proposed New Transit Center/Super Stop	At the Lakeland Linder International Airport and Orlando Health facility	Infrastructure	N/A	N/A	N/A	N/A	$500,000/ $250,000	2-5 years	Local
I-4 and County Line Road Park-and-Ride	Park-and-Ride facility adjacent to I-4 and County Line Road	Park-and-Ride	N/A	N/A	N/A	$12/parking spot**	TBD*	5-10 years	Local
I-4 and Berkley Road Park-and-Ride	Park-and-Ride facility adjacent to I-4 and Berkley Road	Park-and-Ride	N/A	N/A	N/A	$12/parking spot**	TBD*	5-10 years	Local
I-4 and SR 559 Park-and-Ride	Park-and-Ride facility adjacent to I-4 and SR 559	Park-and-Ride	N/A	N/A	N/A	$12/parking spot**	TBD*	5-10 years	Local
Transit Signal Priority	Florida Avenue and US-98	Technology	N/A	N/A	N/A	N/A	$32,000 each	5-10 years	Local, State
Queue Jumps	Florida Avenue and US-98	Technology	N/A	N/A	N/A	N/A	$150,000 each	5-10 years	Local, State
Alternate-Fuel Vehicles	Throughout Polk County	Technology	N/A	N/A	N/A	N/A	$1,000,000 each	5-10 years	Local
Lakeland Intermodal Center PD&E Study	Intermodal facility in downtown Lakeland	Study	N/A	N/A	N/A	N/A	$2,000,000	1-2 years	Local
Additional/Enhanced Facilities and Bus Stop Infrastructure	Throughout Polk County	Infrastructure	N/A	N/A	N/A	N/A	$250,000**	5-10 years	Local
Expand Pass Sale Locations/Mobile Payment/Fare Options	Throughout Polk County	Technology	N/A	N/A	N/A	N/A	$25,000	2-5 years	Local
Expand Transit Marketing/UAP	Throughout Polk County	Marketing	N/A	N/A	N/A	N/A	$150,000**	2-5 years	Local

**Note: To Be Determined. The cost will be determined based on the cost of land and development. This cost will be explored in a later study.*

***Annually*

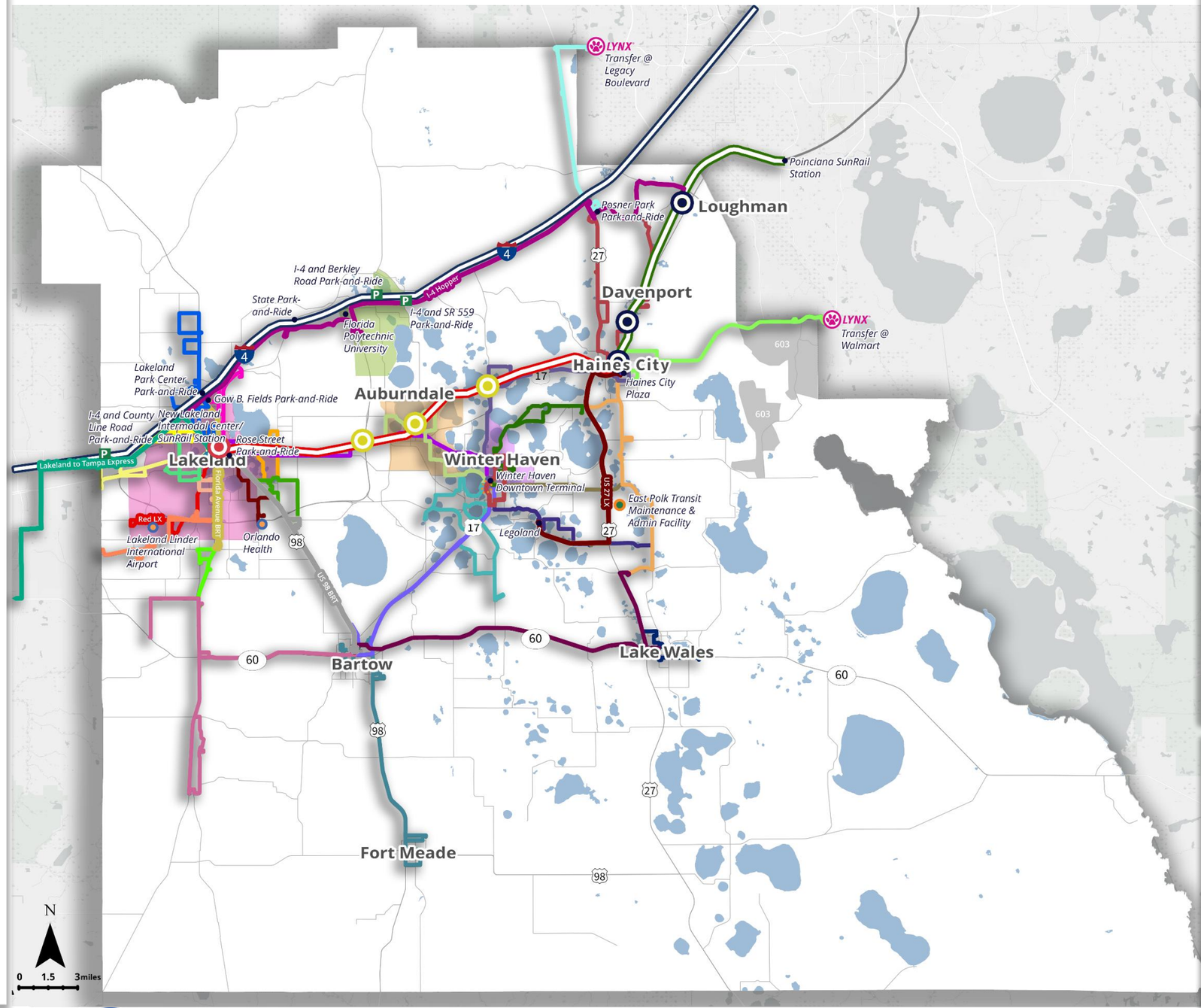


Map 5-1: TDP Schedule of Projects | 2035

CitrusConnection
PROGRESS IN MOTION

East Routes
- 15
- 16X
- 17X
- 18X
- 20X
- 21X East
- 22XW
- 25
- 27X
- 30
- 40/44
- 50
- 60
- Lake Wales Circulator

West Routes
- Blue Line
- Circulator East
- Circulator West
- Coral Line
- Green Line
- Lemon Line
- Lime Flex Line
- Orange Line
- Peach Line
- Pink Line
- Purple Line
- Yellow Line
- 21X West



New Transit Services
- Florida Avenue BRT
- US-98 BRT
- I-4 Hopper
- Lakeland to Tampa Express
- US-27 LX
- Bonnet Springs Park/Downtown Circulator
- Winter Haven Shuttle
- Haines City Squeeze
- Winter Haven Squeeze
- Proposed High-Speed Rail
- Proposed SunRail Extension (Poinciana to Haines City)
- Proposed SunRail Extension (Haines City to Lakeland)
- Auburndale Microtransit
- Innovation District/Polk City Microtransit
- Lakeland/Airport Microtransit
- Winter Haven Microtransit

Existing Service Enhancements
- Extend service on all routes to 9PM*
- 15-minute frequency
  - Pink Line
- 30-minute frequency
  - Lemon Line & Route 30
- 45-minute frequency
  - Purple Line, Route 22XW, & Route 15
- Saturday service
  - Pink Line
- Sunday service
  - Purple Line
- Re-envisioned Red LX
- Extend Circulator Eastside to Orlando Health

*Not shown on map.

Infrastructure/Technology Needs
- Phase I SunRail Stations
- Phase II SunRail Stations
- New Lakeland Intermodal Center/SunRail Station
- East Polk Transit Maintenance & Admin Facility
- Proposed New Transit Center/Super Stop
- P New Park-and-Rides
- Transit Signal Priority/Queue Jumps for BRT*
- Alternate-Fuel Vehicles*
- Expand Pass Sale Location and Add Mobile Payment*
- Enhance Marketing and Promote Universal Access Partnership*

*Not shown on map.



Transit Demand Estimation

The existing and proposed fixed-route transit networks were analyzed using the ridership forecast data from TBEST, the FDOT-approved ridership estimation software for TDPs. This analysis was completed to gauge route-level and system-wide demand, assuming the maintenance of existing transit service and implementation of the potential improvements proposed by the TDP. The transit route network for all existing Citrus Connection routes was created to reflect 2024 conditions, the validation year for the model. General Transit Feed Specification (GTFS) data as of October 2024 were used to provide the input for the base transit system.

Although TBEST is an important tool for evaluating improvements to existing and future transit services, model outputs do not account for latent demand for transit that could yield significantly higher ridership. In addition, TBEST cannot display sensitivities to external factors such as an improved marketing and advertising program, changes in fare service for customers, fuel prices, parking supply, walkability, and other local conditions and, correspondingly, model outputs may under- or over-estimate demand in isolated cases. As a result, model outputs are not absolute ridership projections, but, rather, are comparative estimates best used for evaluation in actual service implementation decisions.

Microtransit Ridership Estimation

TBEST cannot currently estimate ridership for on-demand transit services and there are few external methodologies available to do this easily. Therefore, Remix was utilized to estimate microtransit ridership for the 10-year TDP. Remix is a data-driven transit planning software that uses Census and other open-source data.



Special Generators

Special generators were identified and coded into TBEST to evaluate the opportunity for generating high ridership. Citrus Connection special generators include the following:

- Higher Education Centers—Florida Polytechnic University, Polk State College campuses throughout Polk County, Keiser University, Florida Southern College, Southern Technical College, Ridge Technical College, Warner University, and Webber International University
- Transfer Hubs—Winter Haven Downtown Terminal, Lakeland Downtown Terminal, Haines City Plaza
- Major Rail Transfer Stations—future SunRail stations
- Park and Rides—Gow B Fields Park-and-Ride, Lakeland Park Center Park-and-Ride, Rose Street Park-and-Ride, Posner Park Park-and-Ride, I-4 and Berkley Road, I-4 and SR-559, and I-4 and County Line Road
- Shopping Malls—Eagle Ridge Mall, Lakeland Square Mall, Lakeland Town Center
- Hospitals—Bartow Regional Medical Center, Heart of Florida Hospital, Lakeland Regional Health Medical Center, Lake Wales Medical Center, Winter Haven Hospital, and Orlando Health in Lakeland Highlands

Ridership Forecasts

The following model scenarios and ridership forecasts were developed for this TDP major update:

- Existing Network Scenario—Assumes no change will be implemented to the existing route network.
- TDP Network Scenario—Assumes implementation of the TDP Network.

Table 5-3 shows the projected ridership for the Existing Network Scenario and TDP Network Scenario for 2026 and 2035.



Table 5-3: TBEST Scenario | Existing Network*

Route/Service	Existing Network		Schedule of Projects Network		2035 Ridership Growth Potential (% Change)♦
	2026	2035	2026	2035	
15	43,772	63,269	45,453	65,584	3.7%
16X	5,121	6,690	9,108	11,884	77.6%
17X	6,500	9,265	13,845	19,714	112.8%
18X	14,239	21,408	23,236	34,827	62.7%
19X	3,964	5,170	7,038	9,166	77.3%
20X	16,895	24,024	23,640	33,490	39.4%
21X East	4,079	5,360	4,610	6,102	13.8%
21X West	8,136	11,009	8,794	11,867	7.8%
22XW	31,918	46,607	36,106	56,657	21.6%
25	23,320	32,790	23,610	33,033	0.7%
27X	584	752	605	774	2.9%
30	62,158	90,007	71,823	104,495	16.1%
60	9,284	15,866	9,944	16,839	6.1%
Blue	38,831	57,531	162,619	241,562	319.9%
Circulator E	6,324	9,446	6,835	10,274	8.8%
Circulator W	9,773	14,654	13,188	19,553	33.4%
Coral	1,722	2,303	2,034	2,739	18.9%
Gold**	161,494	230,496	480,768	684,156	196.8%
Green	21,580	33,000	27,331	41,766	26.6%
Lake Wales Circulator	4,980	6,837	10,220	14,111	106.4%
Lemon	23,904	33,045	37,685	52,023	57.4%
Lime	16,010	22,254	25,765	35,164	58.0%
Orange	20,335	29,830	23,750	34,789	16.6%
Peach	13,950	21,174	20,589	30,479	43.9%
Pink	35,581	52,896	99,380	146,324	176.6%
Purple	93,043	137,002	146,437	239,392	74.7%
Red	8,670	11,998	13,174	18,316	52.7%
Silver***	29,137	40,987	101,815	167,462	308.6%
Yellow	13,150	20,248	15,164	23,235	14.8%
Total	728,454	1,055,918	1,464,566	2,165,777	105.1%

♦Compares 2035 Existing Network to 2035 Schedule of Projects Network.
**Based on TBEST Model*
***Becomes Florida Ave BRT in 2035 Schedule of Projects Network Scenario*
****Becomes US-98 BRT in 2035 Schedule of Projects Network Scenario*



Table 5-4: TBEST Scenario | New Services*

Route/Service	New Services		Ridership Growth Potential (% Change)♦
	2026	2035	
Fixed-Route			
Bonnet Springs Park/Downtown Circulator	31,385	49,478	57.6%
Haines City Squeeze	13,668	18,007	31.7%
I-4 Hopper	5,313	7,623	43.5%
Lakeland to Tampa Express	25,056	37,862	51.1%
US-27 LX	11,798	16,988	44.0%
Winter Haven Shuttle	49,301	84,526	71.4%
Winter Haven Squeeze	12,914	17,827	38.0%
Microtransit			
Lakeland/Airport	44,460	66,642	49.9%
Innovation District/Polk City	5,096	6,094	19.6%
Auburndale	16,744	25,132	50.1%
Winter Haven	12,896	19,318	49.8%
Total	228,631	349,497	52.9%

♦Compares 2026 New Services estimates to 2035 New Services estimates.
**Based on TBEST Model*

Table 5-5: TBEST Scenario | Total Ridership Estimates*

	Existing Network		Schedule of Projects Network		2035 Ridership Growth Potential (% Change)♦
	2026	2035	2026	2035	
Total	728,454	1,055,918	1,693,197	2,515,274	138.2%

♦Compares 2035 Existing Network to 2035 Schedule of Projects Network.
**Based on TBEST Model*



Finance Plan

A financial plan was developed as part of the TDP's 10-Year operating and capital program that identifies operating and capital costs for the schedule of projects, matched with the available and anticipated new revenues. The estimated costs in this plan also help to develop the TDP's list of priority projects, which is discussed in the next section.

First, cost and revenue assumptions used to develop the financial plan are presented below. That is followed by a summary of cost and revenue projections for Citrus Connection's 10-year TDP. The summary includes annual costs for service and capital/infrastructure/technology/policy improvements programmed for implementation within the next 10 years, together with supporting revenues that are reasonably expected to be available to fund the implementation.

Operating Cost Assumptions

Numerous assumptions were made to forecast the transit-operating costs, including:

- Based on the Consumer Price Index (CPI) data for the last 10 years (from 2014 to 2024), an average annual inflation rate of 2.5% is used for all operating cost projections.
- Annual operating costs for fixed-route services are based on FY 2023 NTD operating expense information at a unit cost of $124.44 (2025$) per revenue service hour.
- Annual operating costs for ADA paratransit services are based on FY 2023 operating expense information from NTD and inflated.
- Annual operating costs for microtransit and the Squeeze services are estimated using a per-revenue-hour cost of $50.00 (2025$), based on industry data.

Capital Cost Assumptions

Assumptions developed to project costs for capital/infrastructure/technology needs described previously include:

- New bus facilities repair and upgrades, farebox replacement and system upgrades, and mobile app/fare options are based on data from Citrus Connection.
- Additional bus stop infrastructure and amenities at high ridership stops are planned to be $250,000 (2025$) annually.
- Expanding marketing efforts and the UAP are assumed to cost $150,000 (2025$) annually.
- The PD&E study for the new Lakeland Intermodal Center is estimated to cost $2 million (2026$).
- The cost of deploying TSP at an intersection is assumed at $32,000 (2025$) and converting



already existing right turn lanes to Queue Jump lanes at an intersection is assumed at $150,000 (2025$) per intersection. This is based on recent data from FDOT and studies from the southeastern U.S.

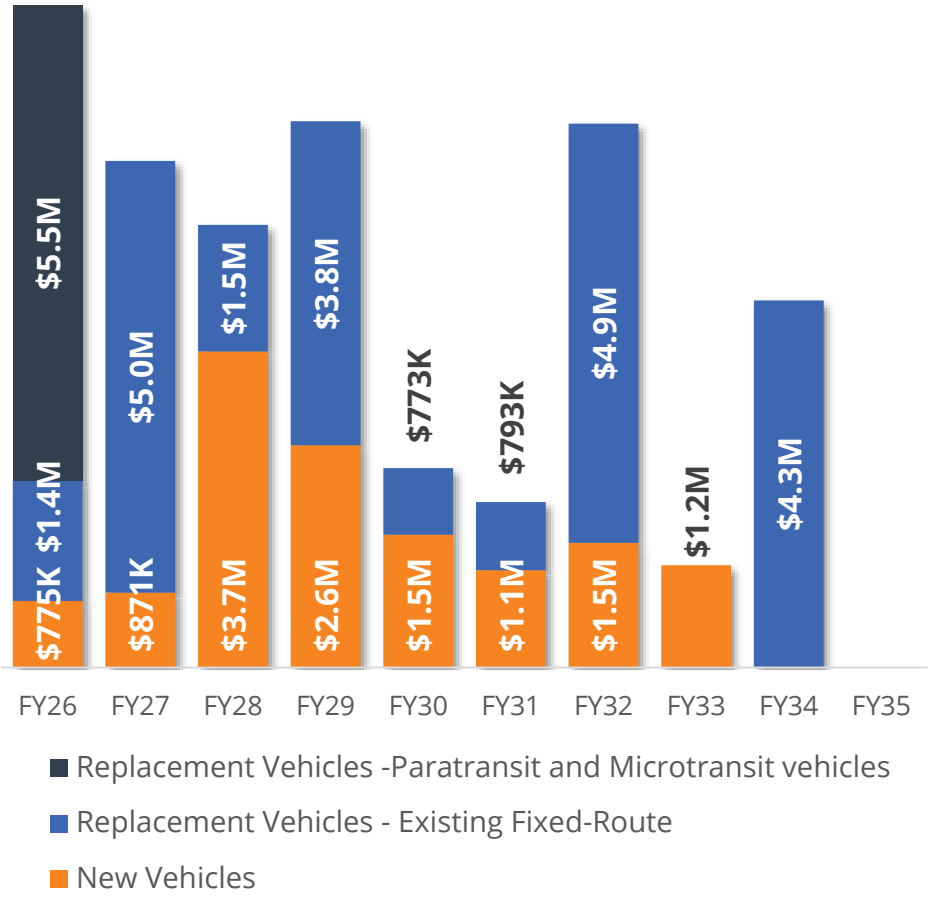
- The cost for establishing a new transit center is assumed at $500,000 (2025$) and the cost of a super stop is assumed at $250,000 (2025$), as provided by Citrus Connection staff.
- The cost of studies to support establishing new park-and-rides is assumed at $250,000 (2025$).
- The cost for additional technology upgrades is assumed at $250,000 (2025$).

Vehicle Acquisition Plan

Acquisition of new and replacement vehicles is a critical component of the capital investment to improve Citrus Connection services. Figure 5-8 shows the new vehicles needed by year for the TDP.

- The FTA-standard rate of 20% spare vehicle ratio is assumed for new vehicle purchases.
- Vehicle useful life cycle assumptions are based on guidelines from FTA. A fixed-route bus is 14 years and demand response vehicle is 10 years.
- Replacement vehicles will replace those in the existing fleet that reach their useful life within the TDP planning period. The cost of a diesel bus is assumed at $700,000 (2025$). The cost of a microtransit vehicle is assumed at $250,000 (2025$).
- An annual growth rate of 2.5% is also used for cost projections to adjust for inflationary pressures in the future.

Figure 5-8: 10-Year Vehicle Acquisition Plan





Revenue Assumptions

The following key assumptions are used to project Citrus Connection's TDP revenues.

- Annual grants/revenue information for existing federal, state, and local sources is from Citrus Connection for FY 2026. Based on discussions with Citrus Connection, an annual growth rate of 2.5% was used to project the revenues for the 10-year TDP.
- Revenues from FTA Section 5307 and 5311 grants are assumed at $106.1 million throughout the 10-year period.
- Existing funds received from FDOT, including Congestion Management, Transit Corridor, Block Grant, and Transportation Disadvantaged Program funding, are assumed to be $67.2 million throughout the 10-year period.
- Based on Citrus Connection guidance, local contributions are $94.5 million throughout the 10-year period.
- Farebox and contract revenues are expected to generate $127.1 million throughout the 10-year period.
- Paratransit and microtransit vehicle replacement, new bus facilities repair and upgrades, farebox replacement and system upgrades, and mobile/app fare options are assumed to be covered by an already earmarked federal grant totaling $8 million.

This plan also assumes the following additional new funding to support the implementation of new service and capital projects:

- Contributions from the Winter Haven Community Redevelopment Agency (CRA) are expected to support the Winter Haven Shuttle with $150,000 (2025$) annually.
- To be conservative, a farebox recovery ratio of 4% (based on 2023 farebox recovery data from NTD) is used to estimate fare revenue for new services.
- New Public Private Partnerships (PPP) are expected to provide service support for five years, a vehicle, new transit center, and super stop.

10-Year Cost/Revenue Summary

The annual operating and capital costs and supporting revenues are summarized in Table 5-6. As shown, it is estimated to cost $373.4 million to operate Citrus Connection over the next 10 years with another $56.6 million in capital costs to support the necessary technology, fleet, and capital infrastructure. It is anticipated that the operating costs will continue to be funded mainly with a mix of local, state, and federal



sources and fare revenues generated by existing and new transit services.

Figure 5-9 shows the annual operating and capital costs for the TDP implementation plan, and Figure 5-10 shows the revenues by source to support the system.

Figure 5-9: Annual Operating and Capital Costs

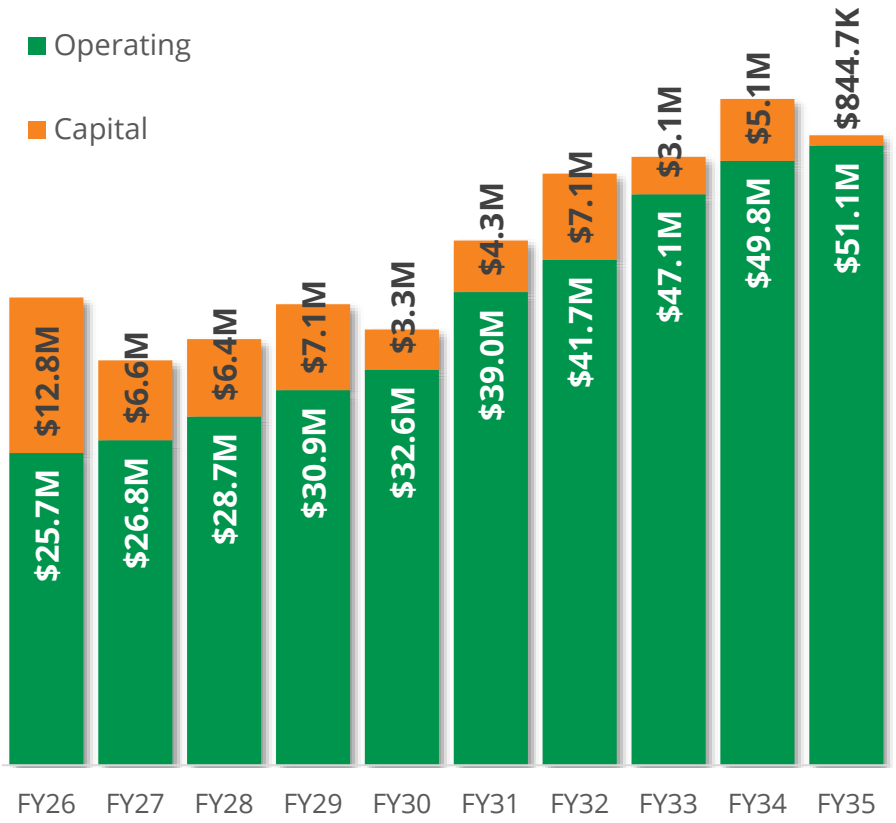


Figure 5-10: Revenues

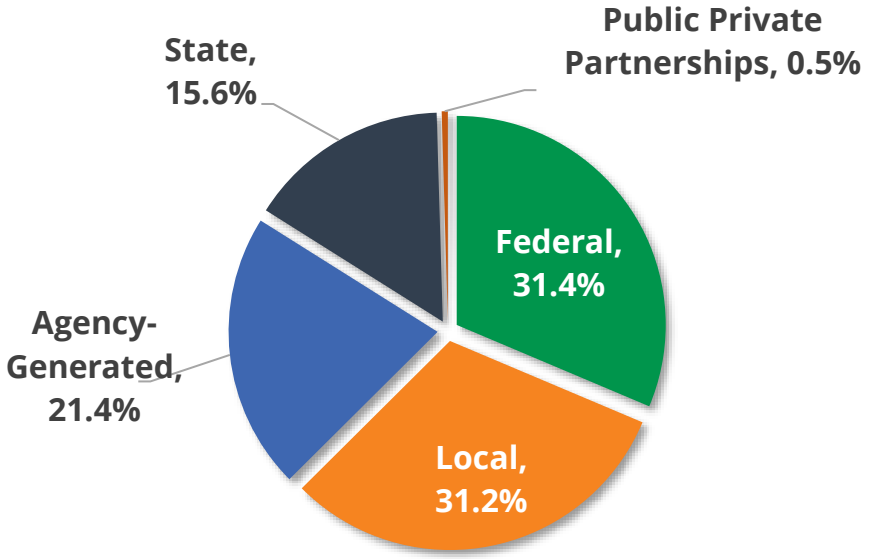




Table 5-6: 2035 Financial Plan

Cost/Revenue	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	Total
Operating Costs											
Citrus Connection Network	$16,386,403	$16,799,787	$17,223,600	$17,658,105	$18,103,570	$18,560,274	$19,028,499	$19,508,536	$20,000,684	$20,505,246	**$183,774,706**
Existing ADA Paratransit Service	$9,043,450	$9,271,592	$9,505,489	$9,745,286	$9,991,133	$10,243,182	$10,501,590	$10,766,516	$11,038,126	$11,316,588	**$101,422,954**
Enhancements to Existing Service	$88,411	$90,642	$520,856	$1,774,151	$1,818,908	$7,465,088	$7,745,856	$8,067,632	$8,271,156	$8,479,815	**$44,322,514**
New Transit Services - Local Services	$213,851	$414,886	$1,168,780	$1,198,265	$1,228,494	$1,259,486	$1,291,259	$1,323,834	$2,926,861	$3,000,697	**$14,026,413**
New Transit Services - Microtransit	$0	$211,900	$325,868	$334,089	$799,207	$819,369	$1,080,051	$1,107,297	$1,135,231	$1,163,870	**$6,976,883**
New Transit Services - Regional Services	$0	$0	$0	$207,868	$639,336	$655,465	$672,000	$688,953	$706,333	$724,152	**$4,294,107**
New Transit Services - Premium Services	$0	$0	$0	$0	$0	$0	$1,335,289	$5,603,545	$5,744,907	$5,889,835	**$18,573,577**
Total Operating Costs	**$25,732,116**	**$26,788,807**	**$28,744,593**	**$30,917,764**	**$32,580,649**	**$39,002,864**	**$41,654,545**	**$47,066,314**	**$49,823,298**	**$51,080,204**	**$373,391,154**
Capital Costs											
New Vehicles	$775,000	$871,443	$3,678,818	$2,586,257	$1,546,709	$1,132,663	$1,451,546	$1,190,532	$0	$0	**$13,232,969**
Replacement Vehicles - Existing Fixed-Route	$1,400,000	$5,023,614	$1,471,527	$3,771,625	$773,355	$792,864	$4,877,196	$0	$4,271,980	$0	**$22,382,161**
Replacement Vehicles -Paratransit and microtransit vehicles	$5,533,206	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$5,533,206**
Expand Transit Marketing/UAP	$150,000	$153,784	$157,664	$161,641	$165,719	$169,899	$174,186	$178,580	$183,085	$187,704	**$1,682,261**
Additional Bus Stop Infrastructure	$250,000	$256,307	$262,773	$269,402	$276,198	$283,166	$290,309	$297,633	$305,141	$312,839	**$2,803,768**
Queue Jumps	$0	$0	$0	$0	$0	$1,019,397	$0	$714,319	$0	$0	**$1,733,716**
Transit Signal Priority	$0	$0	$0	$0	$0	$543,678	$0	$380,970	$0	$0	**$924,649**
New Transit Center	$0	$0	$525,545	$0	$0	$0	$0	$0	$0	$0	**$525,545**
Super Stop	$250,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$250,000**
Bus Facilities Repair and Enhancement	$1,656,120	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$1,656,120**
Farebox Replacement and System Upgrades	$462,157	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$462,157**
Mobile App/ Fare Options	$350,000	$25,631	$26,277	$26,940	$27,620	$28,317	$29,031	$29,763	$30,514	$31,284	**$605,377**
Lakeland Intermodal PD&E Study	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$2,000,000**
Park-and-Ride Studies	$0	$256,307	$262,773	$269,402	$276,198	$0	$0	$0	$0	$0	**$1,064,679**
New Technology Upgrades	$0	$0	$0	$0	$276,198	$283,166	$290,309	$297,633	$305,141	$312,839	**$1,765,287**
Total Capital Costs	**$12,826,483**	**$6,587,085**	**$6,385,378**	**$7,085,267**	**$3,341,996**	**$4,253,150**	**$7,112,577**	**$3,089,430**	**$5,095,862**	**$844,666**	**$56,621,895**
All Costs	**$38,558,599**	**$33,375,892**	**$35,129,971**	**$38,003,031**	**$35,922,645**	**$43,256,014**	**$48,767,122**	**$50,155,744**	**$54,919,161**	**$51,924,870**	**$430,013,049**
Revenues											
LAMTD - Local General Revenue	$1,489,149	$1,526,717	$1,565,232	$1,604,718	$1,645,201	$1,686,705	$1,729,256	$1,772,880	$1,817,605	$1,863,458	**$16,700,920**
PCTA - City Contributions	$600,584	$615,735	$631,268	$647,193	$663,520	$680,259	$697,420	$715,014	$733,052	$751,545	**$6,735,592**
PCTA - Contract Revenue	$3,409,461	$3,495,472	$3,583,654	$3,674,060	$3,766,746	$3,861,771	$3,959,193	$4,059,072	$4,161,472	$4,266,454	**$38,237,354**
LAMTD - Farebox Revenue	$1,000,853	$1,026,102	$1,051,988	$1,078,526	$1,105,735	$1,133,629	$1,162,228	$1,191,548	$1,221,607	$1,252,425	**$11,224,640**
PCTA - Farebox Revenue	$197,949	$202,943	$208,062	$213,311	$218,692	$224,209	$229,866	$235,664	$241,610	$247,705	**$2,220,011**
LAMTD - FTA 5307 Operating	$2,860,942	$2,933,116	$3,007,110	$3,082,972	$3,160,747	$3,240,484	$3,322,232	$3,406,043	$3,491,968	$3,580,061	**$32,085,674**
PCTA - FTA 5307 Operating	$3,291,592	$3,374,630	$3,459,763	$3,547,043	$3,636,525	$3,728,265	$3,822,319	$3,918,746	$4,017,605	$4,118,958	**$36,915,446**
PCTA - FTA 5311 Operating	$2,519,648	$2,583,212	$2,648,380	$2,715,191	$2,783,688	$2,853,913	$2,925,909	$2,999,722	$3,075,397	$3,152,981	**$28,258,041**
Property Tax	$6,336,997	$6,496,862	$6,660,761	$6,828,793	$7,001,065	$7,177,683	$7,358,756	$7,544,398	$7,734,722	$7,929,848	**$71,069,886**
State Block Grant	$1,803,808	$1,849,313	$1,895,966	$1,943,796	$1,992,833	$2,043,107	$2,094,649	$2,147,491	$2,201,666	$2,257,208	**$20,229,838**
FL Transportation Disadvantaged Program	$1,436,567	$1,472,807	$1,509,962	$1,548,055	$1,587,108	$1,627,146	$1,668,195	$1,710,279	$1,753,424	$1,797,658	**$16,111,201**
FD0T Congestion Management	$421,627	$432,263	$443,168	$454,348	$465,810	$477,561	$489,609	$501,960	$514,623	$527,606	**$4,728,576**
FDOT Transit Corridor	$850,885	$872,350	$894,357	$916,919	$940,051	$963,766	$988,079	$1,013,005	$1,038,561	$1,064,761	**$9,542,733**
FDOT - Travel Trainer	$66,428	$68,103	$69,821	$71,583	$73,389	$75,240	$77,138	$79,084	$81,079	$83,125	**$744,990**
FTA - 5307 Capital	$788,065	$807,946	$828,328	$849,224	$870,648	$892,612	$915,130	$938,216	$961,885	$986,151	**$8,838,205**
FDOT Urban Transit Capital	$1,408,843	$1,444,385	$1,480,822	$1,518,180	$1,556,479	$1,595,745	$1,636,001	$1,677,273	$1,719,586	$1,762,966	**$15,800,280**
Paratransit Operating Revenue	$6,722,045	$6,891,624	$7,065,481	$7,243,724	$7,426,463	$7,613,813	$7,805,889	$8,002,810	$8,204,699	$8,411,681	**$75,388,230**
FTA Bus and Bus Facilities Grant	$8,000,000	$5,023,614	$1,471,527	$3,771,625	$773,355	$792,864	$4,877,196	$0	$4,271,980	$0	**$28,982,161**
Winter Haven CRA	$0	$155,908	$159,841	$163,874	$168,008	$172,246	$176,592	$181,046	$185,614	$190,296	**$1,553,426**
New Service Farebox Recovery	$11,239	$26,677	$74,944	$130,677	$166,804	$379,252	$450,832	$624,361	$698,477	$716,097	**$3,279,360**
Public Private Partnerships	$900,000	$150,000	$675,545	$150,000	$150,000	$0	$0	$0	$0	$0	**$2,025,545**
All Revenues	**$44,116,683**	**$41,449,780**	**$39,385,982**	**$42,153,813**	**$40,152,866**	**$41,220,269**	**$46,386,487**	**$42,718,613**	**$48,126,632**	**$44,960,985**	**$430,672,110**
10-Year Cost & Revenue Summary											
Total Revenues	**$44,116,683**	**$41,449,780**	**$39,385,982**	**$42,153,813**	**$40,152,866**	**$41,220,269**	**$46,386,487**	**$42,718,613**	**$48,126,632**	**$44,960,985**	**$430,672,110**
Total Costs	**$38,558,599**	**$33,375,892**	**$35,129,971**	**$38,003,031**	**$35,922,645**	**$43,256,014**	**$48,767,122**	**$50,155,744**	**$54,919,161**	**$51,924,870**	**$430,013,049**
Revenues Minus Costs	**$5,558,084**	**$8,073,888**	**$4,256,011**	**$4,150,782**	**$4,230,221**	**-$2,035,744**	**-$2,380,635**	**-$7,437,131**	**-$6,792,528**	**-$6,963,885**	
Rollover from Prev. Year	**$0**	**$5,558,084**	**$13,631,972**	**$17,887,983**	**$22,038,764**	**$26,268,985**	**$24,233,241**	**$21,852,606**	**$14,415,475**	**$7,622,946**	
Surplus/Shortfall	**$5,558,084**	**$13,631,972**	**$17,887,983**	**$22,038,764**	**$26,268,985**	**$24,233,241**	**$21,852,606**	**$14,415,475**	**$7,622,946**	**$659,061**	**$659,061**



List of Priority Projects

After the Schedule of Projects were developed, a prioritization process framework also was developed to rank the Schedule of Projects and help Citrus Connection develop its list of priority projects, which sets priorities for the next 10 years. The prioritization process is structured to cover a wide spectrum of factors that are qualitative and quantitative to ensure it is complete as well as comprehensive.

A quantitative-qualitative hybrid methodology was used to evaluate and prioritize the transit needs. By conducting this evaluation, Citrus Connection can meaningfully prioritize projects for its consideration as well as the consideration of its regional partners, such as FDOT and the TPO. The criteria used for the process reflect Citrus Connection's priorities to accomplish its own vision and secure necessary local and state support.

Evaluation Process

The seven evaluation measures used to develop the Citrus Connection TDP list of priority projects are identified in Table 5-7. In addition, it shows the category weights that were used to rank the TDP schedule of projects. The projects are ranked using the criteria described below.

Table 5-7: Prioritization Criteria

Criteria	Measure	Measure Weight	Criteria Weight
Public Support	Public Input Survey Results	15%	**30%**
	Stakeholder Input	15%	
Priority Transit Corridor Access & Connectivity	Priority Transit Corridors Access and Connectivity	15%	**30%**
	Transit-Supportive Land Use & Urban Design Interface	15%	
Funding Feasibility	Likelihood of securing funding	20%	**20%**
Quality of Life Improvement	Anticipated benefits to customers	10%	**10%**
Cross-Geographic Connectivity	Connections to local/regional hubs	10%	**10%**
Total Weight			**100%**



Public Support

The public outreach process conducted for this TDP effort resulted in numerous opinions and suggestions about transit services from customers and non-customers. In addition, the public outreach process also included discussions with local business/community leaders and policy makers, as well as meetings with Citrus Connection and TPO staff to gauge their views on transit services. Based on an in-depth review of this input received, this criterion considers interest in a particular route or type of service was considered.

Priority Transit Corridor Access and Connectivity

The corridor assessment conducted for the Citrus Connection TDP brings data and findings from all TDP components and, therefore, consideration of these priority transit corridors can assist in ranking projects for implementation in the next 10 years. These priority transit corridors have been previously identified and evaluated for the TDP based on key factors, such as context evaluation and land use/urban design assessments, as well as input and direction from the community resulting from the public involvement process. This criterion considers the access and connectivity to the identified corridors.

Transit-Supportive Land Use & Urban Design Interface

Analysis conducted for the TDP pertaining to transit-supportive land use and projected developments is pertinent to understanding the built environment that Citrus Connection serves. This criterion considers the geographic distribution of major development and policies to support transit in Polk County.

Funding Feasibility

This criterion considers the likelihood of securing stable operational funding for the recommended improvements. The funding potential for each improvement was evaluated based on the possibility of securing eligible sources at Federal, State, and/or local levels. For example, the likelihood of securing local funding may be higher if a transit investment would serve as a catalyst for development/redevelopment, whereas a regional connection may enhance the likelihood of securing funding from regional or state sources. Qualitative information on perceived policy support was derived from discussions with stakeholders and professional judgement.

Quality of Life Improvement

This criterion was used to assess how a service improvement may enhance the overall well-being of the community it serves. This criterion considers both direct and indirect impacts on customer experience,



including increased access to essential services, potential to reduce traffic, improved safety, and environmental benefits. Furthermore, these improvements may encourage multimodal access, promote healthy living, and expand access to commuters. This criterion assesses the improvement's ability to expand current and potential customers' transit access, encourage public health benefits, and decrease SOV trips.

Cross-Geographic Connectivity

The level of connectivity to key hubs and areas for each project was assessed for potential local/regional connectivity. Intra- and inter-county routes with connections to key activity centers (existing and future) or hubs were scored higher than those not serving such locations. This criterion considers whether an improvement improves quick and convenient connectivity between local or regional major activity centers.

10-Year Project Priorities

Table 5-8 shows the list of priority projects for the Citrus Connection TDP, evaluated and ranked using the process previously discussed. Table 5-9 shows the capital projects that are proposed to support the implementation of the listed service priorities. Appendix F shows the detailed list of priority projects' evaluation and ranking scoring matrix.

It should be noted that the implementation timelines shown in these tables do not preclude Citrus Connection the opportunity to advance or delay any project. As priorities change, funding does not materialize as assumed, or more funding becomes available, this list of priority projects can and should be adjusted accordingly. The changes in implementation and shifts in priorities should be reported in the Annual TDP Update.



Table 5-8: List of Priority Projects

Rank	Project	Description/ Location	Type of Service	Implementation Year	Funding Availability
1	Florida Avenue BRT	Along Florida Avenue from downtown Lakeland to Lake Miriam Shopping Center	BRT	2032	Federal/State/Local
2	US-98 BRT	Along US-98 from downtown Lakeland to downtown Bartow	BRT	2033	Federal/State/Local
3	Lakeland – Tampa Express	Along I-4 from downtown Lakeland to SR-60 in Dover	Express	2029	Federal/State/Local
4	15-minute Frequency on Pink Line	Along SR 33, Parkview Place, and Florida Avenue	Local	2029	Federal/State/Local
5	30-minute Frequency on Lemon Line	Along George Jenkins Boulevard, US 92, and County Line Road	Local	2028	Federal/State/Local
6	30-minute Frequency on Route 30	Along Central Avenue, Cypress Gardens Boulevard, Waverly Road, and Scenic Highway	Local	2031	Federal/State/Local
7	Extend weekday service until 9PM	Throughout Polk County	Local	2031	Federal/State/Local
8	US-27 LX	Along US 301 and Eiland Boulevard	Local	2028	Federal/State/Local
9	Bonnet Springs Park/ Downtown Circulator	Along Kathleen Street, 5th Street, Martin Luther King Jr Boulevard, George Jenkins Boulevard, Lake Morton Drive, Bonnet Springs Boulevard	Local	2026	Federal/State/Local
10	I-4 Hopper	Along I-4 from US-98 to Loughman SunRail station	Express	2030	Federal/State/Local



Table 5-8: List of Priority Projects (continued)

Rank	Project	Description/ Location	Type of Service	Implementation Year	Funding Availability
11	Convert Red Line to Limited Express	Along Sikes Boulevard and Drane Field Road	Local	2026	Federal/State/Local
12	45-minute Frequency on Purple Line	Along Main Street, US 92, Havendale, and US 17	Local	2029	Federal/State/Local
13	Lakeland – Haines City Express (Pre-SunRail)	Along US 92 from downtown Lakeland to Poinciana SunRail station	Express	2034	Federal/State/Local
14	Winter Haven Squeeze	Along Lake Howard Drive, Avenue C, 1st Street North, and Avenue E	Local	2027	Federal/State/Local
15	45-minute Frequency on Route 15	Along 6th Street, Lake Alfred Road, and US 17	Local	Unfunded	Unfunded
16	45-minute Frequency on Route 22XW	Along US 17, US-98, and Main Street	Local	Unfunded	Unfunded
17	Extend Circulator Eastside to Orlando Health	Along Lakeland Highlands Road	Local	2026	Federal/State/Local
18	Winter Haven Shuttle	Along 6th Street, 1st Street, Martin Luther King Jr Boulevard, 7th Street, Avenue O, and Cypress Gardens Boulevard	Local	2027	Local



Table 5-8: List of Priority Projects (continued)

Rank	Project	Description/ Location	Type of Service	Implementation Year	Funding Availability
19	Haines City Squeeze	Along Main Street,4th Street, Oak Avenue, Ledwith Avenue, and 8th Street	Local	Unfunded	Unfunded
20	Lakeland/Airport Microtransit	In Lakeland, west of Florida Avenue and north of Drane Field Road	Microtransit	2030	Federal/State/Local
21	Haines City – Posner Express (Pre-SunRail)	Along US-27 from 17th Street to Ernie Caldwell Boulevard	Express	Unfunded	Unfunded
22	Saturday service on Pink Line	Along SR 33, Parkview Place, and Florida Avenue	Local	2033	Federal/State/Local
23	Sunday service on Purple Line	Along Main Street, US 92, Havendale, and US 17	Local	2032	Federal/State/Local
24	Innovation District/Polk City Microtransit	In central Polk County adjacent to I-4 and Polk Parkway	Microtransit	2032	Federal/State/Local
25	Auburndale Microtransit	In Auburndale from Lake Ariana Boulevard to K-Ville Ave between Berkley Road and Lynchburg Road.	Microtransit	2027	Federal/State/Local
26	Winter Haven Microtransit	In central Winter Haven from US 17 to Buckeye Loop, north of Dundee Road.	Microtransit	2028	Federal/State/Local

Note: The High Speed Rail project and SunRail extension to Polk County is not included in the TDP List of Priority Projects. The SunRail extension continues to be studied by FDOT.



Table 5-9: Supporting Priority Projects | Capital

Rank	Project	Description/ Location	Type of Capital	Implementation Year	Funding Availability
1	Lakeland Intermodal Center PD&E Study	Intermodal facility in downtown Lakeland	Study	2026	Federal/State/Local
2	Lakeland Intermodal Center/SunRail Station	Intermodal facility in downtown Lakeland	Intermodal Center	Unfunded	Unfunded
3	Expand Pass Sale Locations/Mobile Payment/Fare Options	Throughout Polk County	Technology	2026	Federal/State/Local
4	Additional/Enhanced Facilities and Bus Stop Infrastructure	Throughout Polk County	Infrastructure	2026	Federal/State/Local
5	East Polk Transit Maintenance & Administration Facility	Maintenance and Administration in Dundee, Florida	Maintenance/ Administration Facility	Unfunded	Unfunded
6	Transit Signal Priority	Florida Avenue and US-98	Technology	2031& 2033	Federal/State/Local
7	Queue Jumps	Florida Avenue and US-98	Technology	2031& 2033	Federal/State/Local
8	Proposed New Transit Center/Super Stop	At the Lakeland Linder International Airport and Orlando Health facility	Infrastructure	2026, 2028	PPP
9	Expand Transit Marketing/UAP	Throughout Polk County	Marketing	2026	Local



Table 5-9: Supporting Priority Projects | Capital (continued)

Rank	Project	Description/ Location	Type of Capital	Implementation Year	Funding Availability
10	I-4 and County Line Road Park-and-Ride	Park-and-Ride facility adjacent to I-4 and County Line Road	Park-and-Ride	Unfunded	Unfunded
11	I-4 and Berkley Road Park-and-Ride	Park-and-Ride facility adjacent to I-4 and Berkley Road	Park-and-Ride	Unfunded	Unfunded
12	I-4 and SR 559 Park-and-Ride	Park-and-Ride facility adjacent to I-4 and SR 559	Park-and-Ride	Unfunded	Unfunded
13	Alternate-Fuel Vehicles	Throughout Polk County	Technology	Unfunded	Unfunded



TDP Post-Adoption Action Items

Obtaining the support of decision-makers who support Citrus Connection is only the first step in a longer process of bringing the TDP to fruition. The following are action items to complete to carry out the transit vision:

Coordinate with Polk TPO

Citrus Connection will continue to build off existing coordination efforts with the TPO to support its efforts to consider/include TDP project priorities in TPO's TIP updates, corridor development, and other studies.

Engage FDOT as a Partner

Continuing to engage FDOT District One staff is a key and mutually beneficial endeavor as Citrus Connection and FDOT share a lot of common goals when it comes to making travel using alternatives a viable and attractive option. Citrus Connection will continue to coordinate with the TPO and District One to ensure the TDP project priorities are considered in UPWP updates and other applicable studies.

Continue Marketing/Outreach

During the TDP process, Citrus Connection conducted public outreach that can be leveraged and expanded to market other planning efforts, such as service initiation efforts, marketing programs and campaigns, and budget plans.



Source: Benesch



Appendix A. Public Outreach



Citrus Connection TDP

Public Involvement Plan

CitrusConnection
PROGRESS IN MOTION

Polk Transportation Planning Organization

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1. Introduction

This Public Involvement Plan (PIP) summarizes the details and proposed schedule for the public outreach activities planned for Citrus Connection's 10-Year Transit Development Plan (TDP) Major Update. The TDP, led by the Polk Transportation Planning Organization (TPO) in collaboration with transit agency serving Polk County, Citrus Connection, will guide the transit vision in Polk County. The Polk TPO conducts the transportation planning activities in Polk County and is currently updating its Long Range Transportation Plan (LRTP). The TPO will manage this TDP update and oversee its coordination with the 2050 LRTP update.

The Florida Department of Transportation (FDOT) requires that transit agencies receiving State Block Grant funding prepare a major TDP update every five years, with annual updates to the TDP to track implementation progress in the interim years. The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of funding for public transit.

This 10-year TDP Major Update covers FYs 2026-2035 and will be approved by the Lakeland Area Mass Transit District (LAMTD) Board, as the governing body for the Citrus Connection system, prior to submitting it to FDOT District One for approval.

A primary goal of this TDP update is to identify strategies to increase ridership and efficiency of Citrus Connection's current services and enhance connectivity to other local or regional transit services.

The resulting TDP will be compliant with the latest TDP Rule adopted July 9, 2024, as outlined in Chapter 14-73, F.A.C. As a strategic plan, the TDP will identify needs in an unconstrained fashion and identify service improvements that are currently unfunded. The 10-year vision will identify improvements and provide a beneficial tie and be consistent with the Polk TPO's LRTP goals and priorities.

This PIP also has been developed in accordance with the 2024 TDP Rule, which continues to require a PIP. If developed specifically for a TDP, as in this effort, the PIP must be approved by FDOT. In addition, the Rule now requires enhanced coordination with the area MPO/TPO's LRTP efforts.

The Rule also requires that the TDP preparation meets the following requirements:

- Soliciting comments from local and the regional Workforce Development Board.
- Notifying FDOT, the local/regional workforce board, local government comprehensive planning departments, and the TPO on all public meetings. It also requires that these

entities are given an opportunity to review and comment on the TDP during the development of the proposed public transportation projects and services, and the TDP ten-year implementation program.

The goal of this PIP is to engage the public and key stakeholders with a broad spectrum of perspectives, interests, and backgrounds. This will provide valuable public input on transit needs, priorities, and implementation strategies to enhance public transportation in Polk County. The Polk TDP PIP outlines strategies that encourage community input and buy-in. It provides ample opportunities for the private sector, state, and local agency stakeholders to understand the components and benefits of the plan and to provide feedback through open, two-way communication options.

This PIP is prepared to provide flexibility as the TDP is developed. While the outreach activities are set, the exact time frame and format or number may change to accomplish the best results for the TPO and Citrus Connection within the available resources.

As a public transit agency and recipient of Federal Transit Administration (FTA) funding, Citrus Connection is required to adhere to federal non-discrimination regulations, including Title VI of the Civil Rights Act of 1964. Citrus Connection has developed and maintains a Title VI Plan, outlining the procedures and policies to ensure inclusive and representative participation of minorities and persons who are LEP. By reference, the policies and procedures of the Title VI Plan are integrated into the programs, activities, and services of this PIP.

The remainder of this PIP illustrates how the public and stakeholders will be engaged to inform the TDP.

2. TDP Public Involvement Process

The public involvement process seeks transit user and non-user public input on transit needs, priorities, and implementation strategies to enhance public transportation in Polk County over the next 10 years.

To gather meaningful input for the TDP, this public outreach effort will ensure that a broad range of groups are consulted, including riders, major employers, social service providers, Citrus Connection operators, and the public. Furthermore, a variety of public involvement techniques were selected for inclusion in the PIP to ensure the active participation of community members, including residents, employees, and other visitors.

Coordination with and/or notification of key agencies is also included to ensure the TDP is consistent and collaborates with other applicable planning processes in the study area.

Table 2-1 presents the types of activities that will be completed for the TDP and the tools associated with each.

Table 2-1: TDP Public Involvement Activities

Public Involvement Activity		Citrus Connection PIP
Collateral Materials and Visual Aids	Flyers/fact sheets	✓
	Web outreach	✓
	Social media & email outreach	✓
Community Engagement, Review, and Comment	Public opinion surveys	✓
	Public workshops	✓
	Stakeholder interviews	✓
	Discussion group workshops	✓
	Email, in-person, and telephone comments	✓
	Public Meeting Notifications	✓
Agency & LRTP Coordination	TDP review/guiding team	✓
	MPO, FDOT coordination	✓
	Workforce, comprehensive planning agency notifications	✓
	LRTP outreach/goals/data coordination	✓

Phases of TDP Outreach

The approach to this TDP outreach process consists of two phases.

Phase I Outreach

Public involvement activities during this phase will gauge public opinion on current transit services and gather input on future transit service, capital, technology, and infrastructure needs. A public online survey, stakeholder interviews, discussion group workshops, an operator survey, and an open house public workshop will be conducted during this phase.

The TDP team will also coordinate with the TPO's ongoing LRTP update to incorporate any transit input from those outreach activities and/or share resources, as applicable.

Phase II Outreach

This phase will include outreach activities following the identification of 10-year needs, developed based on an assessment of the input received during Phase I and various data analyses conducted for the TDP. As part of this phase, another open house public workshop and public input survey (piggybacking on the LRTP survey process) will be conducted. As in Phase I, the TDP team will continue to coordinate with the LRTP.

The following section summarizes these activities in detail. Efforts will also be made to gather input from LEP individuals in Polk County. To the extent possible, the TDP project team will provide pertinent materials such as surveys and workshop flyers in Spanish.

3. Public Involvement Activities

Several public involvement techniques described in this PIP support direct and indirect participation from the community within Citrus Connection's service area. The remainder of this section summarizes these activities.

Review/Coordination Team Meetings

As one of the initial outreach tasks for the TDP, a team of representatives from the FDOT, Polk TPO, Citrus Connection, Polk County Comprehensive Planning Department, and local/regional workforce development board will be established to support and guide the TDP effort and to serve as a technical resource for data and information.

The initial meeting was held with Citrus Connection and the Polk TPO in August 2024, to discuss the project scope, project schedule, milestones, and deliverables.

Key timelines, particularly for near-term anticipated completion dates, were clarified and a substantial discussion took place regarding the composition and timeline for the public involvement activities. Two

additional meetings are envisioned at key technical/outreach milestones:

- March 2025 – Present draft TDP needs
- July 2025 – Present draft 10-Year TDP

Stakeholder Interviews

Identifying key stakeholders and early coordination with various agencies, organizations, and elected officials is crucial to the success of any transportation project. Having a proactive outreach program to engage these stakeholders allows the opportunity to offer important feedback and be informed when addressing questions from their constituents or the media on the TDP.

Citrus Connection and TPO staff will identify representatives of key public and private sector stakeholders to obtain feedback about perceptions and attitudes towards transit in Polk County and its immediate region. The project consultant will conduct interviews with the identified stakeholders.

This is a key component of the public involvement effort and will enhance the understanding of local conditions from those who rely on transit.

In total, up to 25 stakeholders will be engaged through interviews to better understand the commuting habits of their employees or constituents, their current use of transit, and the transit use of their clients or customers, if applicable. This will allow them to provide suggestions for improvements to transit services. Prior to conducting interviews, a draft interview questionnaire will be submitted to Citrus Connection and TPO staff for review and approval. The interviews will be scheduled in advance and conducted virtually. Once all stakeholder interviews are complete, the TDP project team will prepare a draft summary of the stakeholder interviews as part of its public involvement documentation records.

In addition to providing input on transit's future in the county, the stakeholders will also be asked to assist the outreach campaign by distributing information and to spread the word on any upcoming outreach efforts.

Bus Operator Survey

As ambassadors of the transit agency, bus operators have the most opportunity for, and greatest depth of, contact with existing patrons on a day-to-day basis. This makes them an asset for vetting rider input and providing important insights into route and system network issues related to operations, safety, scheduling, and other concerns.

The TDP project team will obtain valuable system and route level observations from Citrus Connection bus operators and supervisors through an online survey.

TDP Needs Survey

The TDP project team will also conduct an online public input survey. A survey instrument will be developed and will be reviewed/coordinated with TPO and Citrus Connection staff. The survey will be conducted in the first phase of the TDP outreach to seek public input on needs and obtain information related to attitudes, latent demand, and general support of the community related to transit services.

This online survey will be posted on the TPO and Citrus Connection websites and distributed via available email and social media outlets. As feasible, the survey link will be posted on other stakeholder websites and provided at public workshops and discussion groups. Participants will be encouraged to complete the survey online to improve the ease and accuracy of data collection and reporting. As noted earlier, participants of the stakeholder interviews and discussion group workshops will be invited to disseminate the survey links.

Discussion Group Workshops

The TDP outreach will include three invitation-based discussion group workshops, each involving a group of 8-12 participants in a small group to promote more in-depth, open-ended discussion about transit issues, needs, and opportunities. The project team will coordinate with Citrus Connection and TPO staff to identify and invite workshop participants.

Each discussion group will be attended by participants from organizations and groups of similar interests to engage in a productive and robust discussion that will help Citrus Connection plan its future transit services and allocate resources efficiently.

The outreach process includes three types of discussion groups:

- Business and Neighborhood Leaders
- Social Services/Workforce/Community Representatives
- Current Citrus Connection Bus Riders

To make it convenient for stakeholders to attend and participate, these discussions will be held virtually. A presentation to provide project background information will be given, followed by a guided discussion.

TDP Public Workshops

Two open house style public workshops will be conducted to solicit feedback. One workshop during Phase I outreach for feedback on the proposed transit needs and one to solicit feedback on the proposed transit improvements developed in Phase II. The workshops will be held at locations identified by Citrus Connection/TPO staff and accessible by transit. They

will be designed to capture information from participants about community values, needs, and priorities. Additionally, they may feature displays, interactive information exchange, public surveys, or enlistment for social media outreach.

Social Media Outreach

The project team will coordinate with Polk County's Communications Department, via the Polk TPO to utilize existing social media channels to inform the public on TDP outreach opportunities. Posts to social media will occur as necessary, mostly to advertise any survey input opportunities and outreach events.

Collateral Materials and Public Notification

Collateral materials will be developed, as applicable and necessary, to distribute information about public outreach activities. These materials may include the following:

- Fact Sheets – These will provide information to the public at outreach events and public workshops to offer an overview of Citrus Connection services, while promoting the value and importance of TDP and public involvement efforts. The flyers will direct and encourage the public to reach out to the TDP project team to share input.
- Flyers – To share information with the public about upcoming events and the value of their participation; will direct the public to visit the Citrus Connection and Polk TPO websites to stay involved and informed with the development of the TDP.
- Display Boards – These will illustrate service and demographic maps, plan proposals, and more at public workshops.
- Public Meeting Notifications – Notifications of all public meetings at least 14 days in advance will be provided through one or more of the following: media advertisements/news articles; Polk County, Citrus Connection, and Polk TPO websites; bus seat flyer drops; flyers; social media, and emails to TDP stakeholders to share within their organizations or to people they represent.

4. TDP-LRTP Coordination Program

Per the 2024 TDP Rule requirement concerning coordination with the TPO's planning process, close coordination with the ongoing Polk TPO's 2050 LRTP will be conducted throughout this TDP process. This may include coordination and information sharing in key steps of the TDP-LRTP process discussed below.

Data/Analysis

Coordination on baseline year and future year data so the TDP utilizes any readily available data from the LRTP on the multimodal system deficiencies identified considering land use, state and local transportation plans, other governmental actions and policies, and socioeconomic trends.

Public Outreach

To maximize coordination and financial resources for the TDP, the project team will utilize LRTP outreach events to obtain transit input while also sharing TDP findings, mutually benefiting both the TDP and LRTP processes.

Key public outreach coordination with the 2050 LRTP will include the following:

- TDP Phase I Outreach – In addition to the Phase I public workshop planned for the TDP, the project team will coordinate with TPO staff to prepare for and attend one LRTP workshop that may be conducted during the early part (Phase I) of the TDP outreach timeline. The display material developed for the TDP Phase I workshop will be used to obtain additional input as well as the online TDP survey to obtain more direction from the community. The display materials will also be made available for the LRTP workshop.
- TDP Phase II Outreach – This phase of TDP outreach will take advantage of the LRTP outreach activities to gather transit input. Instead of an TDP-exclusive transit priorities survey as previously done, the LRTP needs survey will be used to gather input on 10-year priorities to inform the TDP. In addition to the Phase II public workshop planned for the TDP, the TDP project team will also coordinate with TPO staff to prepare for and attend one LRTP workshop as well to share the 10-year needs plan for the TDP.

LRTP Goals & Plan Consistency

The third main component under TDP-LRTP coordination program supports consistency between the two plans on the short-term transit improvements/strategies. The TPO, which is managing the TDP, can then use the service, capital, technology, and policy needs in the 10-year TDP to guide transit-related goals and objectives in its LRTP. The TDP project team, in its identification and development of transit priority corridors, will ensure consistency with applicable LRTP multimodal emphasis/priority corridors.

5. Agency Review & Coordination

Several key agencies will also be involved in various capacities in the development of this TDP major

update. As required by Section 341.052, F.S., comments will be solicited from local and regional workforce boards established under Chapter 445, F.S.

In addition, FDOT District One, CareerSource Polk, local government comprehensive planning departments, and the Polk TPO will be advised of all public meetings where the draft TDP is to be presented or discussed. These agencies will also be given an opportunity to review and comment on the draft TDP during the development of the proposed public transportation projects and services and the ten-year implementation program.

6. Public Involvement Activity Schedule

The public outreach schedule supports planning and completion of the previously summarized public outreach activities and coordination efforts. Table 4-1 presents the tentative schedule for the public outreach activities included in this major update to the Citrus Connection TDP.

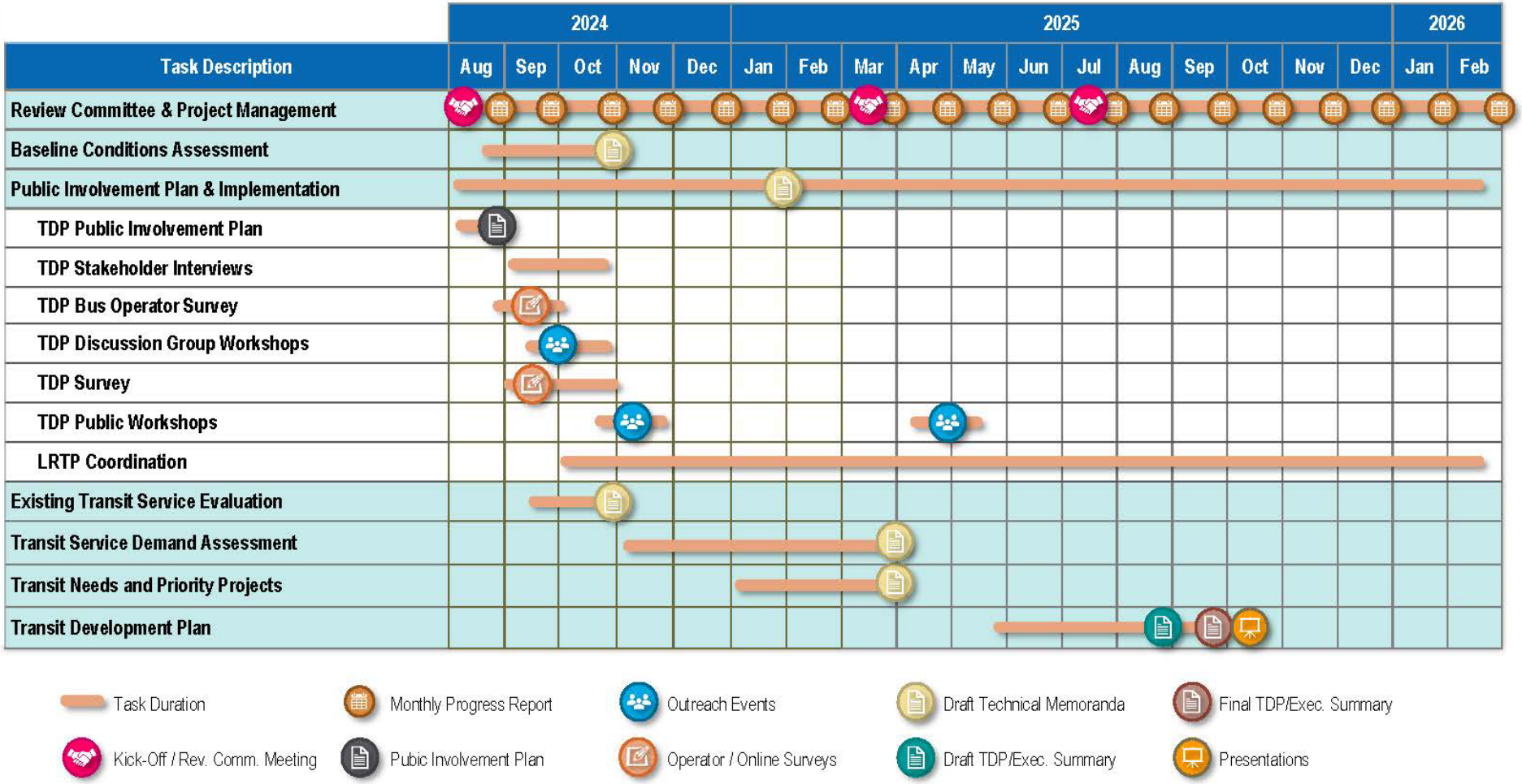
The overall schedule for completing the TDP, which includes outreach and all other components, is shown in Appendix A.

Table 4-1: Tentative Public Involvement Schedule

Outreach Activity	Date
Stakeholder Interviews	September–October 2024
Bus Operator Survey	September 2024
Discussion Group Workshops	September–October 2024
TDP Needs Survey	September–October 2024
LRTP Coordination	October 2024–December 2025
Phase I Public Workshop	November 2024
Phase II Public Workshop	April/May 2025
TDP Presentations	September/October 2025

Appendix A

TDP Project Schedule



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

August 30, 2024

Polk TPO
Ms. Julia Davis
330 W. Church St., P.O. Box 9005, Drawer TS 0 5
Bartow, FL 33831-9005

RE: 2026-2035 Transit Development Plan Public Involvement Plan

Dear Ms. Davis:

This letter pertains to the Department's review of Citrus Connection's Public Involvement Plan (PIP) of the 2026-2035 Transit Development Plan (TDP). District One Department staff received the PIP on August 29, 2024.

The Department has completed its review of the document based on Rule Chapter 14-73.001(3)(a), F.A.C. pertinent to the requirements for the TDP. The Department finds Citrus Connection's PIP for the TDP to be in compliance with Chapter 14-73, F.A.C.

Please provide a copy of this compliance letter as an attachment within the final TDP Major Update.

If you have any questions, please contact me via email at Peyton.McLeod@dot.state.fl.us or at (813) 486-6917.

Sincerely,

Peyton McLeod
Congestion Management Multi-Modal Planner

Cc: Michelle Peronto, Transit Programs Administrator
Dale Hanson, Transit Projects Coordinator
Rohan Sadhai, Congestion Management Multi-Modal Planner

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Please take the Bus Operator Survey.

Scan the QR code below!

Citrus Connection Transit Development Plan Major Update

Bus Operator Survey

We Need Your Input! *As representatives of Citrus Connection, bus operators and route supervisors engage with bus riders daily. As ambassadors for Citrus Connection, you are a valuable resource for gathering insights into riders' needs and needed enhancements/changes to services. Your input will help inform the ongoing Transit Development Plan (TDP) Major Update, which will guide improvements to Citrus Connection over the next 10 years.*

Please scan the QR code to take the survey online!
This survey is estimated to take 5-10 minutes. Please do NOT put your name or other identifying mark on the survey. If you complete a printed version of this survey, please return the survey to the secure box in the Breakroom at George Jenkins.

Please complete this survey by October 15, 2024.

1. Please select the top 3 positive comments that you hear most frequently from riders. Riders say Citrus Connection is....
   - ▫ Safe
   - ▫ Convenient
   - ▫ Clean
   - ▫ Affordable
   - ▫ Frequent
   - ▫ Reliable
   - ▫ Other_____
     _____
2. Please select the top 3 most common challenges or complaints riders voice to you.
   - ▫ Need more frequent service
   - ▫ Need earlier/later service
   - ▫ Need more weekend service
   - ▫ Need better sidewalk connections
   - ▫ Need express service
   - ▫ Need regional connections
   - ▫ Bus doesn't go where I want
   - ▫ Bus is late
   - ▫ Other_____

Please turn over to complete other side!

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Bus Operator Survey

3. How could technology be better utilized to improve efficiency or passenger experience? Please select the top 3 needed technology improvements.
   - ☐ Wi-Fi on the bus
   - ☐ Stop announcements on buses
   - ☐ Replace diesel-fueled buses with electric and other alternate-fuel vehicles
   - ☐ Traffic signal that gives the bus priority to go before traffic at busy intersections

4. Are you aware of any safety concerns or issues on specific bus routes? If so, please explain.

   _____

   _____

5. Based on what you hear and your own ideas, what service improvements are needed? This can be on any route, including ones that you don't drive.

   -Examples of service improvements include: adding new destinations/areas, improving service frequency, service start times and end times, new service types, etc.

Route	Comment or Suggestion

6. Please add any additional comments to help improve public transportation services in Polk County.

_____

_____

_____

_____

Polk Transportation Planning Organization

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TRANSIT DEVELOPMENT PLAN

PUBLIC WORKSHOP

WEDNESDAY
November 6, 2024

2PM to 4PM

Lakeland Public Library

100 Lake Morton Drive
Lakeland, Florida 33801
(On Circulator Eastside Route)

Can't attend?

Take the online survey!

Go to: https://arcg.is/1iW8yP1 or scan this QR code:

Please stop by and let us know how public transportation in Polk County should grow!

SPECIAL ACCOMMODATIONS

Any person requiring special accommodations to attend or participate, pursuant to the Americans with Disabilities Act, should contact Citrus Connection within at least three (3) business days before the meeting at (863) 534-5500. For Citrus Connection route and schedule information, please visit ridecitrus.com



Citrus Connection Transit Development Plan

Discussion Group Workshops

October 2024

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Polk Transportation Planning Organization

Agenda

- Introduction
- What is a TDP?
- Existing Conditions Review
- Public Outreach
- Guided Discussion
- Next steps

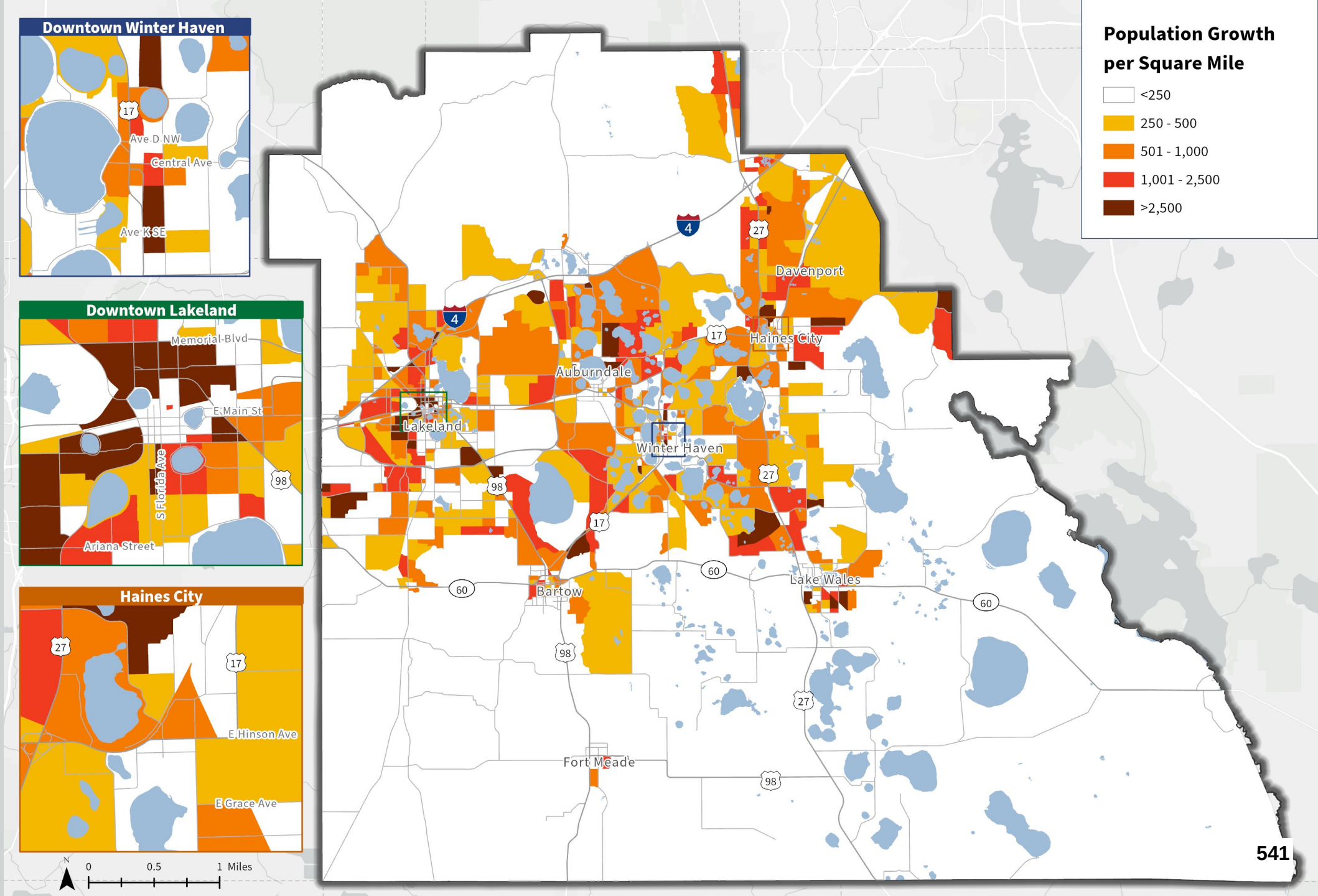


What is a TDP?

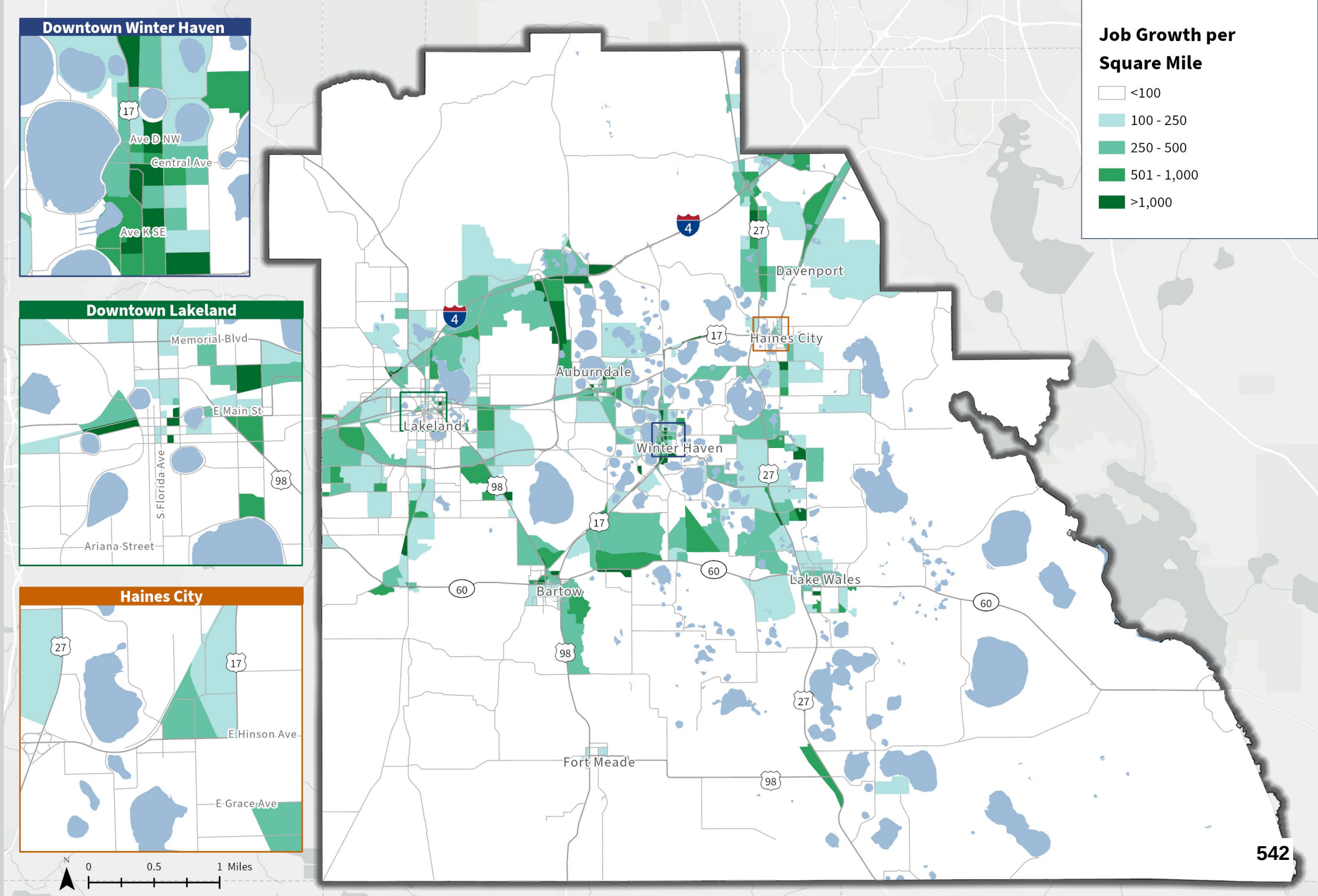
- 10-Year strategic plan for transit
  - Evaluated existing conditions
  - Integrates outreach for local input
  - Determines future needs
  - Outlines phased service and implementation plans
- FDOT requirement – Rule updated in July 2024
- Incorporates best practices



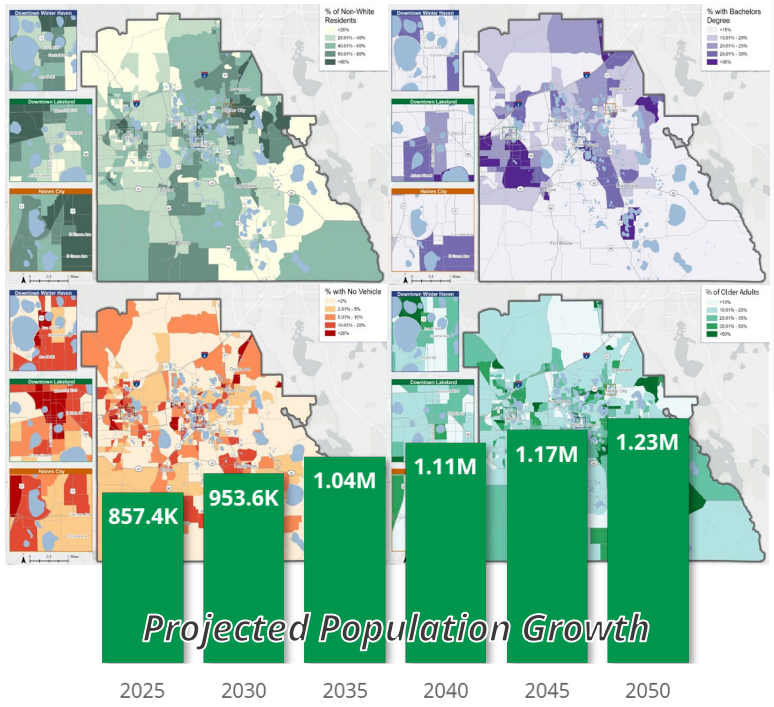
Population Growth 2025 - 2050



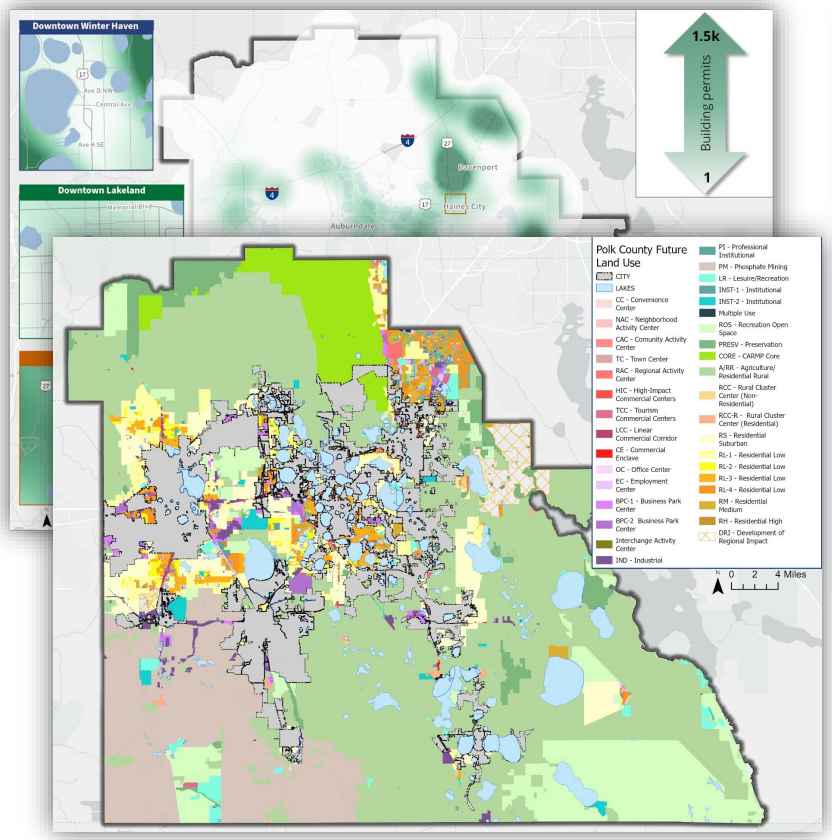
Employment Growth 2025 - 2050



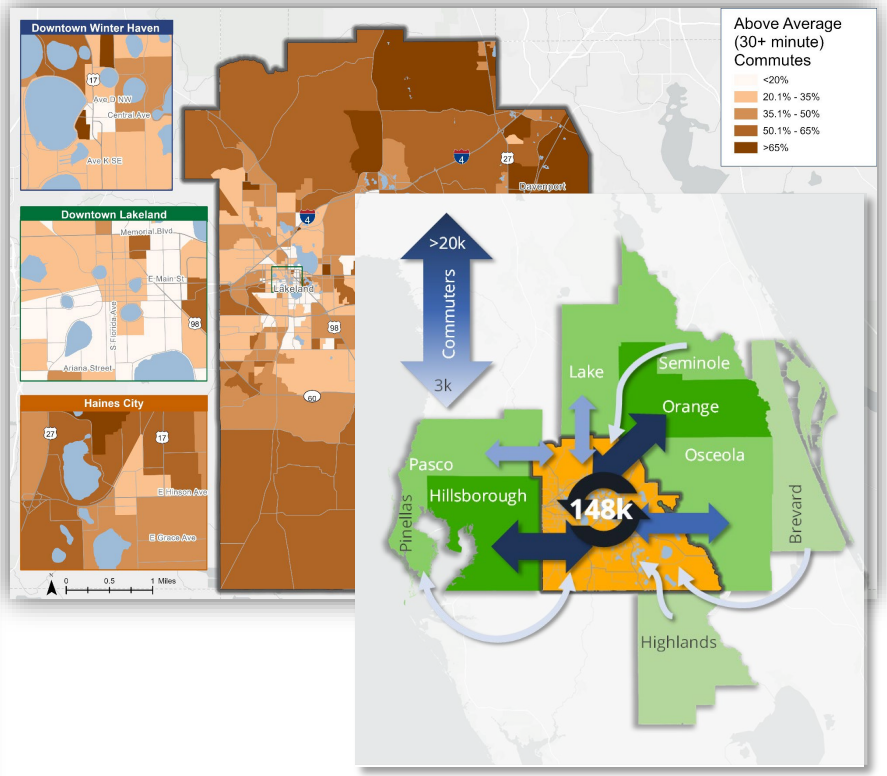
Baseline Conditions



Socio-Demographic Data



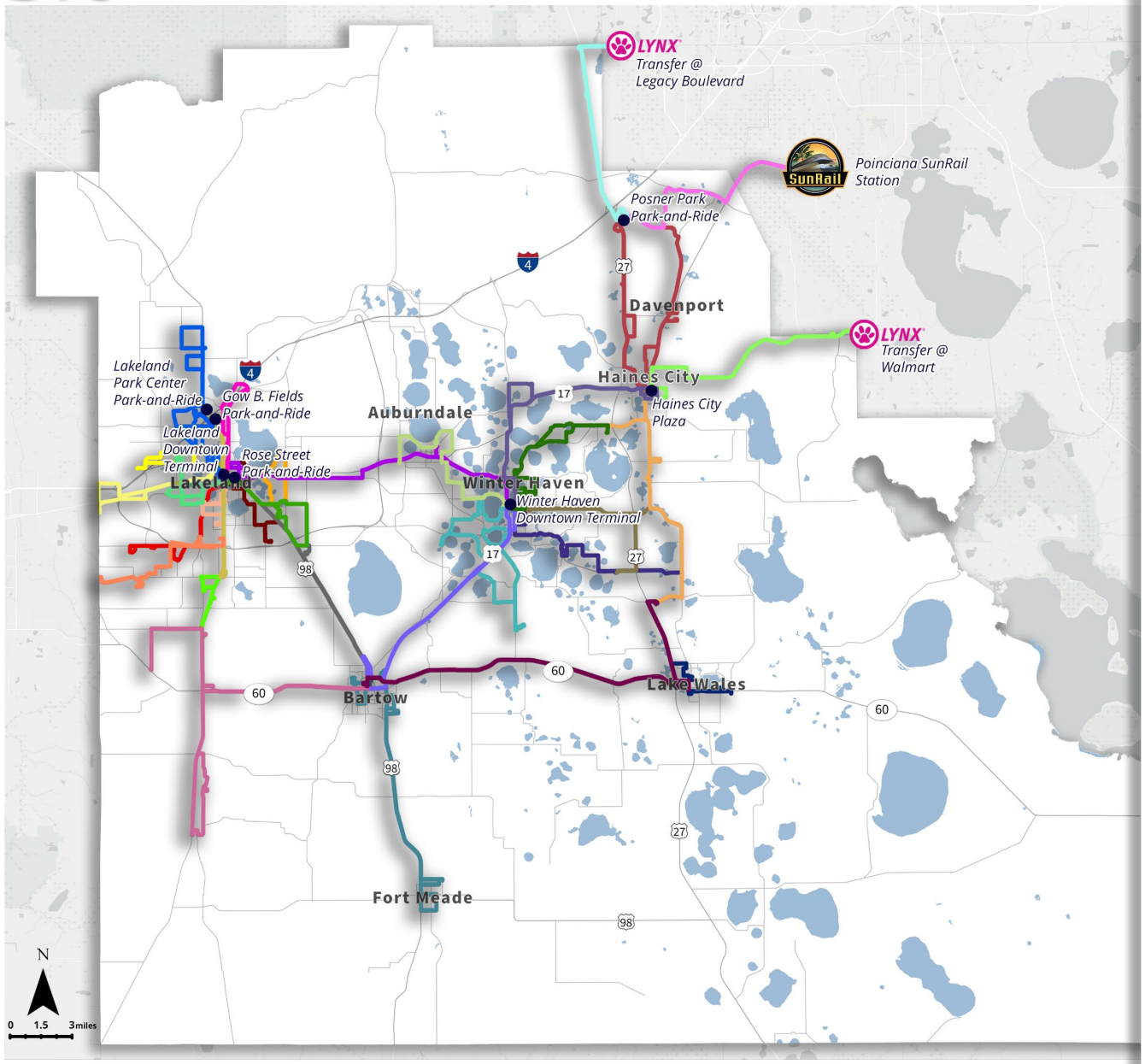
Land Use and Development Hot Spots



Commuter/Travel Flow

Existing Transit Service

- 31 routes
  - East- 15 routes
  - West- 15 routes
  - 1 East-West Connector
- 3 Squeeze Services
- Monday-Saturday
  - One Sunday route
- $1.50 one-way fare



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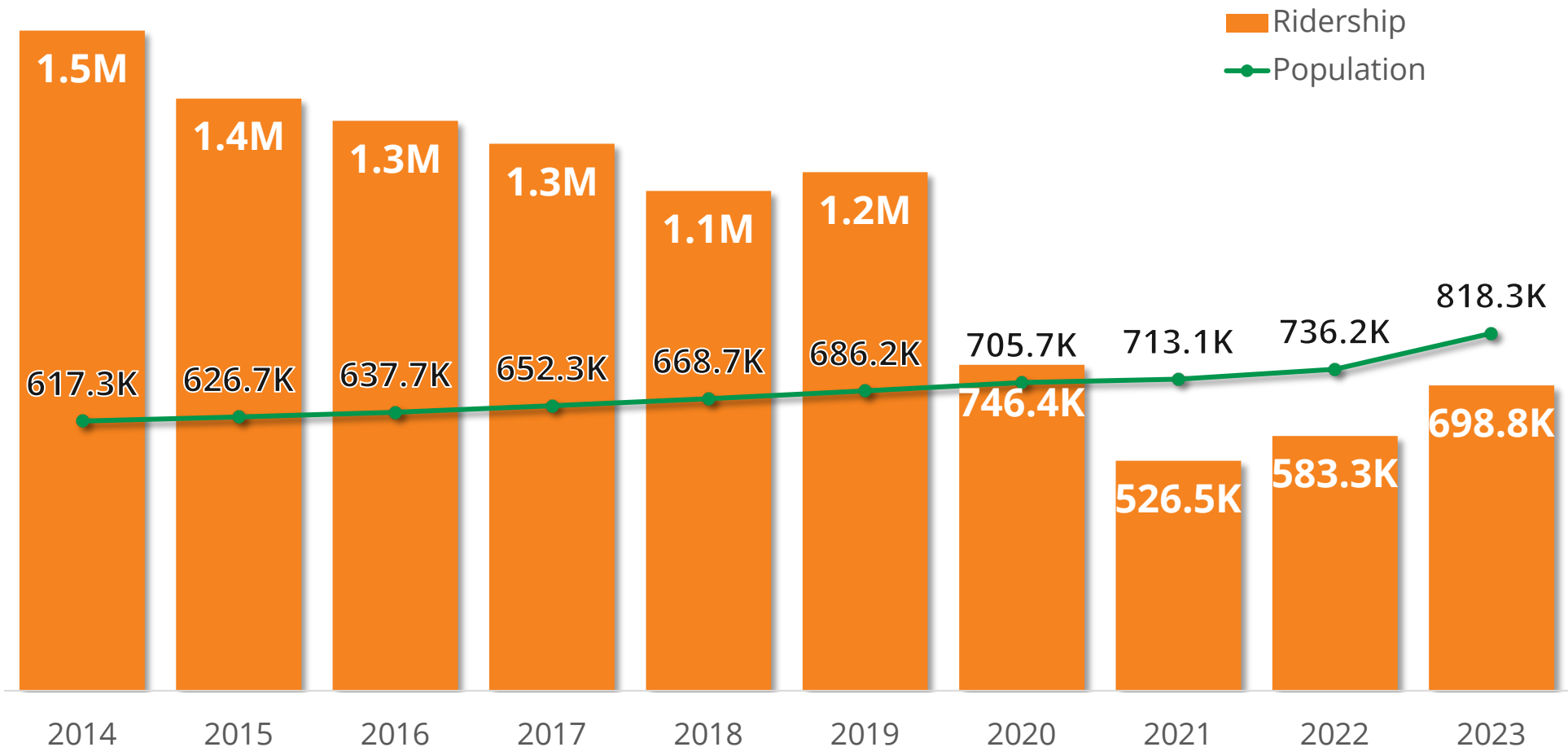
East Routes

- 15
- 16X
- 17X
- 18X
- 19X
- 20X
- 21X East
- 22XW
- 25
- 27X
- 30
- 40/44
- 50
- 60
- Lake Wales Circulator

West Routes

- Blue Line
- Circulator East
- Circulator West
- Coral Line
- Gold Line
- Green Line
- Lemon Line
- Lime Flex Line
- Orange Line
- Peach Line
- Pink Line
- Purple Line
- Red Line
- Silver Line
- Yellow Lin
- 21X West

Ridership & Population



Source: Citrus Connection, NTD, and American Community Survey (ACS) 2018-2022 5-Year Estimates

Public Outreach



25 Stakeholder Interviews	**2** Open House Public Workshops	**3** Discussion Group Workshops	**1** Public Input Survey	**1** Bus Operator Survey	LRTP Coordination – Workshops & Surveys	Website & Social Media Outreach
Ongoing	***Next Week!***	***Ongoing***	***Ongoing***	***Completed***	***Ongoing***	***Ongoing***

Guided Forum Discussion





Guided Forum Discussion

Transit Today



- What is your view on the role of transit in Polk County?
  - Is it to transport workers, elderly, low income, individuals with disabilities, tourists, attracting choice riders, to prevent congestion, to reduce emissions, to create economic opportunities?

- What is the level of awareness and support for Citrus Connection in the community?
  - Have the levels of awareness and support changed (increased or decreased) since 2020?

Guided Forum Discussion

Transit Today



- How well do you feel Citrus Connection responds to the needs and feedback of the community?
  - Are new avenues needed to ensure proper feedback and communication to Citrus Connection?

- Is information about Citrus Connection easily accessible in the community?
  - If not, where should transit information be available and in what forms?

Guided Forum Discussion



- Where is the growth and development occurring in Polk County? How can transit best respond to these trends?

- What should the priorities and goals for Citrus Connection to serve in the next 5 to 10 years?



Guided Forum Discussion



- Is more regional transportation needed to connect Polk County with surrounding areas?

- How can Citrus Connection better support regional travel and reduce traffic congestion?



Guided Forum Discussion



- What type of connections should be made to the next planned SunRail station in Polk County?
  - From where should the service connect?

- What are your thoughts on a Brightline stop in Polk County?



Guided Forum Discussion



- Would you support additional funding for Citrus Connection by increasing bus fares, sales tax, or property tax, etc.?

- How do you think private-public partnerships can enhance Citrus Connection services?
  - To which entities should Citrus Connection reach out?



Guided Forum Discussion





- What are the most critical improvements you would like to see in Citrus Connection services in the next 10 years?

- Is there a need for more park and ride lots?
  - In conjunction with SunRail and Brightline services?
  - Express bus or BRT services to local and regional destinations?

Guided Forum Discussion



- Are there specific communities or neighborhoods that are underserved by Citrus Connection?

- What role do you think Citrus Connection should play in the future development of Polk County?



Guided Forum Discussion





- If you could pick one thing to change about Citrus Connection, what would it be?
- What is your vision for transit in the next 10 years? Next 25 years?
- What are the major strengths and weaknesses of Citrus Connection?

What is Next?

- Review and incorporate your input
- **Spread the word about the survey!**
- **Attend the public workshops!**
  - **Next week! November 6th 2PM – 4PM**
  - **Lakeland Public Library**
- Develop transit needs
- Prepare TDP priority projects and schedule of projects

Please scan and take the survey!

Polk Transportation Planning Organization

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Citrus Connection Transit Development Plan



What is Citrus Connection?

Citrus Connection operates 31 routes, with 15 routes dedicated to serving the eastern part of Polk County and 15 routes covering the western part of Polk County. Additionally, one route connects the East and West. The Squeeze shuttles serve Bartow, Lakeland, and Lake Wales.



What is the Citrus Connection Transit Development Plan?

A Transit Development Plan (TDP) is being developed by the Polk County Transportation Planning Organization (TPO) in collaboration with Citrus Connection to serve as a guide for the future of public transportation in Polk County from 2026 to 2035. It will represent the County's vision to promote transit growth and improvement over the next decade.

Why Do We Need Your Input?

Public participation is an important part of developing the 10-Year TDP, and numerous public outreach activities will support the plan, including stakeholder interviews, discussion groups, open house public workshops, online surveys, and web and email outreach.

Your participation and input are needed so we can learn more about the public transportation needs in Polk County.

Scan your phone here to take the survey!

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Public Input Survey

1. **Have you or a member of your household used Citrus Connection, the public transportation service in Polk County?**
   - ○ Yes, I have used Citrus Connection
   - ○ No, I have never used Citrus Connection
   - ○ I did not know public transportation was available in Polk County
2. **Do you think there is a need for additional/improved transit services in Polk County?**
   - ○ Yes
   - ○ No
3. **How much awareness is there in Polk County about Citrus Connection's services?**
   - ○ High
   - ○ Moderate
   - ○ Low
   - ○ I am unsure
4. **Please rate the ease of access to a Citrus Connection bus stop from your home or work.**
   - ○ Easy
   - ○ Neutral
   - ○ Difficult
   - ○ I do not know
5. **If you use Citrus Connection's services now or decide to use them in the future, where would you go using it?** (Select up to THREE)
   - ○ Work
   - ○ Shopping
   - ○ Social/Recreational
   - ○ Education/College
   - ○ Medical
   - ○ Religious
   - ○ To get to/from a major airport (Tampa or Orlando)
6. **What should Citrus Connection consider as top improvements for the next 10 years?** (Select up to THREE)
   - ○ More frequent bus service (which route or routes?_____)
   - ○ Regional express (to where?_____)
   - ○ SunRail to Polk County
   - ○ Brightline service through Polk County
   - ○ Direct connections/feeder services to future rail stations
   - ○ App-based on-demand microtransit (where?_____)
   - ○ More weekend service
   - ○ Earlier & later weekday service
   - ○ More open-air community shuttles like the Squeeze in Lakeland, Lake Wales, and Bartow (where?_____)

7. **What is your top capital/technology improvements for the next 10 years?**
   - ○ Wi-Fi on the bus
   - ○ Stop announcements on buses
   - ○ Improve bus stop amenities (shelters, bike storage, etc.)
   - ○ Replace diesel-powered buses with electric and other alternate-fuel vehicles
   - ○ Other (please specify) _____
8. **If you are currently employed, has your work commute changed since the pandemic?**
   - ○ Nothing has changed, I still commute to work 5 (or more) days per week
   - ○ I work from home occasionally, but commute at least 3-4 days per week
   - ○ I work from home most of the week and commute only 1-2 days per week
   - ○ I now work from home all of the time
9. **My age is…**
   - ○ 17 years or under
   - ○ 18 to 24 years
   - ○ 25 to 40 years
   - ○ 41 to 60 years
   - ○ Over 60 years
   - ○ Prefer not to answer
10. **My gender is…**
    - ○ Male
    - ○ Female
    - ○ Non-binary
    - ○ Other_____
    - ○ Prefer not to answer
11. **Zip code of my…**
    - ○ Residence is_____
    - ○ Work/School is (if applicable)_____
12. **My race/ethnic group is…**
    - ○ American Indian/Alaska Native
    - ○ Asian
    - ○ Black/African American
    - ○ White/Caucasian
    - ○ Other_____
    - ○ Prefer not to answer
13. **I am…**
    - ○ Not Hispanic/Latino
    - ○ Hispanic/Latino
    - ○ Prefer not to answer
14. **My total household income for 2023 was…**
    - ○ Less than $25,000
    - ○ Between $25,000 - $44,999
    - ○ Between $45,000 - $74,999
    - ○ $75,000 or greater
    - ○ Prefer not to answer

Encuesta de Aporte Publico

1. **¿Alguna vez han acudido usted o algún miembro de su hogar a los servicios de transporte público del condado Polk, Citrus Connection?**
   - ○ Si, he(mos) acudido a Citrus Connection
   - ○ No, nunca he(mos) acudido a Citrus Connection
   - ○ No sabía que hay transporte público en el condado de Polk
2. **¿Crees que hay una necesidad para agregar/mejorar los servicios de transporte público en el condado Polk?**
   - ○ Si
   - ○ No
3. **¿Cuánto conocimiento hay en el condado de Polk acerca de los servicios de Citrus Connection?**
   - ○ Mucho
   - ○ Poco
   - ○ Suficiente
   - ○ No estoy seguro/a
4. **Por favor, califique la facilidad de acceso a la parada de autobús de Citrus Connection más cercana de su casa o lugar de empleo.**
   - ○ Facil
   - ○ Dificil
   - ○ Neutro
   - ○ No estoy seguro/a
5. **5. Si acude a los servicios de autobús, o decide usarlos en un futuro, ¿adónde iría? (Seleccione hsata TRES OPCIONES)**
   - ○ Trabajo
   - ○ De Compras
   - ○ Actividades sociales o de recreación
   - ○ Centro Educativo/Universidad
   - ○ Citas Medicas
   - ○ Actividades Religiosas
   - ○ Aeropuerto de ida o regreso (Tampa u Orlando)
6. **¿A cuáles mejorías debería de darle prioridad Citrus Connection en los próximos 10 años? (Seleccione hasta TRES OPCIONES)**
   - ○ Servicio de autobús más frecuente (cual ruta/s?_____)
   - ○ Mas conexiones directas en la región (hacia donde?_____)
   - ○ SunRail al condado de Polk
   - ○ Servicios de Brightline a traves del condado de Polk
   - ○ Rutas directas o de suministro a futuras estaciones de tren
   - ○ Transporte de puerta a puerta a demanda del cliente accesible por aplicación móvil (¿hacia dónde? _____)
   - ○ Mejorar servicios los fines de semana
   - ○ Servicio de semana en horarios mas tempranos o mas tarde
   - ○ Mas transporte pequeños al aire libre como “the Squeeze” en Lakeland, Lake Wales, y Bartow (adonde? _____)

7. **¿A cuáles mejoras de tecnología o capital le daría prioridad en los próximos 10 años?**
   - ○ Wi-Fi en el autobús
   - ○ Anuncios de paradas en los autobuses
   - ○ Mejoras de comodidades que existen las paradas de autobús (garitas, instalaciones para almacenar bicicletas, etc.)
   - ○ Reemplazar buses de combustible tipo diesel con buses eléctricos u otras tecnologías alternativas al diesel
   - ○ Otro (especifique por favor) _____
8. **Si en estos momentos esta empleado/a, ¿Cómo ha cambiado su rutina laboral a causa de la pandemia?**
   - ○ No ha cambiado, siempre tengo que entrar al trabajo 5 (o más) veces a la semana
   - ○ Trabajo desde mi casa varias veces a la semana y entro al trabajo 3-4 días por semana
   - ○ Trabajo desde mi casa varias veces a la semana y entro al trabajo 1-2 días por semana
   - ○ Ahora trabajo desde mi casa todos los días
9. **¿Qué edad tiene?**
   - ○ Menos de 17 años
   - ○ 18 a 24 años
   - ○ 25 a 40 años
   - ○ 41 a 60 años
   - ○ Mas de 60 años
   - ○ Prefiero no decir
10. **Mi género es ...**
   - ○ Masculino
   - ○ Femenino
   - ○ Non-binary
   - ○ Otro genero_____
   - ○ Prefiero no responder
11. **El Código ZIP de su...**
   - ○ Casa es _____
   - ○ Trabajo/Escuela es (opcional) _____
12. **¿Cuál es su raza?**
   - ○ Indio Americano/Nativo de Alaska
   - ○ Asiático
   - ○ Negro/Afroamericano
   - ○ Blanco
   - ○ Otra raza/etnia _____
   - ○ Prefiero no responder
13. **El Código ZIP de su trabajo/Escuela es (opcional)**
   - ○ No Hispano/Latino
   - ○ Hispano/Latino
   - ○ Prefiero no responder
14. **Mi ingreso anual 2023 es de...**
   - ○ Menos de $25,000
   - ○ $25,000-$44,999
   - ○ $45,000-$74,999
   - ○ Mas de $75,000
   - ○ Prefiero no responder

Citrus Connection Transit Development Plan (TDP)

Major Update

Stakeholder Questionnaire Guide

Questionnaire

Transit Today

1) What is your view on the role of transit in Polk County?
   a. Is it to transport workers, elderly, low income, individuals with disabilities, tourists, attracting choice riders, to prevent congestion, to reduce emissions, to create economic opportunities?
2) What is the level of awareness and support for Citrus Connection in the community? Have the levels of awareness and support changed (increased or decreased) since 2020?
3) How well do you feel Citrus Connection responds to the needs and feedback of the community? Are new avenues needed to ensure proper feedback and communication to Citrus Connection?
4) Is information about Citrus Connection easily accessible in the community? If not, where should transit information be available and in what forms?

Where Do We Want to Go

5) Where is the growth and development occurring in Polk County? How can transit best respond to these trends?
6) What should the priorities and goals for Citrus Connection to serve in the next 5 to 10 years?
7) Is more regional transportation needed to connect Polk County with surrounding areas?
8) How can Citrus Connection better support regional travel and reduce traffic congestion?
9) What type of connections should be made to the next planned SunRail station in Polk County? From where should the service connect?
10) What are your thoughts on a Brightline stop in Polk County?
11) Would you support additional funding for transit by increasing bus fares, sales tax, or property tax, etc.?

a. *If interviewing an elected official*- In your capacity as an elected official, is there a willingness in the community to consider additional local funding for transit? If so, what type of local funding (increased bus fares, sales tax, property tax, etc.)?

12) How do you think private-public partnerships can enhance Citrus Connection services? To which entities should Citrus Connection reach out?
    a. For context, Citrus Connection has a program called Universal Access Program (UAP), in which it partners with major employers and schools, via a contract, to provide employees, students, faculty with free access to public transit services, by using their employee or student identification.

How Do We Get There

13) What are the most critical improvements you would like to see in Citrus Connection's services in the next 10 years?
14) Is there a need for more park and ride lots?
    a. Possibly in conjunction with SunRail and Brightline services?
    b. Express bus services or BRT to local and regional destinations?
15) Are there specific communities or neighborhoods that are underserved by Citrus Connection?
16) What role do you think Citrus Connection should play in the future development of Polk County?

Final Thoughts

17) If you could pick one thing to change about Citrus Connection, what would it be?
18) What is your vision for transit in the next 10 years? Next 25 years?
19) What are the major strengths and weaknesses of Citrus Connection?

1. Have you or a member of your household used Citrus Connection?

- ○ Yes, I or a member of my family have used Citrus Connection
- ○ No, I or a member of my family have never used Citrus Connection
- ○ No, I was not aware that public transit is available in this area

2. If you use Citrus Connection's services now or decide to do so in the future, for what purpose(s) would you use it? Select up to three.

- ○ Work
- ○ Shopping
- ○ Social/Recreational
- ○ Education/College
- ○ Medical
- ○ Religious
- ○ Travel to/from an airport (Tampa, Orlando, or Lakeland)

3. Rank the following transit priorities for the next 10 years:

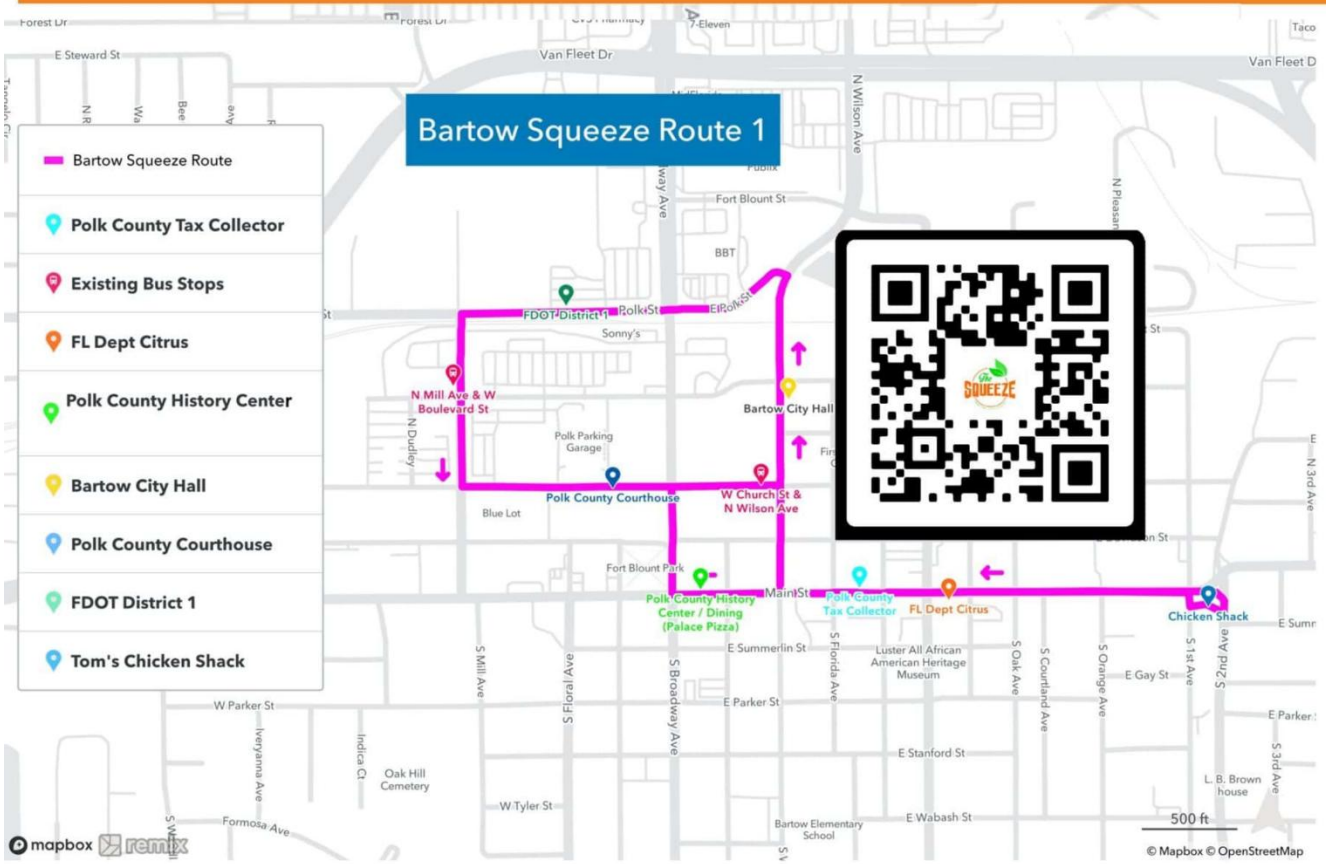
- ___ Rapid transit on US 98 & Florida Avenue (bus every 15 minutes or less)
- ___ Peak-hour commuter express to SunRail stations via I-4 and US 27
- ___ Bus every 30-minutes on major corridors
- ___ Later bus service hours
- ___ SunRail Stations in Haines City & Lakeland
- ___ Regional bus connection to Tampa
- ___ Connection to Lakeland Airport
- ___ More weekend service
- ___ App-Based Microtransit service



Appendix B. Existing Service | Squeeze

Figure B-1: Citrus Connection Network | Bartow Squeeze

BARTOW SQUEEZE



Monday-Friday
10:30 a.m. to 2:30 p.m.

The SQUEEZE
CitrusConnection

Service every 10 minutes serving stops on Church Street, Main Street, Polk Street, Wilson Avenue, Mill Avenue, Boulevard Street & South Broadway

CRA BARTOW · Bartow Economic Development Council · Main Street Bartow · chamber Greater Bartow



Figure B-2: Citrus Connection Network | Downtown Lakeland Lunch Squeeze

The SQUEEZE

SQUEEZE IN TIME FOR LUNCH IN DOWNTOWN LAKELAND

THE LUNCH SQUEEZE Fast, Frequent, Fun and FREE



Weekdays from 11 a.m. to 2 p.m., Citrus Connection through sponsorship with the Lakeland Downtown Development Authority, will provide fast, frequent, fun and FREE Squeeze shuttle service to Downtown Lakeland. The Squeeze will service stops every 6-8 minutes.

DOWNTOWN LAKELAND
LAKELAND DOWNTOWN DEVELOPMENT AUTHORITY

CitrusConnection
PROGRESS IN MOTION



Figure B-3: Citrus Connection Network | Downtown Lakeland Squeeze | Day and Night

THE SQUEEZE - DAY SERVICE

EFFECTIVE AUGUST 06, 2022/EFECTIVO AGOSTO 06, 2022



SATURDAY	Depart The Usonian House	The Joinery	Arrive SpringHill Suites
	WESTBOUND		
	---	---	---
	8:25	8:35	8:50
	8:50	9:00	9:15
	9:15	9:25	9:40
	9:40	9:50	10:05
	10:05	10:15	10:30
	10:30	10:40	10:55
	10:55	11:05	11:20
	11:20	11:30	11:45
	11:45	11:55	**12:10**
	12:10	**12:20**	**12:35**
	12:35	**12:45**	**1:00**
	1:00	**1:10**	**1:25**
	1:25	**1:35**	**1:50**
	1:50	**2:00**	**2:15**
	2:15	**2:25**	**2:40**
	2:40	**2:50**	**3:05**

SATURDAY	Depart SpringHill Suites	The Joinery	Arrive The Usonian House
	EASTBOUND		
	8:00	8:10	8:25
	8:25	8:35	8:50
	8:50	9:00	9:15
	9:15	9:25	9:40
	9:40	9:50	10:05
	10:05	10:15	10:30
	10:30	10:40	10:55
	10:55	11:05	11:20
	11:20	11:30	11:45
	11:45	11:55	**12:10**
	12:10	**12:20**	**12:35**
	12:35	**12:45**	**1:00**
	1:00	**1:10**	**1:25**
	1:25	**1:35**	**1:50**
	1:50	**2:00**	**2:15**
	2:15	**2:25**	**2:40**
	---	---	---

From SpringHill Suites to The Usonian House
Desde SpringHill Suites hacia Casa Usonian

From The Usonian House to SpringHill Suites
Desde Casa Usonian hacia SpringHill Suites

CitrusConnection
PROGRESS IN MOTION

Polk Transportation Planning Organization



Figure B-4: Citrus Connection Network | Downtown Lakeland Squeeze | Day and Night

THE SQUEEZE - NIGHT SERVICE

EFFECTIVE DECEMBER 17,2021/EFECTIVO DICIEMBRE 17, 2021



FRIDAY - SATURDAY

Depart The Usonian House	The Joinery	Arrive SpringHill Suites
WESTBOUND		
---	---	---
4:25	4:35	4:50
4:50	5:00	5:15
5:15	5:25	5:40
5:40	5:50	6:05
6:05	6:15	6:30
6:30	6:40	6:55
6:55	7:05	7:20
7:20	7:30	7:45
7:45	7:55	8:10
8:10	8:20	8:35
8:35	8:45	9:00
9:00	9:10	9:25
9:25	9:35	9:50
9:50	10:00	10:15
10:15	10:25	10:40
10:40	10:50	11:05

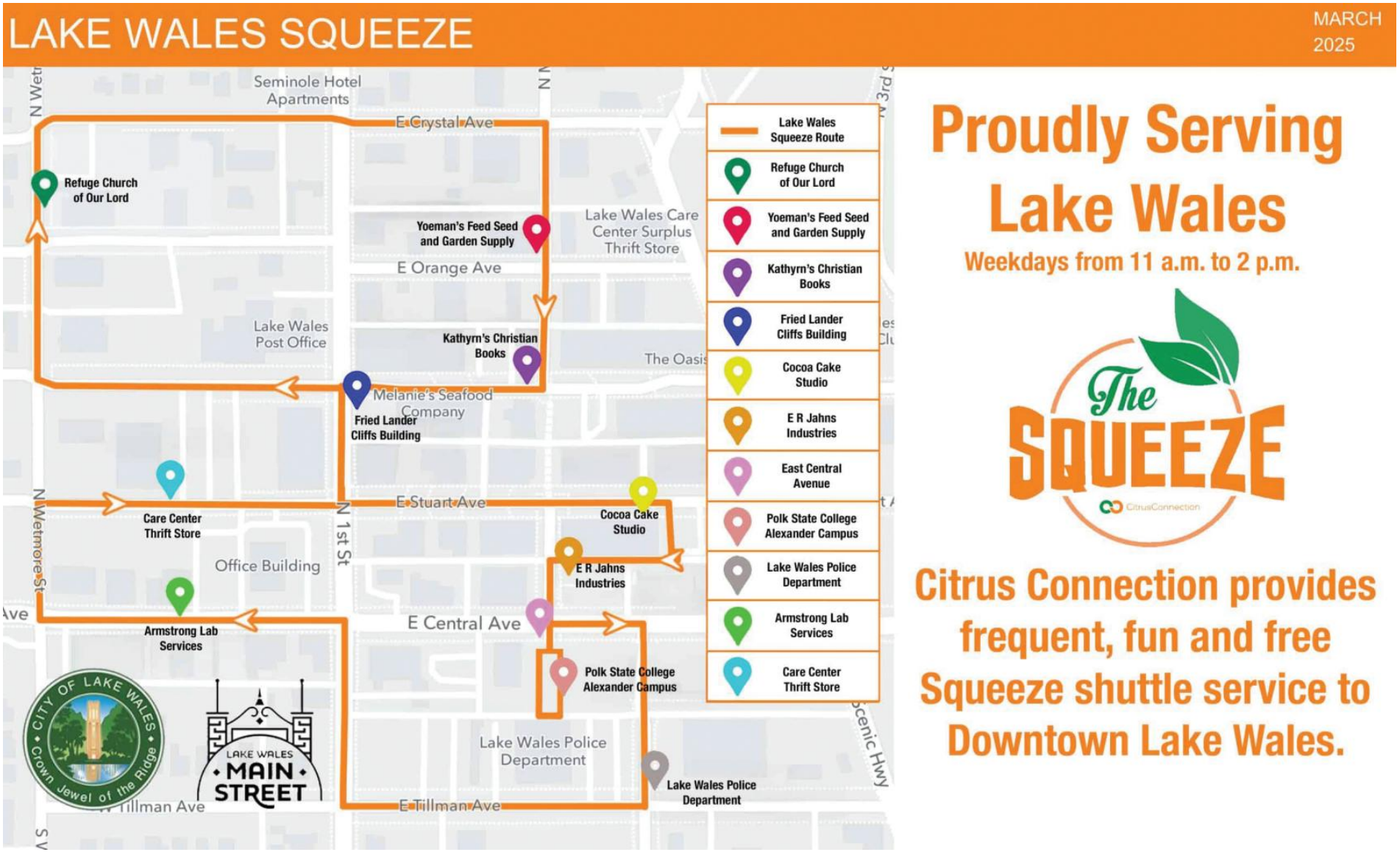
Depart SpringHill Suites	The Joinery	Arrive The Usonian House
EASTBOUND		
4:00	4:10	4:25
4:25	4:35	4:50
4:50	5:00	5:15
5:15	5:25	5:40
5:40	5:50	6:05
6:05	6:15	6:30
6:30	6:40	6:55
6:55	7:05	7:20
7:20	7:30	7:45
7:45	7:55	8:10
8:10	8:20	8:35
8:35	8:45	9:00
9:00	9:10	9:25
9:25	9:35	9:50
9:50	10:00	10:15
10:15	10:25	10:40
---	---	---

→ From SpringHill Suites to The Usonian House
Desde SpringHill Suites hacia Casa Usonian

→ From The Usonian House to SpringHill Suites
Desde Casa Usonian hacia SpringHill Suites



Figure B-5: Citrus Connection Network | Lake Wales Squeeze





Appendix C. Other Transportation Providers

Table C-1: Other Transportation Providers

Other Transportation Providers
Affordable Transport, Inc.
Affordable Transportation
Airport & Local Taxi
All Generations Transport Service
Alliance for Independence
Amen Taxi
America's Taxi
Angel Taxi Cab
Beyond Transport
Big Herb's Taxi & Shuttle
Caring with Class Van Service
Checker Cab
D & D Taxi
Davenport Taxi
Freedom Medical Transport
H & H Transport
Imperial Cab
Independent Community Transport
Integrity Medical Transportation



Table C-1: Other Transportation Providers (Continued)

Other Transportation Providers
Magic Shuttle
Medical Transport Services
Noah's Ark (ROAR)
Orlando Cab Company
Orlando Transportation Solutions
Peace River Center
Polk County Taxi
Polk Training Center
Stellar Transportation and Compassionate Transportation
Sunrise Community of Polk County
Trinity Non-emergency Transport, Inc.
Yellow Cab



Appendix D. Trend and Peer Analysis

Table D-1: Citrus Connection Trends | 2019-2023 | General Indicators

Indicator/ Measure	2019	2020	2021	2022	2023	% Change (2022–2023)
Passenger Trips	1,187,030	774,569	558,237	613,383	764,190	24.6%
Service Area Population*	686,218	708,009	724,777	724,777	819,629	13.1%
Service Area Size (sq. miles)	77	77	77	77	77	0.0%
Revenue Miles	1,465,800	1,654,747	1,858,524	1,790,750	2,084,113	16.4%
Revenue Hours	89,311	99,561	109,995	109,890	128,447	16.9%
Total Operating Expense	$9,563,218	$10,163,061	$11,496,123	$13,050,903	$15,206,287	16.5%
Vehicles Operated in Max. Service	30	39	41	41	44	7.3%

Source: FTIS and Citrus Connection

**Service Area Population Source: ACS 5-Year Estimates*



Table D-2: Citrus Connection Trends | 2019-2023 | Effectiveness Measures

Indicator/ Measure	2019	2020	2021	2022	2023	% Change (2022–2023)
Revenue Miles per Revenue Hour	15.90	16.62	16.90	16.30	16.23	-0.4%
Passenger Trips per Revenue Hour	12.87	7.78	5.08	5.58	5.95	6.6%
Passenger Trips per Revenue Mile	0.81	0.47	0.30	0.34	0.37	7.0%

Source: FTIS and Citrus Connection



Table D-3: Citrus Connection Trends | 2019-2023 | Efficiency Measures

Indicator/ Measure	2019	2020	2021	2022	2023	% Change (2022–2023)
Operating Expense per Capita	$13.51	$14.35	$15.86	$18.01	$18.55	3.0%
Operating Expense per Passenger Trip	$8.06	$13.12	$20.59	$21.28	$19.90	-6.5%
Operating Expense per Revenue Mile	$6.52	$6.14	$6.19	$7.29	$7.30	0.1%
Operating Expense per Revenue Hour	$103.71	$102.08	$104.51	$118.76	$118.39	-0.3%

Source: FTIS and Citrus Connection



Table D-4: Citrus Connection Peer Analysis | 2022

Indicator/Measure	Citrus Connection % from Peer Mean	Assessment
General Performance Indicators		
Passenger Trips	-17.2%	Could improve
Service Area Population	65.6%	Good
Revenue Miles	15.8%	Good
Revenue Hours	14.9%	Good
Total Operating Expense	5.4%	Could improve
Vehicles Operated in Max. Service	25.0%	Good
Effectiveness Measures		
Revenue Miles per Revenue Hour	1.5%	Good
Passenger Trips per Revenue Hour	-27.5%	Could improve
Passenger Trips per Revenue Mile	-29.2%	Could improve
Efficiency Measures		
Operating Expense per Capita	-48.1%	Good
Operating Expense per Passenger Trip	22.5%	Could improve
Operating Expense per Revenue Mile	-12.7%	Good
Operating Expense per Revenue Hour	-10.7%	Good

Source: FTIS



Appendix E. Relationship Review to Other Plans

Polk County Comprehensive Plan

Provides general guidance on development, public facilities, and future land use in Polk County. Using future population projections and other data, a future land use map and associated and public facilities policies were created to respond to the state's growth-management mandate. An update to the current Comprehensive Plan is underway; however, existing policies to support transit aim to:

- Provide fixed-route transit services to all high transit potential areas at a specific level of service for all members of the community.
- Reduce the number of crashes per vehicle miles traveled (VMT) through roadway and right-of-way development.
- Coordinate with adjacent land developments to provide infrastructure that provides elements of safety and level of access for pedestrians.
- Designate responsible agencies to evaluate a development proposal's impact on the goals within the Transportation Element of the plan.

City of Lakeland Comprehensive Plan

Produces a 10-year blueprint to guide future growth of the city using future population projections, existing land uses and analyses on investing in public facilities. The plan aims to utilize the city's budget to provide facilities to residents based on its financial ability to do so. The main transit associated goals are within the "Safe and Convenient Mobility Options" chapter and specific transit-oriented goals include:

- Adopting a Vision Zero Goal, aiming to eliminate transportation fatalities and serious injuries.
- Providing a list of "constrained" corridors that should focus on multimodal redevelopment, rather than road widening.
- Supporting Citrus Connection in providing routes throughout the Lakeland area and implementing sufficient park-and-ride opportunities for regional commuters between Tampa and Orlando.

City of Winter Haven Comprehensive Plan

Produces goals, objectives, and policies to guide development over the next 10 years based on the expectation of continued growth within the city. The plan designates future land use across the city and provides chapters on goals associated with various public facilities and infrastructure. Within this plan, multimodal infrastructure projects are explored as a tool to allow for improvements from the TPO. The



Capital Improvements section of the plan includes 16 multimodal projects to be implemented between 2023-2027 at a price of $20 million.

City of Bartow Comprehensive Plan

Establishes mobility and multimodal goals in agreement with the County's goals and plans. An update to the current Comprehensive Plan is underway; however, existing policies to support transit aim to:

- Providing safe and efficient multimodal system.
- Goal of 60-minute transit service throughout city.
- Implementing transit-supportive land use policies such as mixed-use developments and higher residential densities within ¼ mile to existing and planned transit routes.
- Encouraging large employers to develop commuter assistance programs.
- Coordinating with Polk County to expand transit services.
- Supporting and implementing plans for park-and-rides and encouraging sheltered stops.

Lakeland Area Alternatives Analysis – US-98 Bus Rapid Transit Feasibility Study

Proposes near-, medium-, and long-term options for accomplishing the best transit scenario by the year 2045. Increasing frequency, implementing components such as TSP, pedestrian and bicycle improvements, branded BRT stations, and a dedicated BRT lane north of Griffin Road are needed to complete the best scenario. The study defines increments of 10-year intervals to outline significant investments needed for success in creating BRT services. This process requires actions relating to land development, external investment, policy changes, and funding availability. The required infrastructure for the project prompts attention in local, regional, and state level planning documents to ensure the vision for BRT services and dedicated transit lanes aligns with surrounding developments. Connections between future high speed rail developments and the proposed BRT advancements should also be considered to provide the maximum usability of services and result in the most possible relief of increasing traffic congestion in the area.

Lakeland Intermodal Study

Considerations for future land use must be evaluated and prioritized for implementing the intermodal center. The study presents the proposed site locations for the construction of the intermodal center in Lakeland and each site's specific attributes in relation to its potential usage. To ensure success in this potential development, future advancements must be considered in relation to the placement and connectivity of the intermodal center that this study



supports. Site location is highly dependent on the potential for TOD potential and redevelopment opportunities, additional investments in transit services are also required to provide the level of service needed to justify the consolidated location converging multiple mass transportation options. Downtown West Option B (near the RP Funding Center between Lemon and Main Streets) was selected as the best choice. Citrus Connection and the City of Lakeland passed resolutions to show their support.

East Polk Transit Maintenance Facility Siting Analysis

The 13 candidate sites yielded from this analysis provide insight into the development needs that will be required to support expanding transit facilities into eastern Polk County. Access, proximity, adjacent land use, site buildability, expansion potential, and acquisition were considered. Following an official site selection, further developments can be considered to meet the growing needs and additional capabilities of transit services in the area.

Feasibility of Premium Transit

Outlines transit demand factors throughout Polk County alongside projections through the year 2045. Attention to areas of growth within the next two decades and the means of expanding transit services is vital to successful implementation. Candidate corridors provide potential areas for consideration in premium transit services, while the recommended corridors include Lakeland to Lake Wales, Lakeland to Mulberry, and Lakeland to SunRail corridors. Prioritization of potential service routes is established regarding transit needs is outlined in the report and suggests implementation strategies and scenarios. Operation and capital cost estimates are detailed for further consideration of the proposed services.



2045 Polk County LRTP (Momentum)

Discusses and addresses congestion, an evolving road network, transit, coordination, and the possibility for increased transit demand. The identified transit needs include the following:

- Anticipated projects include constructing a park-and-ride lot on North US-98, implementing SmartCard payment systems, and operating new buses.
- Increase frequency, hours of service, and days of service on routes Gold, Pink, Green, Purple, Orange, Blue, Silver, Yellow, 22XW, 30, 40/44, and 50.
- Add Haines City/Eagle Ridge Mall, Lakeland/Florida Polytechnic, Auburndale/Florida Polytechnic fixed-routes and Lakeland/Bartow, Lakeland/Winter Haven, Lakeland/SunRail, Lakeland/TIA, Lakeland/MCO express routes.
- Add circulators in Mulberry, Bartow, Lake Wales, North Lakeland, and Haines City.
- Add call-and-ride service in Fort Meade, Frostproof, Ridge, Poinciana, Davenport, and Winter Haven.

Polk County TDSP

Provides a framework for delivering accessible, affordable, and coordinated transportation services to underserved communities and provide access to essential services. The document goals are to:

- Enhance availability of transportation services to meet mobility needs of transportation disadvantaged people.
- Provide transportation disadvantaged services in a cost-effective and efficient manner.
- Improve public awareness of the Transportation Disadvantaged program.
- Provide transportation services in a safe and reliable manner.
- Ensure program accountability by collecting and reporting system and provider data in an accurate and timely manner.



Polk Unified Planning Work Program

The Polk County TPO UPWP details transportation planning projects and programs scheduled county over a two-year period. The current UPWP, covering July 1, 2024, to June 30, 2026, outlines the estimated level of effort for each initiative. These include:

- Developing a Northeast Polk County Subarea Study to determine transportation needs of the specific area.
- Extending SunRail commuter rail service into Polk County population centers.
- Providing strategies at eliminating traffic fatalities and severe injuries within a Vision Zero Action Plan.
- Updating the county's TDP.

Polk Transportation Improvement Plan

The Polk County TPO's TIP lists all cost-feasible projects scheduled over the next five years. Updated annually to allocate funding, the current TIP covers fiscal years 2024/25–2028/29. It includes:

- Regionally significant projects, such as an intersection improvement at exit 38 on I-4, lane additions on CR-557 between US-17 and I-4, and the construction of the Central Polk Parkway.
- A financial plan including the five-year funding summary for all TPO projects, with proper funding sources:
    - Federal - $627 million
    - State - $1.25 billion
    - Toll/Turnpike - $1.14 billion
    - Local - $153 million

Polk County SunRail Extension (Transit Concept and Alternatives Review [TCAR] Study)

The study explores extending SunRail commuter service into Polk County, focusing on the existing rail line from downtown Lakeland to the Poinciana SunRail Station. It includes a travel market assessment to evaluate potential station locations. The study ultimately recommends a phased construction approach for the route between Lakeland and Poinciana, with the first phase connecting Haines City to Poinciana with stations in Loughman and Davenport. Following the study's completion, the Haines City to Poinciana connection remains the top consideration for SunRail's expansion into Polk County.



Polk Transit Vision 2032 TDP

The most recent TDP for Polk County was completed in 2022, serving as a 10-year plan to address transit and mobility needs, project costs and revenues, and reaffirm the community's transit goals, objectives, and policies. It begins with an analysis of baseline conditions and a review of existing transit services to gain a comprehensive understanding of current operations. The plan also summarizes the public involvement process and contextual research on the planning environment of the Polk TPO to identify transit needs. These analyses produced a list of system-wide needs and recommendations for the next decade of service. Key outcomes of the 2022 TDP include proposals for premium transit options, such as BRT and express services, alongside enhancements to local services. The plan also highlights capital improvement projects designed to strengthen the transit system and provides a cost and revenue summary to assess feasibility.

Polk Transit Vision 2032: 2024 APR

The Polk Transit Vision 2032: 2024 APR was completed to track progress toward the TDP goals, update objectives and financial plans changed since the TDP's last update and evaluate new recommendations for the TDP. The report highlights changes in five of the seven service improvement projects and seven of the twelve capital, policy, and technology improvements. It also introduces updated service goals. These include ensuring safe travel for all users, increasing transit customers, reducing environmental impacts, coordinating with regional and neighboring agencies, and raising awareness of the service. Additionally, the report updates financial plans to evaluate and allocate funding for projects planned in the upcoming year. New or revised improvements include:

- The TIGERTOWN Express pilot route, connecting park and rides to Joker Marchant Stadium, was implemented.
- Lakeland Hills Boulevard Medical Corridor Project, which is a shuttle service to reduce congestion during construction on SR-33.
- The Lake Wales circulator was created from Route 35 segments.
- New Squeeze Lake Wales and Bartow services were implemented in May and August, respectively.
- Schedule adjustments were made to the Gold, Silver, Blue Line 2, Blue Saturday, and Peach lines to improve on-time performance.
- Saturday service returned to the Green and Orange lines.
- Consolidation of route patterns on Route 21X West. Route 21X East also was adjusted to match the changes on Route 21X West.



- Continued coordination to realize the new Lakeland Intermodal Center.
- A site for the East Polk Transit Maintenance and Administrative Facility was selected. Coordination with Polk County on logistics for realizing the facility continues.

Polk TPO Strategic Plan

Establishes strategy to provide transportation infrastructure that supports mobility, vitality, and job creation in area alongside potential application of 20-minute city planning methods to increase these elements further. Identify areas to monitor and assess feasibility of enhancements and developments, such as intercity transit options, additional maintenance facilities (East Polk County), implementation of premium transit corridors, and high ridership corridors/stops for enhanced facilities and transit resources.

Regional Plans

HART TDP | 2022

A countywide strategic 10-year plan for improving transit in Hillsborough County, focusing on service enhancements, regional connection, technology upgrades, and multimodal integration to meet transportation demand. The 10-year plan includes a regional connection from Dover to Lakeland.

Central Florida Regional Transportation Authority (d.b.a. LYNX) TDP | 2022

There currently are two regional transit connections between Osceola County and Polk County via Marigold Avenue and Irlo Bronson Memorial Highway. Continuing coordination between Citrus Connection and LYNX will be needed to continue the success of the regional service. A need for a flex route that connects the Four Corners area to the Disney area was identified in the 20-year vision.

Lake County TDP | 2023

The Lake County TDP is a countywide strategic 10-year plan for improving transit in Lake County, focusing on service enhancements, regional connection, technology upgrades, and multimodal integration to meet growing transportation demand. Currently, LakeXpress connects to Citrus Connection with two routes, Route 55 and South Lake Express. The conversion of Route 55 to an on-demand service was indicated as a transit need.



West Central Florida Regional Long Range Transportation Plan 2045 | 2021

The Sun Coast Transportation Planning Alliance (SCTPA) supports local, regional and statewide projects that improve access to transportation opportunities in the west central Florida region. Its West Central Florida Regional Long Range Transportation Plan (RLRTP) 2045 guides the transportation process in west central Florida, including the Pinellas, Hillsborough, Hernando/ Citrus, Pasco, Polk, Sarasota/Manatee T/MPOs. The document highlights the need for regional cooperation for better connectivity. Each T/MPO lists major transportation and infrastructure projects of regional significance along with population and job projections. Relevant policies and recommendations include the following:

- Enhancing transit service in Polk County.
- Potential BRT service in Lakeland and Winter Haven.

Tampa Bay Economic Development Comprehensive Economic Development Strategy (CEDS) | 2023-2027

The U.S. Economic Development Administration contracts with each designated Economic Development District (EDD) to develop and maintain a Comprehensive Economic Development Strategy (CEDS). EDDs are required to fully update the CEDS every five years with the assistance of regional stakeholder involvement and may elect to update the CEDS on an annual basis. The Tampa Bay Regional Planning Council (TBRPC) is Tampa Bay's EDD and presents this document as the first CEDS of the 2022 cycle. TBRPC will continue to update this document annually with current data, and refreshed stakeholder input.

In the Strength, Weakness, Opportunities, and Threat (SWOT) analysis, a lack of transit connectivity, specifically regionally, was an identified weakness. The document highlights a goal to promote a regional multimodal transportation system for people, goods, and services that includes transit, highways, seaports, airports, rail modes, broadband services, and multi-use trail planning and development.



State and Federal Plans

FDOT District One Districtwide Bus Rapid Transit Feasibility Study | 2024

FDOT conducted a study to determine the feasibility and readiness of BRT corridors in five counties within District One. Twelve corridors were selected to evaluate potential BRT implementation. The evaluation determined that none of the 12 prospective BRT corridors in District One are ready for a Transit Corridor and Project Evaluation (TCPE) study in the short term if considering Capital Investment Grants (CIG) as the funding source. The following are relevant findings from the study for this TDP:

- Florida Avenue, US-98, and segments of US 92 were identified as potential BRT corridors in Polk County.
- Increasing job density adjacent to the potential BRT corridors is seen as key to increasing ridership potential.
- Florida Avenue BRT was considered the most feasible corridor for implementation at the time of the study.
- In the interim, increasing frequency on the existing routes was considered the best option to strengthen ridership on potential BRT corridors.

State of Florida Transportation Disadvantaged 5-Year/20-Year Plan | 2007

To accomplish cost-effective, efficient, unduplicated, and cohesive TD services within its respective service area, the plan includes the explanation of the Florida Coordinated Transportation System, five-year report card, Florida Office of Program Policy Analysis and Government Accountability Review, and a strategic vision and goals, objectives, and measures.

The long-range strategic vision includes developing a universal cost-effective transportation system with a uniform funding system and services that are designed and implemented regionally throughout the state.

2055 Florida Transportation Plan (Ongoing)

Florida's long-range transportation plan, as required by state and federal law, supports the development of state, regional, and local transit services through a series of related goals and objectives, emphasizing new and innovative approaches by all modes to meet needs today and in future. The FTP intends to connect communities, policies, and programs across Florida. The 2055 Florida Transportation Plan update is ongoing, with the expected adoption in November 2025. The 2055 Florida Transportation Plan goals include the following:



- Safer travel for all users
- Secure & agile transportation system
- Efficient & reliable movement of people and freight
- Enhance & preserve communities and natural resources
- Support robust economic competitiveness

Infrastructure Investment and Jobs Act | 2021

Signed into law on November 15, 2021, this public law reauthorizes and expands federal funding for the nation's surface transportation infrastructure including transit systems and rail transportation networks. It maintains strong commitment to safety and authorizes federal funding to advance public transportation through safety, and modernization. Highlights of the funding reauthorization include:

- A record $33.5 billion for transit capital and operating assistance in urbanized areas and $4.6 billion to support rural transit systems.
- Funding dedicated to repairing and upgrading existing infrastructure, increasing accessibility, expanding service areas, and upgrading buses to zero-emissions models.
- Increase in funding to meet transportation needs for older adults and people with disabilities.
- Providing $12 billion in partnership grants for intercity rail service.

Implications to Public Transportation of Emerging Technologies | 2016

This white paper explores possible consequences for public transportation from introducing new technologies such as autonomous vehicles, connected vehicles, and other innovations that impact efficiency, cost-effectiveness, and overall demand for transportation.



Appendix F. List of Priority Projects Evaluation and Ranking Matrix

Table F-1: List of Priority Projects Evaluation and Ranking Matrix |Service

Rank	Improvements	Survey Results	Public Input	Priority Transit Corridors Access and Connectivity	Transit-Supportive Land Use & Urban Design Interface	Likelihood of Securing Funding	Anticipated Benefits to Customers	Connections to Local/Regional Hubs	Score
1	Florida Avenue BRT	7	7	7	7	5	7	7	6.6
2	US-98 BRT	7	7	7	7	5	7	7	6.6
3	Lakeland – Tampa Express	5	7	7	7	3	5	7	5.7
4	15-minute Frequency on Pink Line	7	7	5	5	5	5	5	5.6
5	30-minute Frequency on Lemon Line	7	7	5	5	5	5	5	5.6
6	30-minute Frequency on Route 30	7	7	5	5	5	5	5	5.6
7	Extend weekday service until 9PM	7	7	5	5	5	7	3	5.6
8	US-27 LX	3	5	7	7	5	5	7	5.5
9	Bonnet Springs Park/ Downtown Circulator	3	7	5	5	7	5	5	5.4
10	I-4 Hopper	5	5	7	7	3	5	7	5.4
11	Convert Red Line to Limited Express	5	5	5	3	7	5	7	5.3
12	45-minute Frequency on Purple Line	7	7	5	5	3	5	5	5.2
13	Lakeland – Haines City Express (Pre-SunRail)	5	5	5	5	5	5	7	5.2
14	Winter Haven Squeeze	3	7	5	5	5	5	5	5
15	45-minute Frequency on Route 15	7	5	5	5	3	5	5	4.9
16	45-minute Frequency on Route 22XW	7	5	5	5	3	5	5	4.9
17	Extend Circulator Eastside to Orlando Health	3	3	5	5	7	5	5	4.8
18	Winter Haven Shuttle	3	3	5	5	7	5	5	4.8
19	Haines City Squeeze	3	7	5	5	3	3	5	4.4
20	Lakeland/Airport microtransit	1	3	5	5	3	5	5	3.7



Table F-1: List of Priority Projects Evaluation and Ranking Matrix |Services (continued)

Rank	Improvements	Survey Results	Public Input	Priority Transit Corridors Access and Connectivity	Transit-Supportive Land Use & Urban Design Interface	Likelihood of Securing Funding	Anticipated Benefits to Customers	Connections to Local/Regional Hubs	Score
21	Haines City – Posner Express (Pre-SunRail)	5	5	3	3	3	3	3	3.6
22	Saturday service on Pink Line	3	5	3	3	3	5	3	3.5
23	Sunday service on Purple Line	3	5	3	3	3	5	3	3.5
24	Innovation District/Polk City microtransit	1	3	3	3	3	5	5	3.1
25	Auburndale microtransit	1	3	3	3	3	5	5	3.1
26	Winter Haven Microtransit	1	3	3	3	3	5	5	3.1

Table F-2: List of Priority Projects Evaluation and Ranking Matrix |Capital

Rank	Improvements	Survey Results	Public Input	Priority Transit Corridors Access and Connectivity	Transit-Supportive Land Use & Urban Design Interface	Likelihood of Securing Funding	Anticipated Benefits to Customers	Connections to Local/Regional Hubs	Score
1	Lakeland Intermodal Center PD&E Study	N/A	N/A	7	7	7	7	7	7.0
2	Lakeland Intermodal Center/SunRail Station	7	7	7	7	7	7	7	7.0
3	Expand Pass Sale Locations/Mobile Payment/Fare Options	7	7	5	5	7	7	7	6.4
4	Additional/Enhanced Facilities and Bus Stop Infrastructure	7	7	7	7	5	5	5	6.2
5	East Polk Transit Maintenance & Administration Facility	7	7	5	5	7	7	5	6.2
6	Transit Signal Priority	7	3	7	7	5	7	5	5.8
7	Queue Jumps	7	3	5	5	3	5	3	4.4
8	Proposed New Transit Center/Super Stop	3	3	3	3	7	5	3	4.0
9	Expand Transit Marketing/UAP	3	3	5	3	5	5	3	3.9



Table F-2: List of Priority Projects Evaluation and Ranking Matrix |Capital (continued)

Rank	Improvements	Survey Results	Public Input	Priority Transit Corridors Access and Connectivity	Transit-Supportive Land Use & Urban Design Interface	Likelihood of Securing Funding	Anticipated Benefits to Customers	Connections to Local/Regional Hubs	Score
10	I-4 and County Line Road Park-and-Ride	3	3	3	3	3	5	5	3.4
11	I-4 and Berkley Road Park-and-Ride	3	3	3	3	3	5	5	3.4
12	I-4 and SR 559 Park-and-Ride	3	3	3	3	3	5	5	3.4
13	Alternate-Fuel Vehicles	3	3	5	5	1	3	3	3.2

POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
DECEMBER 9, 2025
AGENDA ITEM 16

AGENDA ITEM:
Executive Director's Report

PRESENTER:

Ryan Kordek, Polk TPO

SUMMARY:

This report will include an overview of:

a) 2025 Bike/Walk Central Florida Wheel of Achievement Award

b) 2026 Transportation Project Application Cycle

c) Central Polk Parkway Groundbreaking

i) Public Meetings

RECOMMENDED ACTION:

This item is being presented for information only.

ATTACHMENTS:

None

Transportation Priority Program

Important Dates to Know

- **December 5, 2025: Application Workshop via Microsoft Teams at 3:30 pm**
- **January 5, 2025: Beginning of application cycle**
- **March 31, 2026 :** Email and deliver hard copies to Polk TPO **AND** Upload FDOT application to GAP
- **April/May:** Sub-committee review and scoring of projects
- **June 11, 2026**: TPO Board adoption of Priority Projects

Project Prioritization: A subcommittee comprised of members from the TPO's Technical Advisory Committee and the Adviser Network will evaluate, score and rank each project proposal based on the TPO's adopted scoring criteria. This ranking is then reviewed and approved by the Polk TPO Board.

Who can apply?

- **Any municipality, county, state, federal or other public agency**

Where do I start?

The TPO's Transportation Projects Application Guide provides additional information. Please email Angela Kaufman for a copy: angelakaufman@polkfl.gov

Project Ideas

- **Safety Improvements**
- **Bicycle & Pedestrian enhancements:**
  - **Sidewalks**
  - **Bicycle facilities**
- **Transit Enhancements**
  - **Passenger amenities**
  - **Transit ITS**
- **Multi-Use Trails**
- **Streetscaping**
- **Lighting**

Available Funding:

