



Polk County Transportation Planning Organization (TPO)

Meeting Agenda

October 09, 2025 Regular TPO Board Meeting

**Commission Boardroom
Polk County Administration Building
330 W. Church Street
Bartow, FL 33830**

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

CONSENT AGENDA (TAB 1)

5. Approval of Meeting Minutes
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

OTHER ACTION ITEMS (TAB 2)

9. Review/Approve the Draft 2050 Long-Range Transportation Plan (Envision 2050) for the Purpose of Public Review and Comment
10. Review/Approve the Draft Request for Proposals (RFP) for the I-4 Intermodal Passenger Rail Station Feasibility & Planning Study
11. Polk County Community Transportation Coordinator (CTC) Redesignation Process
12. Proclamation of the Polk TPO Recognizing Greenways and Trails Month

PRESENTATIONS AND STATUS REPORTS

13. Update on Polk County Projects

14. County Line Road Project Development and Environmental (PD&E) Study
15. Citrus Connection Update

REPORTS

16. Executive Director's Report
17. Florida Department of Transportation (FDOT) Report
18. Opportunity for Public Comment
19. Board Member Comments
20. Adjournment

Note: Following the Polk TPO Board meeting the Polk Transit Authority (PTA) will hold their annual meeting.

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.



Polk County
Transportation Planning Organization (TPO)

Agenda Item 5.

10/9/2025

AGENDA ITEM

Approval of 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 August 28, 2025.

ATTACHMENT

1. Draft Meeting Minutes from August 28, 2025



**Polk Transportation Planning Organization (TPO) Board
Draft Meeting Minutes**

Thursday, August 28, 2025
Polk County Administration Building, Commission Boardroom
330 West Church Street
Bartow, FL 33830

Voting Members Present:

Commissioner Michael Scott
Commissioner Bill Braswell
Commissioner Rick Wilson
Commissioner Rebecca Troutman
Commissioner Sara Roberts McCarley, **Vice Chair**
Commissioner Stephanie Madden
Mayor Nat Birdsong
Mayor Pro Tem Brian Yates
Mayor Jack Hilligoss
Commissioner Jordan Helms
Commissioner Omar Arroyo
Vice Mayor Vernel Smith
Commissioner Trish Pfeiffer, **Chair**
Vice Mayor Nancy Daley
Vice Mayor Jeremy Clark

South County Bloc Members:

Commissioner Jim Watts
Commissioner Dawn McDonald (Voting Member)
Council Member Adam Greenway

Central County and Ridge Bloc Members:

Commissioner Willie Quarles (Voting Member)
Mayor Phyllis Hall

Advisory Members Present:

James Driggers
Ryan Kordek
Heather Bryan

Other Persons Present:

Bob O'Malley
William Roll
Peyton McLeod

Representing:

Polk County BoCC
Polk County BoCC
Polk County BoCC
Polk County BoCC
City of Lakeland
City of Lakeland
City of Winter Haven
City of Winter Haven
City of Lake Wales
City of Auburndale
City of Haines City
City of Haines City
City of Bartow
City of Lake Alfred
City of Davenport

City of Fort Meade
City of Mulberry
City of Frostproof

Town of Dundee
Town of Lake Hamilton

Representing:

FDOT, District One
Polk County TPO
TPO Legal Advisor

Representing:

Right Track Public Affairs
Kimley-Horn
FDOT

Julia Davis
Angela Kaufman
Cindy Mitchel
KC Rivera
Edith Perez

TPO Staff
TPO Staff
TPO Staff
TPO Staff
FDOT

1. Call to Order

Chairwoman Pfeiffer called the TPO Board meeting to order at 9:00 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 James Diggers, FDOT, Ryan Kordek, Polk TPO, and Heather Bryan, Polk County Legal.

3. Opportunity for Public Comment

Chairwoman Pfeiffer opened the floor for public comment. No comments were made by the public. Chairwoman Pfeiffer closed public comment.

4. Agenda Review

Ryan Kordek, TPO Executive Director, provided an overview of the Board's agenda and highlighted the items on Envision 2050 and the presentation and discussion on passenger rail.

Mr. Kordek and Chair Pfeiffer introduced James Driggers who has been named as the FDOT District One Interim Secretary. He was previously at FDOT District Two.

Consent Agenda

5. Approve TPO Board Meeting Minutes – June 12, 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-20-1009-01-11 with AECOM Technical Services, Inc. to prepare an update of the Roadway Network Database (RND) at a Cost Not-to-Exceed \$74,723.00

9. Approve Consultant Services Authorization (CSA) TPO-20-1009-01-12 with AECOM Technical Services, Inc. to carry out a Sidewalk Inventory and Improvement Study at a Cost Not-to-Exceed \$49,998.00

10. Approve Memorandum of Understanding (MOU) for the Regional Transportation Management and Operations (TSMO) Program RTSMOP between MetroPlan Orlando, Polk TPO, and other Regional M/TPOs

Motion: Motion made by Commissioner Wilson, seconded by Commissioner Watts. Motion carried without dissent.

Council Member Greenway asked to add an email address for Title VI complaint officer for consent agenda item 7. Mr. Kordek confirmed the email address will be added.

Other Action Items

11. Public Hearing on Draft Amendments to FY 2025/26-2029/30 Transportation Improvement Program (TIP)

Angela Kaufman, TPO Staff, presented the Roll Forward projects that were not included in the previously approved TIP between the months of June to October. 123 projects included thin the Roll Forward project including I-4 and SR 33 Interchange, along with miscellaneous projects, resurfacing/paving, road construction, and bicycle/pedestrian projects.

Chairwomen Pfeiffer opened the floor for public hearing, seeing none, public hearing was closed.

Motion: Motion made by Commissioner Wilson, seconded by Commissioner Troutman. Motion carried without dissent.

Roll Call vote was taken and approved without dissent.

12. Interstate 4 Intermodal Passenger Rail Station Feasibility Study

a. Status of Regional Passenger Rail Services in Central Florida

Ryan Kordek, TPO Executive Director, gave a brief history of proposed high speed rail services in Polk County which go back to the 1970s. Mr. Kordek then introduced Bob O'Malley who will provide an overview of passenger rail services in the Orlando area.

Bob O'Malley, Right Track Public Affairs, gave a brief background to his past involvements with passenger rails. Mr. O'Malley explained the history of SunRail, how it was developed as a commuter rail Monday through Friday nine to five workforce. Which no longer meets today's needs so there are discussions to expand the hours and weekends. While Brightline travels from Miami to Orlando, which will be expanding to Tampa with sharing the Sunshine corridor with SunRail from Orlando Airport to Disney. Universal Studios has created a community development district which is being donated along with funds to pay for a multi-modal transit station not only for a train station but also a bus station. Along with support from local and private sectors.

A long discussion occurred between the board and Mr. O'Malley about SunRail and Brightline.

b. Proposed I-4 Intermodal Passenger Rail Station Feasibility Study

Ryan Kordek, TPO Executive Director, presented the high-speed rail envisioned for the I-4 corridor within Polk County when it is proposed to be extended to Tampa.

A PD&E study by the Central Florida Commuter Rail Commission will be conducted in the Sunshine Corridor

Brightline has two planned stops on the Space Coast and Treasure Coast. Mr. Kordek reviewed the planning studies that were completed by the MPOs in those communities to support the stops. He also covered the amount of local funding and investment being put forth to support these stops. Both stops are also seeking a significant amount of federal funding for the construction of these stops. Mr. Kordek also informed the Board there is a similar study currently underway and being led by the Hillsborough TPO to evaluate the proposed Brightline stop in Downtown Tampa.

Mr. Kordek then reviewed what is being proposed for the Polk TPO's study which is being called the I-4 Intermodal Passenger Rail Station Planning and Feasibility Study. This study will identify viable candidate station locations for high-speed rail along I-4. In doing so, the study will look at a number of access and proximity factors such as existing and future land use, infrastructure needs and costs, ridership market and catchment analysis and an economic development analysis. The study will also include some conceptual planning and include an implementation plan for the proposed locations. Public engagement will also be an important component of the study. \$500,000 of funding is available through the TPO's planning funding to conduct the study.

Motion: Motioned by Commissioner Robert-McCarley, seconded by Commissioner Madden. Motion carried without dissent.

13. Review/Approve Draft TPO Resolution 2025-05 approving the Amended Fiscal Year 2024-25 – 2025/26 Unified Planning Work Program (UPWP) and Authorizing the TPO Chair to Execute the Amended Metropolitan Planning Organization Funding Agreement

Ryan Kordek, TPO Executive Director, presented the UPWP Amendments which are based on a prior fiscal year's carryforward amount of nearly \$900,000. Staff is proposing to allocate these funds in current fiscal year in FY 2025/26. \$500,000 is proposed to be allocated for consultant services for the I-4 Intermodal Passenger Rail Station Planning and Feasibility Study that was covered and approved in the previous agenda item. Additional funding is proposed to be allocated to improving the PolkTPO.com website with data dashboards for safety and transportation data statistics. Identifying roadway context classifications as defined by FDOT for the roadways contained in the TPO's Roadway Network Database is another project being proposed. Staff is also proposing \$100,000 be used for consultant services to assist staff in preparing grant applications in support of the TPO's unfunded priority transportation projects.

Commissioner Scott asked about the TDP update. Mr. Kordek stated there is no additional funding or budget changes being recommended for the transit development plan (TDP) which is nearly complete.

Commissioner Troutman asked if the TPO Roadway Network Database can include the jurisdiction that is responsible for maintaining the road. Mr. Kordek responded that it is possible with nearly all of the county's major roads (1,500 miles) being maintained by either FDOT, Polk County or one of the cities.

Motion: Motioned by Commissioner Scott, seconded by Commissioner Watts. Motion carried without dissent.

Presentations and Status Reports

14. Envision 2050 Update

Ryan Kordek, TPO Executive Director, introduced the Envision 2050 update and provided an overview of the adoption schedule for Envision 2050 with a public hearing scheduled for December 9th where the TPO Board will be asked to review and adopt the Plan.

William Roll, Kimley-Horn, gave an overview of the roadway projects being considered for Envision 2050. This included the state highways and strategic intermodal system (SIS) roads such as I-4, US 27 and State Road 60, as well as important county and city roads which are included in the Plan. Mr. Roll discussed the roadway needs costs versus the amount of revenue which is available to implement these projects by the year 2050. He emphasized there is significantly less state funding when compared to previous long-range transportation plans prepared by the TPO. As a result, there will be fewer state highway projects included in the cost-feasible portion of the Plan.

Cindy Mitchell, TPO Staff, provided an overview of the public comments that have been made on the project website and from the TPO's virtual public work held on June 20th. We continue to see a majority of comments being made in the northeast third of the county. In the comments the main concerns were safety, and the need for roadway and intersection improvements.

Chairwomen Pfeiffer asked about the green line pictured from Lake Wales to SR 60. Commissioner Watts stated the sooner we start the better we will be off.

Commissioner McDonald asked where the website was located. Ms. Mitchel responded PolkEnvision2050.com

Mr. Kordek stated if anyone wanted more information or a presentation on Envision 2050 staff would be happy to do so.

15. Congestion Management Multimodal Planning (C3MP) Initiative

Julia Davis, TPO Staff, introduced Peyton McLeod.

Peyton McLeod, FDOT, gave a brief background on how the initiative came to be. Mr. McLeod presented the initiatives, vision, and mission with various modes of transportation and recently has looked more into freight, aviation and rail needs. The Secretary visited each transit agency and MPO district explaining the six goals and the five step processes associated with C3MP. Mr. McLeod talked about some successes FDOT has had with the transit risk assessment and safety study pilot, SR 33 construction, and Advanced Air Mobility.

Commissioner Roberts-McCarley thanked Mr. McLeod for FDOT's partnership with the circulators in Lakeland Hills Boulevard corridor.

Reports

16. Executive Director's Report

Ryan Kordek, TPO Executive Director, discussed the recent the Best Foot Forward at some of the worst crosswalks for driver yield rates in Lakeland, Winter Haven, and Bartow. He provided information about upcoming transportation meetings including the Southport Connector PD&E Public Hearing, US 27 Public Visioning Workshop, as well as a meeting with the new MPOAC director. He informed the Board that Tom Phillips with the Citrus Connection will address the TPO at their meeting scheduled on October 9th.

17. Florida Department of Transportation (FDOT) Report

Edith Perez, FDOT, shared the American Council of Engineering companies of Florida honored eight (8) Florida transportation projects which included infrastructure and transportation achievements. The nominations were selected from 39 projects submitted from seven districts and three of those projects are from District One. Of these nominations, two projects are in Polk County and one in Lee County. The projects from Polk County were the US 27 at SR 60 interchange and I-4 at SR 557 interchange, and the one in Lee County was US 41. Ms. Perez explained there is a grant opportunity called Safe Routes to School. It will be offering a workshop with the necessary criteria and will offer guidance on creating a strong application. The workshop will be held on September 4th, and the cycle will open September 30th.

James Driggers, FDOT, thanked the board for having him and welcomed the board to inform him if they have any needs.

18. Opportunity for Public Comment

Chairwoman Pfeiffer opened the floor for public comment, none was present. Chairwoman Pfeiffer closed public comment.

19. Board Member Comments

Chairwoman Pfeiffer opened the floor for board comments, there were none. Chairwoman Pfeiffer closed public comment.

20. Adjournment – Next meeting date is October 9, 2025.

The meeting adjourned at 10:44 a.m.

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.



Polk County
Transportation Planning Organization (TPO)

Agenda Item 6.

10/9/2025

AGENDA ITEM

Approve Polk TPO Executive Director Quarterly Timesheets and Expense Reimbursements

PRESENTER

NA

SUMMARY

The Polk TPO is required to approve the timesheets and expense reimbursements for the TPO's Executive Director as specified in FDOT's Technical Memorandum 19-05, as amended.

RECOMMENDED ACTION

The Board is requested to approve the timesheets and expense reimbursements for the third quarter of 2025.

ATTACHMENTS

1. Timesheets and expense reimbursements.

Person Name	Time Card Period	Status	Resubmission Status	Additional Statuses	Total Hours
Kordek, Ryan	09/22/2025 - 09/28/2025	✓ Approved		≡	40.00
Kordek, Ryan	09/15/2025 - 09/21/2025	✓ Approved		≡	40.00
Kordek, Ryan	09/08/2025 - 09/14/2025	✓ Approved		≡	40.00
Kordek, Ryan	09/01/2025 - 09/07/2025	✓ Approved		≡	40.00
Kordek, Ryan	08/25/2025 - 08/31/2025	✓ Approved		≡	40.00
Kordek, Ryan	08/18/2025 - 08/24/2025	✓ Approved		≡	40.00
Kordek, Ryan	08/11/2025 - 08/17/2025	✓ Approved		≡	40.00
Kordek, Ryan	08/04/2025 - 08/10/2025	✓ Approved		≡	40.00
Kordek, Ryan	07/28/2025 - 08/03/2025	✓ Approved		≡	40.00
Kordek, Ryan	07/21/2025 - 07/27/2025	✓ Approved		≡	40.00
Kordek, Ryan	07/14/2025 - 07/20/2025	✓ Approved		≡	40.00
Kordek, Ryan	07/07/2025 - 07/13/2025	✓ Approved		≡	40.00
Kordek, Ryan	06/30/2025 - 07/06/2025	✓ Approved		≡	40.00



Polk County
Transportation Planning Organization (TPO)

Agenda Item 7.

10/9/2025

AGENDA ITEM

Approve Title VI and ADA Nondiscrimination Policy Plan Update

PRESENTER

NA

SUMMARY

The Title VI and ADA Nondiscrimination Policy Plan updates include the change of name for the Executive Director and the Title VI & ADA Officer.

RECOMMENDED ACTION

Approve the proposed updates to the TPO's Title VI and ADA Non-Discrimination Policy Plan.

ATTACHMENT

1. Draft Title VI and ADA Nondiscrimination Policy Plan

Title VI and ADA Nondiscrimination Policy and Plan



The Polk TPO believes that transportation systems should not only be safe and efficient, but also represent their unique, diverse and vibrant community. As such, the Polk TPO does not tolerate discrimination in any form in its programs, service or activities. Moreover, the Polk TPO is committed to not only considering the transportation needs of everyone in Polk County, but also to conducting substantial outreach to ensure broad input from the community. In accordance with Title VI of the Civil Rights Act of 1964 and other federal and state nondiscrimination authorities, the Polk TPO does not and will never deny the benefits of, exclude from participation or subject to discrimination anyone on the basis of race, color, national origin, sex, age, disability, relation, or family status.

Ryan Kordek, Executive Director
Polk Transportation Planning Organization

POLK TPO'S PLAN UPDATE ADOPTED OCTOBER 9, 2025

Introduction

The Polk Transportation Planning Organization (TPO) develops transportation plans and programs for Polk County as mandated by federal and state legislation. It serves a lead role in transportation planning, and it provides a forum for cooperative decision-making regarding countywide transportation issues.

Recipients of federal funds, such as transportation planning organizations, must comply with Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), and other nondiscrimination authorities, ensuring that no person is subjected to discrimination on the basis of race, color, national origin, sex, age, disability, religion and family status in employment and the provision of government services. This requirement includes the creation of a Title VI Nondiscrimination Plan, along with a regular review of its effectiveness and conformity with federal and state law.

This Nondiscrimination Plan works in concert with the Polk TPO's Public Participation Plan and Limited English Proficiency Plan, which identify specific tactics for outreach and involvement (i.e. notification, information, and opportunities for diverse participation).

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TITLE VI and ADA NONDISCRIMINATION POLICY and PLAN

I. Designation of a Polk Transportation Planning Organization Title VI and ADA Officer

The Polk Transportation Planning Organization (TPO) hereby designates Cindy Mitchell, Senior Transportation Planner, to additionally serve as its Title VI and ADA Officer. This name, along with the appropriate contact information, will be widely disseminated to the public through the TPO website, publications, and other means.

II. Nondiscrimination Policy Statement

The Polk TPO believes that transportation systems should not only be safe and efficient, but also represent their unique, diverse and vibrant community. As such, the Polk TPO does not tolerate discrimination in any form in its programs, service or activities. Moreover, the Polk TPO is committed to not only considering the transportation needs of everyone in Polk County, but also to conducting substantial outreach to ensure broad input from the community. In accordance with Title VI of the Civil Rights Act of 1964 and other federal and state nondiscrimination authorities, the Polk TPO does not and will never deny the benefits of, exclude from participation or subject to discrimination anyone on the basis of race, color, national origin, sex, age, disability, relation, or family status.

III. Statement of Commitment to Serve Persons with Limited English Proficiency (LEP)

Title VI of the Civil Rights Act of 1964, Executive Order 13166, and various directives from the US Department of Justice (DOJ) and US Department of Transportation (DOT) require federal aid recipients to take reasonable steps to ensure meaningful access to programs, services and activities by those who do not speak English proficiently. In adherence with these regulations, the TPO makes reasonable efforts to ensure its programs, services and activities meaningfully accessible to those who do not speak English proficiently. The TPO has developed a Limited English Proficiency (LEP) Plan to assess the need and address the resources for oral interpretation and translation of program documents into alternate languages to

ensure meaningful access. In developing the LEP Plan, the TPO has assessed its programs and services to determine the extent to which LEP services are required and in which languages.

The TPO's LEP Plan is periodically updated as needed and is considered an appendix to the most currently adopted Public Participation Plan (PPP).

The TPO does not intend that its LEP Plan exclude anyone requiring language assistance and will attempt to accommodate requests. Anyone who requires special language services is requested to contact the TPO's Title VI Officer:

Cindy Mitchell
Senior Transportation Planner/Title VI & ADA Officer
Polk Transportation Planning Organization
Drawer TS05, P. O. Box 9005
Bartow, FL 33831-9005
Telephone: 863-534-6529
Email: cindymitchell@polk-county.net
Deaf, Hard of Hearing, Deaf/Blind, or Speech Impaired (English, Spanish):
Please contact the Polk TPO by calling toll-free to the Florida Relay Service 7-1-1, or, 1-800-955-8771 (TTY), or, 1-800-955-8770 (Voice).

IV. Statement of Commitment to Serve Persons with Disabilities in Compliance With the ADA/504

Section 504 of the Rehabilitation Act of 1973 (Section 504), the American with Disabilities Act of 1990 (ADA) and related federal and state laws and regulations forbid discrimination against those who have disabilities. Furthermore, these laws require federal aid recipients and other government entities to take affirmative steps to reasonably accommodate the disabled and ensure that their needs are equitably represented in the transportation planning process.

The TPO endeavors to ensure that its facilities, programs, services, and activities are available to those with disabilities in accordance with the Americans with Disabilities Act (ADA). The TPO also actively seeks out disabled communities and service groups to ensure their input into the TPO's programs, services and activities. The TPO will make every effort to ensure that its advisory committees and public participation activities include representation by the disabled community and disability service groups. The TPO will make every effort to ensure that its facilities, programs, services and activities are accessible to those with disabilities. The TPO

encourages the public to report any facility, program, service or activity within the county that appears inaccessible to the disabled. Furthermore, the TPO will provide reasonable accommodation to disabled individuals who wish to participate in meetings, public participation activities, or other events or programs of the TPO, or who require special assistance to access TPO facilities, programs, services or activities. Because providing reasonable accommodation may require outside assistance, organization or resources, the TPO asks that requests be made at least seven (7) days prior to the need for accommodation.

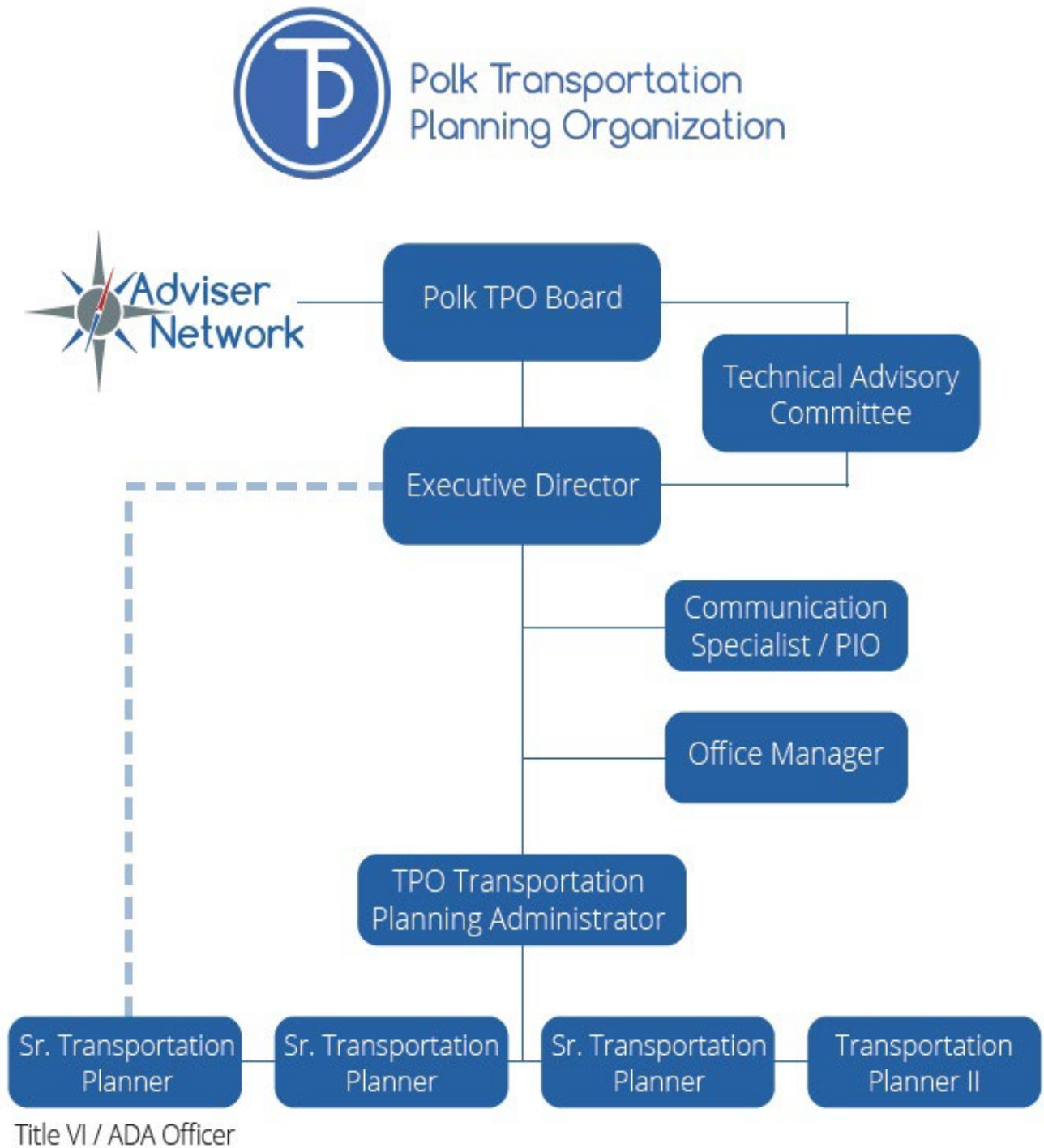
Questions, concerns, comments or requests for accommodation should be made to the TPO's ADA Officer:

Cindy Mitchell
Senior Transportation Planner/Title VI & ADA Officer
Polk Transportation Planning Organization
Drawer TS05, P. O. Box 9005
Bartow, FL 33831-9005
Telephone: 863-534-6529
Email: cindymitchell@polk-county.net
Deaf, Hard of Hearing, Deaf/Blind, or Speech Impaired (English, Spanish):
Please contact the Polk TPO by calling toll-free to the Florida Relay Service 7-1-1, or, 1-800-955-8771 (TTY), or, 1-800-955-8770 (Voice).

V. Processes and Procedures for Document Updates

The latest version of Title VI & ADA related documents and plans as adopted by the TPO will be deemed appendices to the latest adopted version of the TPO's Public Participation Plan (PPP). The designated TPO Title VI & ADA Officer and the Executive Director will annually review all related documents and plans to determine what, if any, updates may be needed. Any suggested updates will be brought before the TPO Board for consideration of adoption.

Polk Transportation Planning Organization Staff



VI. Processes and Procedures for Staff Trainings

As the designated TPO Title VI & ADA Officer, Cindy Mitchell regularly attends training sessions conducted by the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT). The last training attended was in August 2019. It was conducted by the FDOT District One and its contractors. Together, the TPO Executive Director and the Title VI & ADA Officer have coordinated and will continue to coordinate periodic training for other TPO staff, committee, and Board members as deemed necessary.

VII. Complaint Procedures

The Polk TPO has established a discrimination complaint procedure and will take prompt and reasonable action to investigate and eliminate discriminatory actions. Any person who believes that he or she has been subjected to discrimination based upon race, color, national origin, sex, religion, age, disability, income, family status, or as a member of any protected class as designated by a local government within the TPO service area, may file a complaint with the TPO's Title VI Officer:

Cindy Mitchell
Senior Transportation Planner/Title VI & ADA Officer
Polk Transportation Planning Organization
Drawer TS05, P. O. Box 9005
Bartow, FL 33831-9005
Telephone: 863-534-6529
Email: cindymitchell@polk-county.net
Deaf, Hard of Hearing, Deaf/Blind, or Speech Impaired (English, Spanish):
Please contact the Polk TPO by calling toll-free to the Florida Relay Service
7-1-1, or, 1-800-955-8771 (TTY), or, 1-800-955-8770 (Voice).

If possible, the complaint should be submitted in writing or email and contain the identity of the complainant, the basis for the allegations (i.e., race, color, national origin, sex, religion, age, disability, income or family status); and a description of the alleged discrimination with the date of occurrence. Verbal and non-written complaints received by the TPO shall be resolved informally by the Title VI Officer. If the issue has not been satisfactorily resolved through informal means, or if at any time the person(s) request(s) to file a formal written complaint, the TPO Title VI Officer shall refer the Complainant to the FDOT's District One Title VI Coordinator for processing in accordance with approved State procedures.

VIII. Filing Complaints of Discrimination

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color and national origin in programs and activities receiving federal financial assistance. As a sub-recipient of the Florida Department of Transportation (FDOT), the Polk TPO has adopted the following Title VI Complaint Procedure.

1. Any person who believes that they, or any specific class of persons, have been subjected to discrimination or retaliation by any Polk TPO programs or activities, as prohibited by the Title VI of the Civil Rights Act of 1964 and related statutes, may file a written or emailed complaint. All written and emailed complaints received by the TPO shall be referred immediately by the TPO's Title VI & ADA Officer to the FDOT's District One Title VI Coordinator for processing in accordance with approved State procedures.

Written complaints may be sent to:
Cindy Mitchell, Title VI & ADA Officer
Drawer TS05, Post Office Box 9005
Bartow, Florida 33831-9005
cindymitchell@polk-county.net

2. Verbal and non-written complaints received by the TPO shall be resolved informally by the TPO's Title VI & ADA Officer. If the issue has not been satisfactorily resolved through informal means, or if at any time the person(s) request(s) to file a formal written complaint, the TPO Title VI & ADA Officer shall refer the Complainant to the FDOT's District One Title VI Coordinator for processing in accordance with approved State procedures.
3. The TPO's Title VI & ADA Officer will advise the FDOT's District One Title VI Coordinator within five (5) calendar days of receipt of the allegations. The following information will be included in every notification to the FDOT's District One Title VI Coordinator:
 - (a) Name, address, and phone number of the Complainant.
 - (b) Name(s) and address(es) of Respondent.
 - (c) Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation).

- (d) Date of alleged discriminatory act(s).
 - (e) Date of complaint received by the TPO.
 - (f) A statement of the complaint.
 - (g) Other agencies (state, local or Federal) where the complaint has been filed.
 - (h) An explanation of the actions the TPO has taken or proposed to resolve the allegation(s) raised in the complaint.
4. Within ten (10) calendar days, the TPO's Title VI & ADA Officer will acknowledge receipt of the allegation(s), inform the Complainant of action taken or proposed action to process the allegation(s), and advise the Complainant of other avenues of redress available, such as the FDOT's Equal Opportunity Office (EOO).
 5. Within sixty (60) calendar days, the TPO's Title VI & ADA Officer will conduct and complete a review of the verbal or non-written allegation(s) and based on the information obtained, will render a recommendation for action in a report of findings to the TPO Director.
 6. Within ninety (90) calendar days of the verbal or non-written allegation(s) receipt, the TPO Executive Director will notify the Complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the Complainant of his/her right to file a formal complaint with the FDOT's EOO, if they are dissatisfied with the final decision rendered by the TPO. The TPO's Title VI & ADA Officer will also provide the FDOT's District One Title VI Coordinator with a copy of this decision and summary of findings.
 7. The TPO's Title VI & ADA Officer will maintain a log of all verbal and non-written complaints received by the TPO. The log will include the following information:
 - a. Name of Complainant.
 - b. Name of Respondent.
 - c. Basis of Complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation)

- d. Date verbal or non-written complaint was received by the TPO.
- e. Date TPO notified the FDOT's District One Title VI Coordinator of the verbal or non-written complaint.
- f. Explanation of the actions the TPO has taken or proposed to resolve the issue raised in the complaint.

**POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)
TITLE VI PROGRAM, ADA AND RELATED STATUTES
DISCRIMINATION COMPLAINT FORM**

Name	Home Phone	Work Phone
Address (Street No., P.O. Box, Etc.)		City, State, Zip Code
Name of Person(s) Who Discriminated Against You, Position (if known), and Name of Agency:		
Address (Street No.)		City, State, Zip Code
Date of Alleged Incident:		
Discrimination Because of: <ul style="list-style-type: none"> <input type="checkbox"/> Race <input type="checkbox"/> Retaliation <input type="checkbox"/> Sex <input type="checkbox"/> Familial Status <input type="checkbox"/> Religion <input type="checkbox"/> Color <input type="checkbox"/> National Origin <input type="checkbox"/> Age <input type="checkbox"/> Disability 		
Explain as briefly and clearly as possible on the back of this form what happened and how you were discriminated against. Indicate who was involved. Be sure to include how other persons were treated differently than you. Also attach any written material pertaining to your case.		

Signature _____

Date _____

Mail to: Cindy Mitchell, Polk TPO Title VI & ADA Officer,
Drawer TS05, P. O. Box 9005, Bartow, Florida 33831-9005.

Polk Transportation Planning Organization (TPO) Procedimiento para quejas referentes al Título VI

El Título VI de la Ley de Derechos Civiles de 1964 establece que ninguna persona de los Estados Unidos será excluida de participar en cualquier programa o actividad que reciba asistencia financiera federal, ni se le negará los beneficios de dichos programas o actividades, ni será discriminado en ellos, por causa de su raza, color o nacionalidad. Como recipiente del Florida Department of Transportation (FDOT), el Polk TPO ha adoptado el siguiente procedimiento para quejas referentes al Título VI. Todas las quejas escritas recibidas por el TPO tienen que ser referidas inmediatamente por el Especialista del Título VI del TPO al FDOT Distrito 1 Coordinador del Título VI para procesar dicha queja en acuerdo con los procedimientos del estado.

1. Toda persona o cualquier clase específica de personas, que crean haber sido excluida, que se le negaron los beneficios, o que fue discriminada por cualquier programa o actividad del Polk TPO, ya prohibido por el Título VI del Civil Rights Act del 1964, con cambios, y estatutos relacionados, pueden presentar una queja por escrito a nuestra oficina.

Para presentar una queja referente al Título IV, por favor envíe la información al:

Polk TPO

Cindy Mitchell, Polk TPO Title VI Specialist

Drawer TS05, Post Office Box 9005

Bartow, FL 33831-9005

cindymitchell@polk-county.net

2. Quejas verbales y no-verbales recibidas por el TPO tienen que ser resueltas informalmente por el Especialista del Título VI del TPO. Si el problema no es resuelto satisfactoriamente por medios informales, o si en cualquier momento la(s) persona(s) deciden hacer una queja formal escrita, el Especialista del Título VI del TPO tiene que referir la queja al Coordinador del Título VI del FDOT Distrito 1 para procesamiento en acuerdo con los procedimientos aprobados del Estado.

3. El Especialista del Título VI del TPO se comunicara con el Coordinador del Título VI del FDOT Distrito 1 en un máximo de cinco (5) días del día que recibió la querella. La siguiente información debe ser incluida en cada notificación al coordinador del FDOT Distrito 1.

- a. Nombre, dirección y número de teléfono del demandante.
- b. El motivo de la queja (raza, color, nacionalidad).
- c. La fecha o las fechas en la(s) que el supuesto o los supuestos incidentes discriminatorios ocurrieron.
- d. La naturaleza del incidente que llevó al demandante a sentir que la discriminación fue un factor.

- e. Nombres, direcciones y números de teléfonos de personas que puedan tener conocimiento del incidente.
- f. Otras agencias o tribunales antes los cuales la queja pueda haber sido presentada y un nombre de contacto.
- g. La firma del demandante y la fecha.
- h. Una explicación de las acciones que el TPO ha tomado o propuesto para resolver la acusación(es) escritas en la querella.

4. Dentro de un plazo de diez (10) días, el Especialista del Título VI del TPO anunciara el recibimiento de la querella, informara al denunciante la acción tomada o propuesta para procesar la acusación(es), y asesorara al denunciante de otras opciones disponibles para el reclamo, tales como el FDOT EEO (Oficina de Igualdad de Oportunidades).

5. Dentro de un plazo de sesenta (60) días, el Especialista del Título VI del TPO hará y completará un estudio de las alegaciones verbales y no-verbales. Un reporte de resultados incluyendo una recomendación con acción, basado en la información obtenida, será entregado al Director del TPO.

6. Dentro de noventa (90) días, de recibir alegación verbal/no-verbal, el Director del TPO se comunicara con el denunciante que escribió la querella con la decisión final tomada, incluyendo la propuesta para resolver la querella. La notificación explicara al denunciante que tiene derecho a presentar una querella formalmente con el EEO del FDOT si no están satisfechos (a) con la decisión presentada por el TPO. El Especialista del Título VI del TPO también le mandara una copia de la decisión y el reporte de resultados al Especialista del Título VI del FDOT Distrito 1.

7. El Especialista del Título VI del TPO mantendrá una lista de todas las alegaciones verbales y no-verbales recibidas por el TPO. La lista incluirá la siguiente información:

- a. Nombre del denunciante
- b. Nombre del respondedor
- c. Base de la denuncia (ej. Raza, color, nacionalidad, sexo, edad, discapacidad, religión, estatus familiar o venganza)
- d. Fecha del día que TPO recibió la alegación verbal/no-verbal
- e. Fecha del día que el TPO notifico al Especialista del Título VI del FDOT Distrito I de la alegación verbal/no-verbal
- f. Explicación de las acciones que el TPO ha tomado o propuesto para resolver el asunto de la querella.

Aprobado el 9 de octubre de 2025 por la Organización de Planificación de Transporte de Polk.



Polk County
Transportation Planning Organization (TPO)

Agenda Item 8.

10/9/2025

AGENDA ITEM

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

PRESENTER

NA

SUMMARY

The Polk Transportation Planning Organization's (TPO) Adopted Unified Planning Work Program (UPWP) contains a task and related funding for consultant services to provide grant support for the TPO priority transportation projects. As part of the Polk TPO's efforts to advance priority transportation projects, this study will evaluate existing and planned priority transportation projects and compare them with applicable state and federal grant programs. The objective is to identify the most promising grant opportunities for each project and provide recommendations for grant pursuit strategies.

This project is fully funded in the TPO's FY 2024/25 - 2025/26 Unified Planning Work Program (grant budget).

RECOMMENDED ACTION

Staff is requesting the Board to approve the referenced contract with Kimley Horn and Associates, Inc.

ATTACHMENT

1. Draft CSA TPO-20-1009-02-06 and Scope of Services

**Polk Transportation Planning Organization
Consultant Services Authorization (CSA)**

Agenda Item 8
Attachment 1
TPO Board Meeting
10/9/2025

Firm	Kimley-Horn and Associates, Inc.
Master Agreement No.	TPO-20-1009-02
CSA No.	TPO-20-1009-02-06
Project Name	Grant Support For The TPO's Priority Projects Study
Project Description	As part of Polk TPO's efforts to advance priority transportation projects , this study will evaluate existing and planned priority transportation projects and compare them with applicable state and federal grant programs. The objective is to identify the most promising grant opportunities for each project and provide recommendations for grant pursuit strategies.
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 October 30, 2026.
Compensation	Not to exceed \$100,000.00.
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 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 October 2025.

ATTEST:

POLK TRANSPORTATION PLANNING
ORGANIZATION:

Ryan Kordek, TPO Director

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:

CONSULTANT COMPANY NAME

Corporate Secretary

Authorized Corporate Officer

SEAL

Printed Name and Title

Date: _____

Date: _____

Exhibit A

POLK TRANSPORTATION PLANNING ORGANIZATION

GRANT SUPPORT FOR THE TPO'S PRIORITY PROJECTS STUDY (CSA TPO-20-1009-02-06)

Scope of Services (October 1, 2025)

As part of Polk TPO's efforts to advance priority transportation projects, this study will evaluate existing and planned priority transportation projects and compare them with applicable state and federal grant programs. The objective is to identify the most promising grant opportunities for each project and provide recommendations for grant pursuit strategies.

Task 1: Project Coordination

The Consultant will assist the Polk TPO with project coordination, including the following activities:

- Coordination meetings with TPO to gather input on priority projects.

Task 2: Project Evaluation and Grant Alignment

The Consultant will evaluate priority transportation projects and identify suitable state and federal grant programs. This task includes:

- Categorize priority projects by mode (roadway, transit, trail, etc.).
- Review priority projects with TPO staff to identify key projects to review
- Identify relevant state and federal grant programs for each project.
- Evaluate selected priority projects based on competitiveness for the identified grant programs using geospatial designation and program priorities.
- Assess programmed funding for each priority project to evaluate funding program match requirements.
- Develop a grant alignment matrix summarizing findings and recommendations.
- Summarize matrix table recommendations and identify action plan/next steps

Task 3: Grant Application Development Support

The Consultant can assist the Client in preparing grant funding program applications. This optional service can include:

- Coordinate with the Client on project schedule, project budget, project scope, and grant program required funding matches.
- Develop application narrative, including merit criteria and other required sections for an eligible application.
- Craft templates for letters of support and any grant-related letters of authorization.
- Complete required application forms as directed by TPO.

- Create project maps and exhibits.

Note: The Consultant will coordinate with TPO staff relative to funding limitations relative to the preparation of grants under this task assignment.

Responsibilities

Responsibilities of the CONSULTANT:

- Attend coordination meetings and workshops.
- Review existing studies and plans provided by the TPO and Steering Committee members.
- Evaluate priority projects and identify suitable grant programs.
- Provide Grant Application Development Support
- Prepare draft and final documentation.

Responsibilities of the STAFF:

- Provide required data and existing studies.
- Provide available GIS data required for the geospatial analysis.
- Schedule coordination meetings and workshops.
- Review deliverables and provide feedback.

Meetings

- Up to 3 coordination meetings

Fees

The Consultant will undertake the above services for up to \$100,000, which will be invoiced on a monthly basis. Grant Application Development Support will be limited by the overall project budget.

Schedule

The CONSULTANT will complete the above services by October 30, 2026.

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

Classifications	Direct Hourly Rate		Billing Rate	
	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
 Crozier, Joe
 Emmons, Erin
 Eng, Clarence
 Falcon, Macy
 Filaroski, Taylor
 Fluit, 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

Exhibit C

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



Exhibit D

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/1/2025

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 Ins Center 3780 Mansell Rd. Suite 370 Alpharetta GA 30022		CONTACT NAME: Jerry Noyola PHONE (A/C, No, Ext): 770.552.4225 E-MAIL ADDRESS: greylingcerts@greyling.com		FAX (A/C, No):		
INSURED Kimley-Horn and Associates, Inc. 421 Fayetteville Street, Suite 600 Raleigh, NC 27601		KIMLASS		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: 1995919573

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	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC <input type="checkbox"/> OTHER:			GL5268169	4/1/2025	4/1/2026	EACH OCCURRENCE \$2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$25,000 PERSONAL & ADV INJURY \$2,000,000 GENERAL AGGREGATE \$4,000,000 PRODUCTS - COMP/OP AGG \$4,000,000 \$
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> 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) \$2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			03127930	4/1/2025	4/1/2026	EACH OCCURRENCE \$5,000,000 AGGREGATE \$5,000,000 \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input checked="" type="checkbox"/> N	N/A	WC067961230 (AOS) WC013711885 (CA)	4/1/2025 4/1/2025	4/1/2026 4/1/2026	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$2,000,000 E.L. DISEASE - EA EMPLOYEE \$2,000,000 E.L. DISEASE - POLICY LIMIT \$2,000,000
D	Professional Liability			B0146LDUSA2504949	4/1/2025	4/1/2026	Per Claim \$2,000,000 Aggregate \$2,000,000

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

Re: TPO-20-1009-02-06; GRANT SUPPORT FOR THE TPO'S PRIORITY PROJECTS STUDY. POLK COUNTY TPO, POLK COUNTY AND FDOT are named as Additional Insureds on the above referenced liability policies with the exception of workers compensation & professional liability where required by written contract. Waiver of Subrogation in favor of Additional Insured(s) where required by written contract & allowed by law. Should any of the above described policies be cancelled by the issuing insurer before the expiration date thereof, 30 days' written notice (except 10 days for nonpayment of premium) will be provided to the Certificate Holder.

CERTIFICATE HOLDER

CANCELLATION

Polk Transportation Planning Organization
330 West Church Street
Bartow FL 33830

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

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Polk County
Transportation Planning Organization (TPO)

Agenda Item 9.

10/9/2025

AGENDA ITEM

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

PRESENTER

Polk TPO Staff and the Project Consultant

SUMMARY

TPO staff and the project consultant will provide a presentation on the projects being recommended in the Draft Cost-Feasible Plan. The Draft Cost-Feasible Plan includes highway, transit, safety, bicycle, pedestrian and multi-use trail projects. In developing the Cost-Feasible Plan the TPO has identified the most important and critical projects for funding with available revenue (federal, state, and local) through the year 2050.

The TPO staff is requesting the TAC and TPO Board to review and approve the projects for the purpose of public review and comment. Following a public comment period (September through November), the TAC and TPO will be asked to review and approve the Final Plan at their December meetings. The final adoption hearing for Envision 2050 is scheduled for December 9th at the TPO Board meeting.

RECOMMENDED ACTION

Staff will request the TPO Board to review and approve the Draft Cost-Feasible Plan for public review and comment. The TAC recommends approval.

ATTACHMENT

1. Envision 2050 - Preliminary Adoption Package

POLK TPO

ENVISION 2050

LONG RANGE TRANSPORTATION PLAN

DRAFT

Adoption Report

October 2, 2025

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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 Navigating the Future 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.

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 ATP. 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.

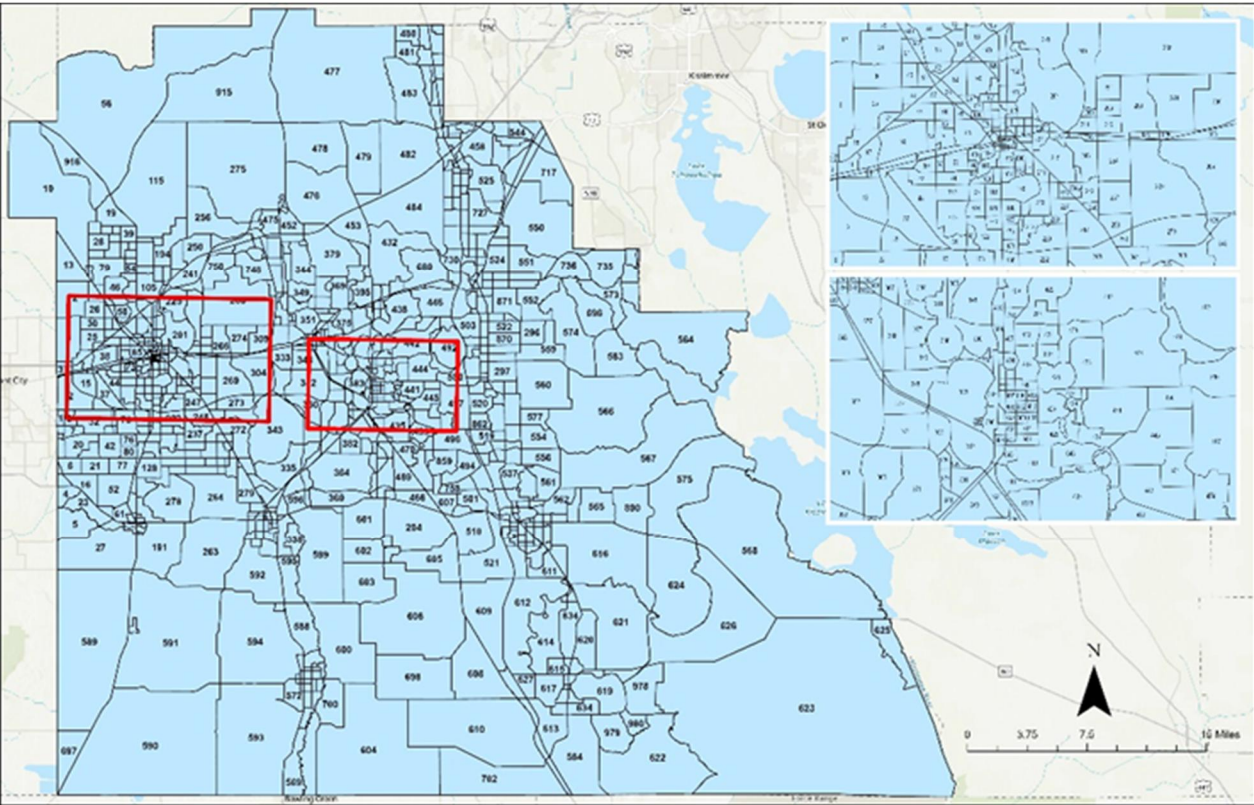


Figure 3-1. Polk Transportation Analysis Zones (TAZs)

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 21→50
	2021	2025	2030	2035	2040	2045	2050	
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.

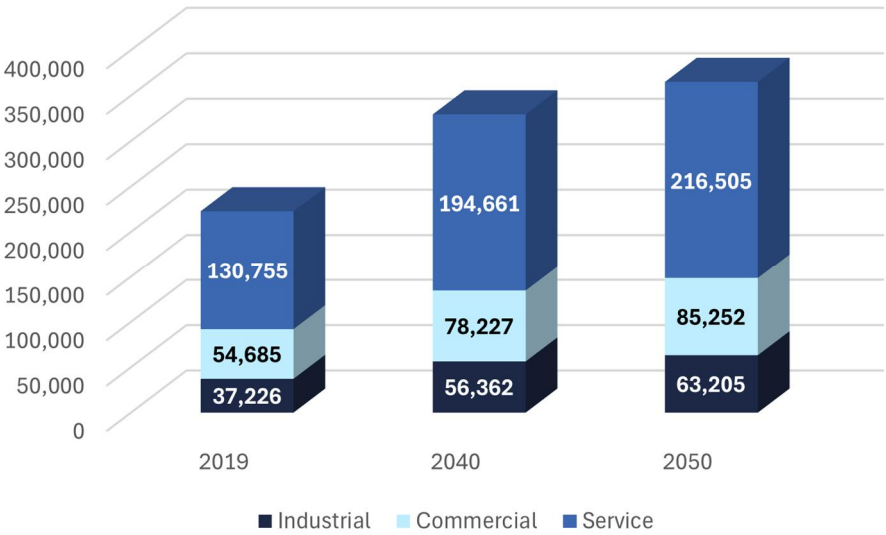


Figure 3-2. Change in Employment from 2019 to 2050

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 19→50
	2019	2050	
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 19→50
	2019	2050	
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

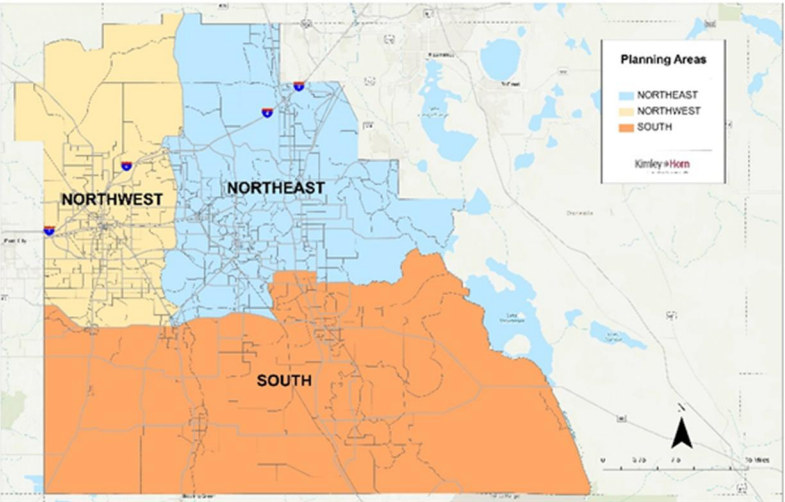


Figure 3-3. Polk County Planning Areas

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

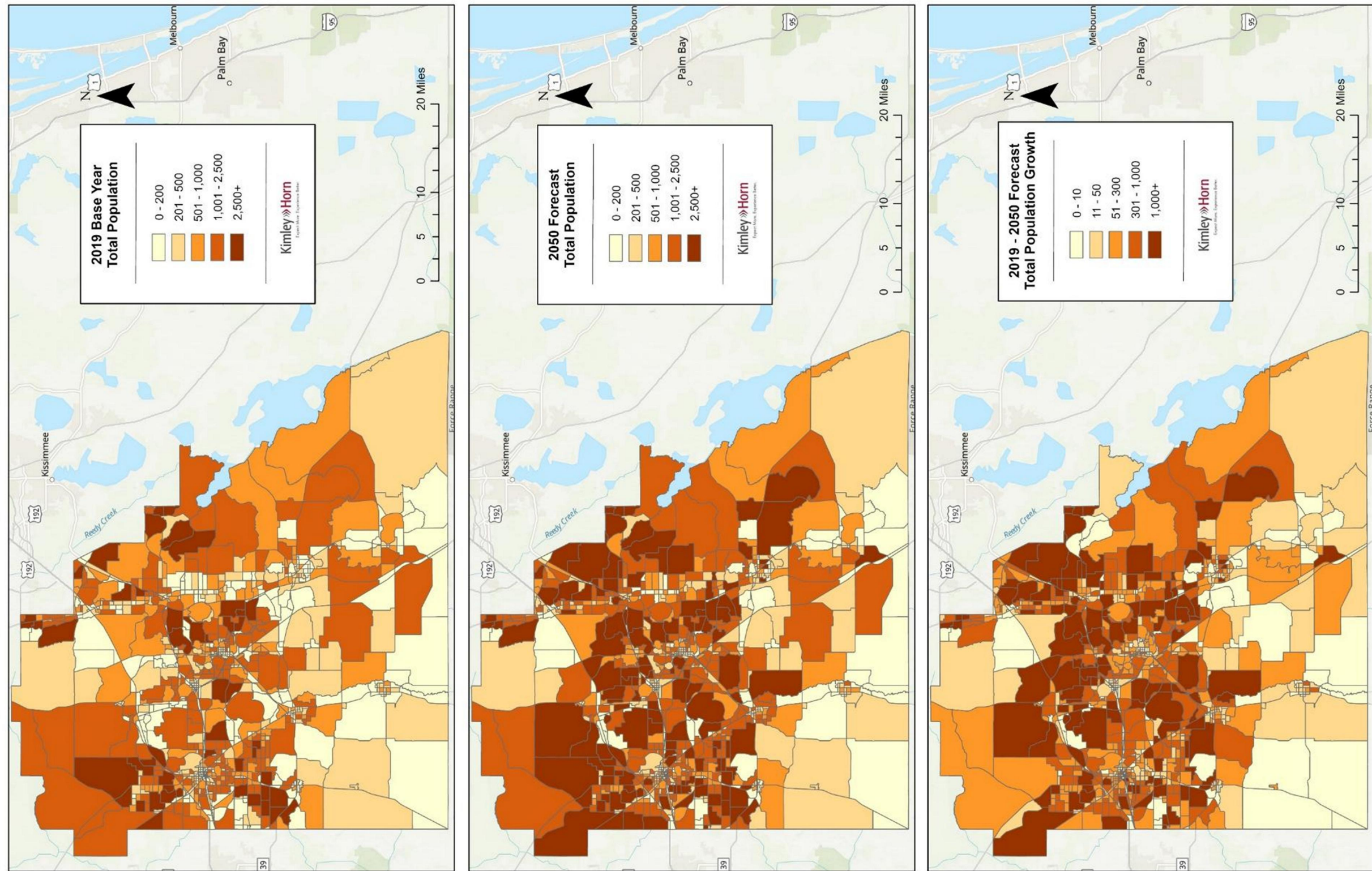


Figure 3-4. Projected Total Population Map by TAZ (2019-2050)

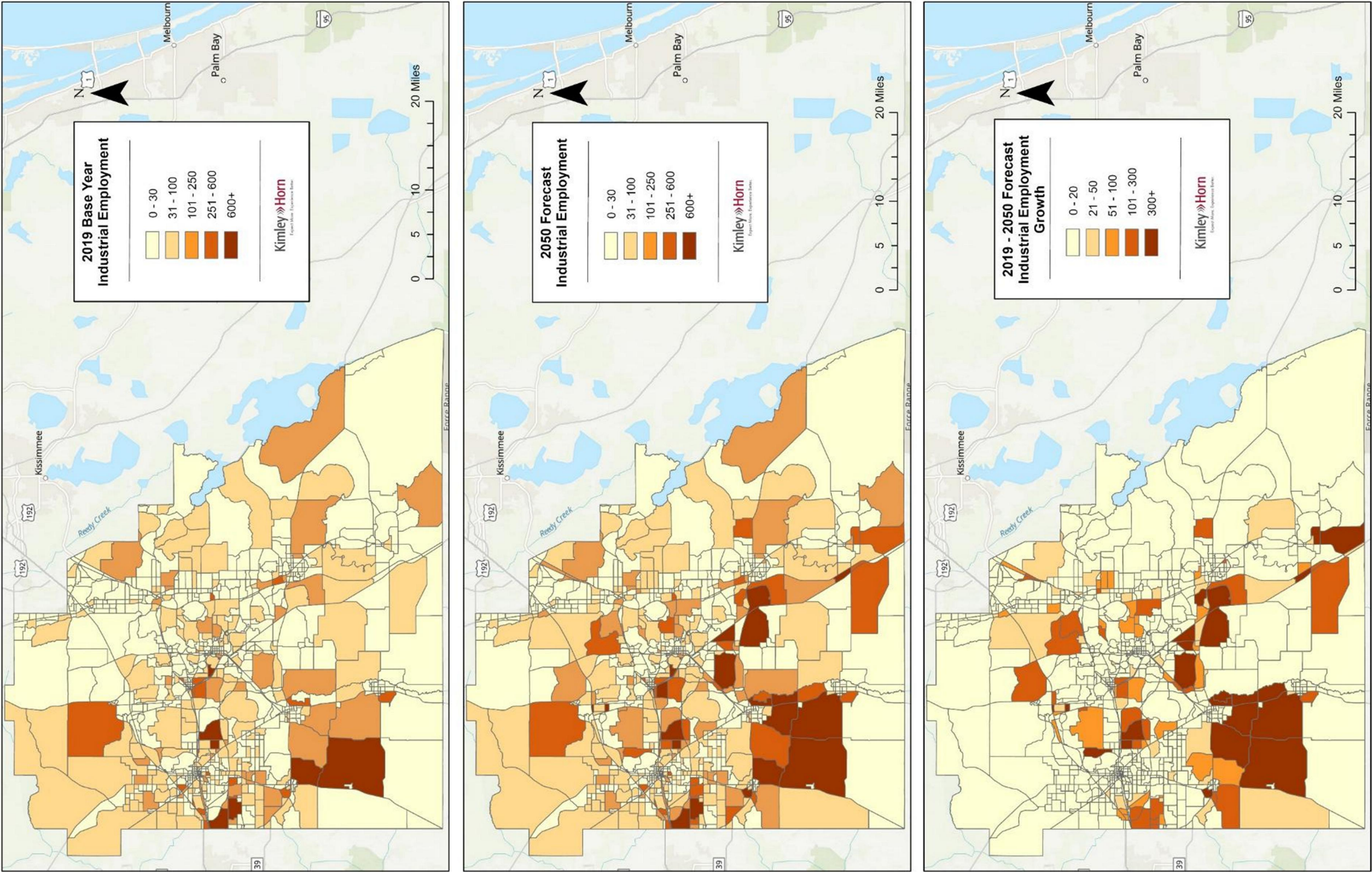


Figure 3-5. Projected Industrial Employment by TAZ (2019-2050)

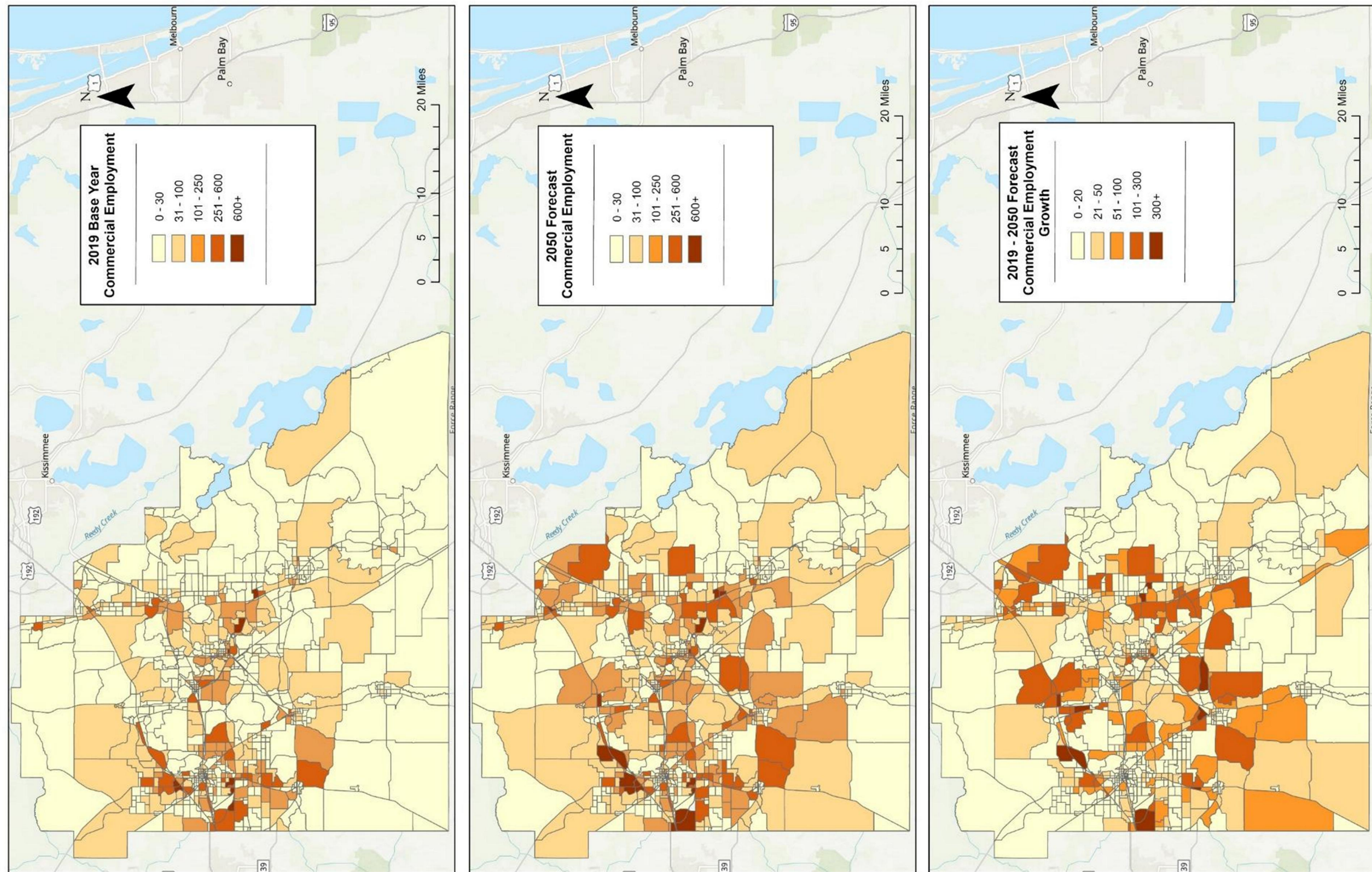


Figure 3-6. Projected Commercial Employment by TAZ (2019-2050)

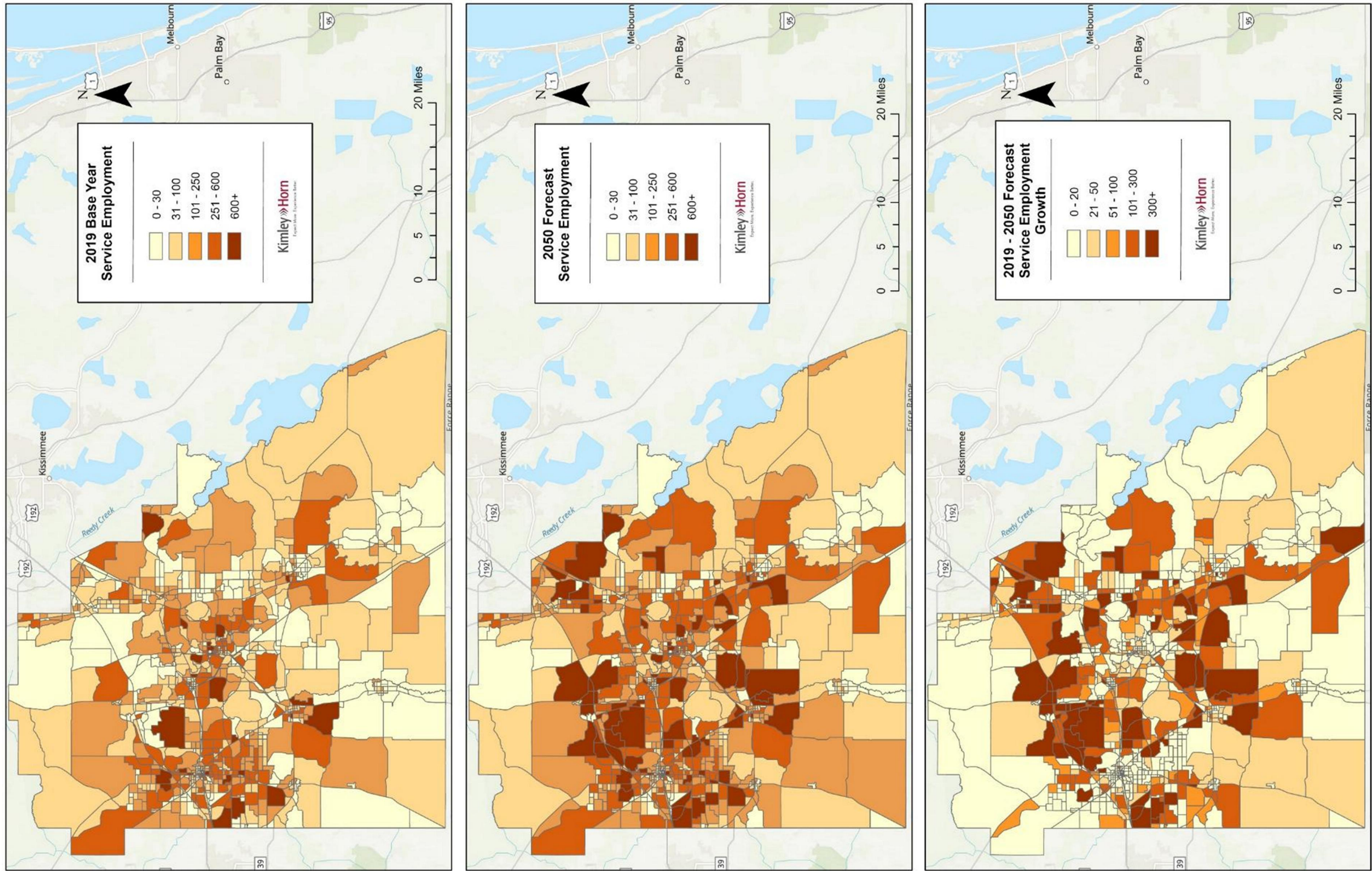


Figure 3-7. Projected Service Employment by TAZ (2019-2050)

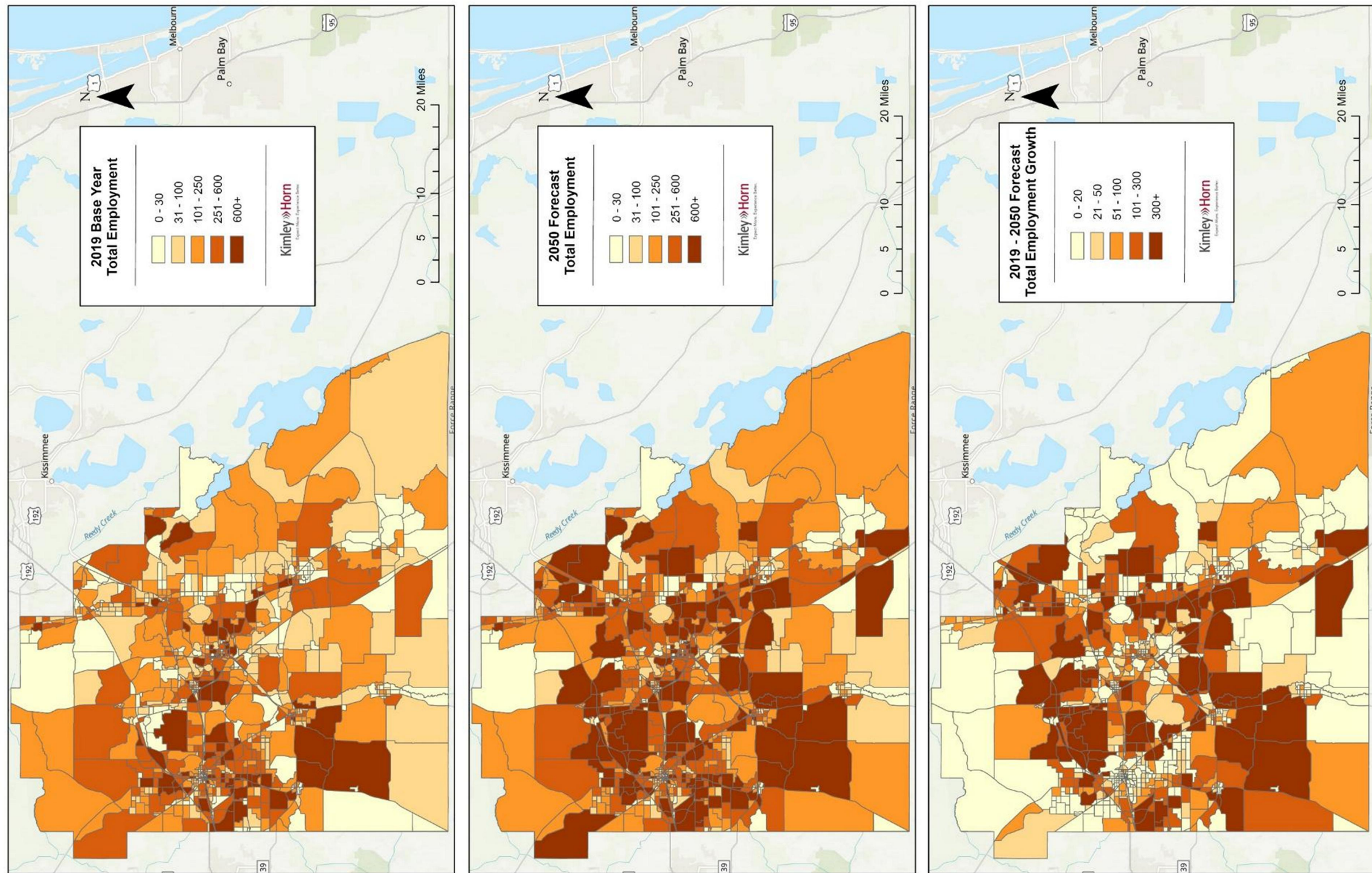


Figure 3-8. Projected Total Employment by TAZ (2019-2050)

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.

The results on the travel demand model are shown in Figure 3-9 on the next page.

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 FDOT District One Regional Planning Model 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.



Lake Elbert

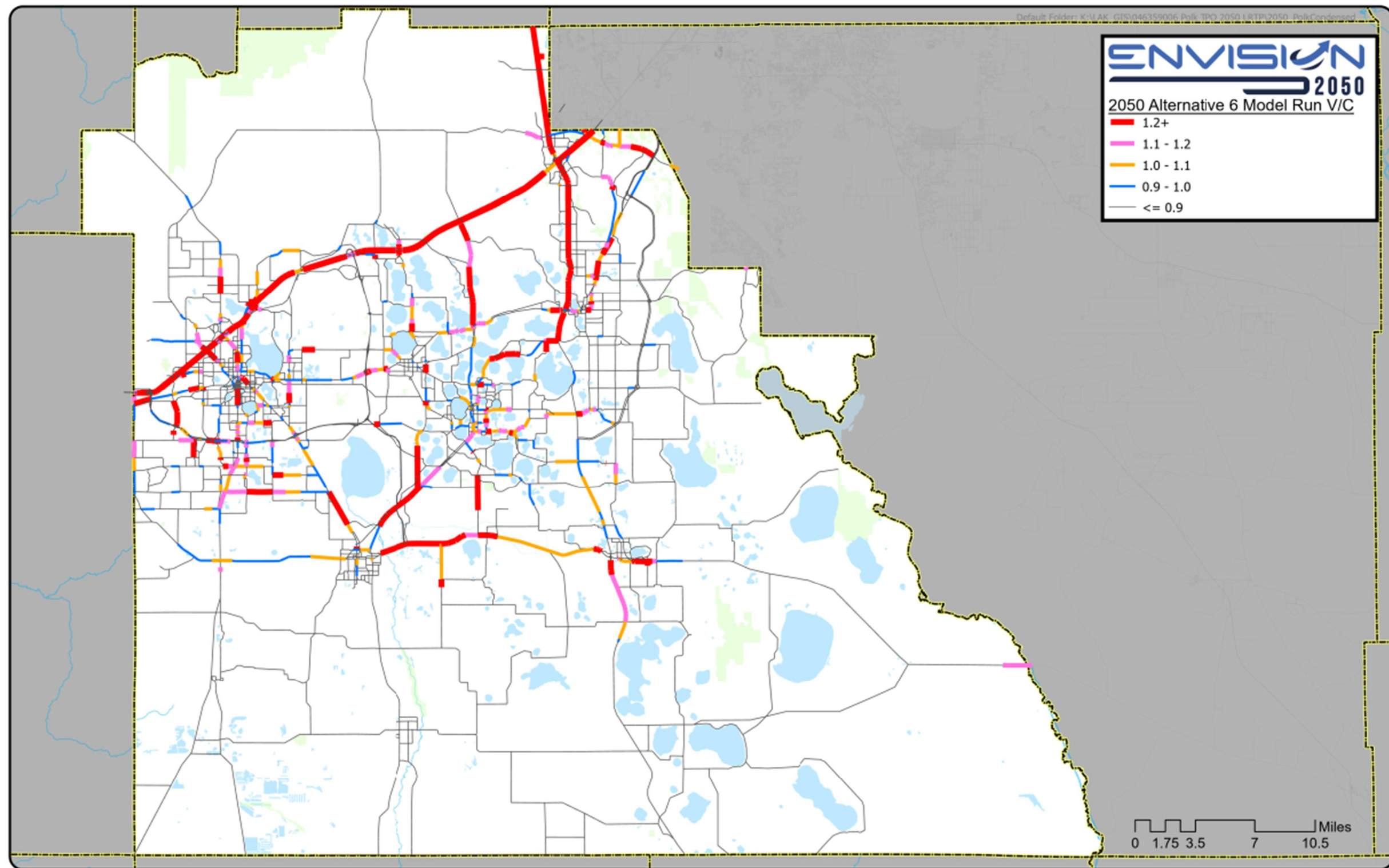


Figure 3-9. Travel Demand Model Results

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.

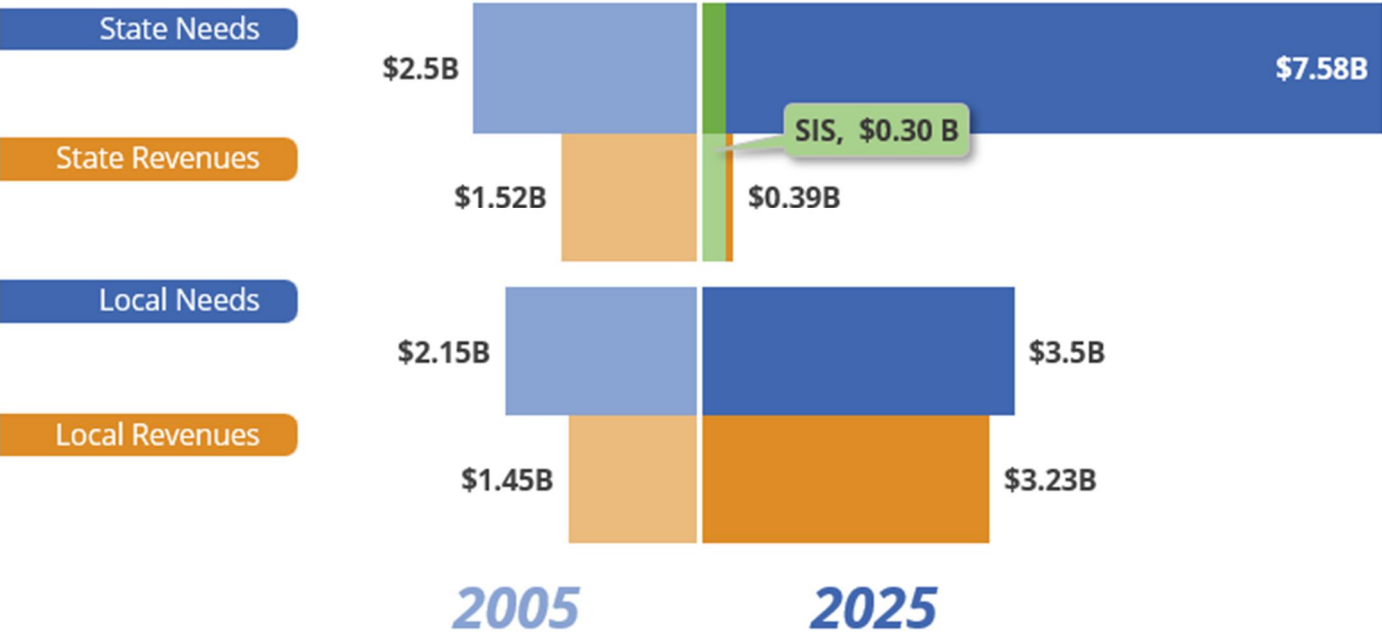


Figure 4-1. Transportation Needs and Revenues in 2005 vs. 2025

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 L RTP 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 L RTP 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	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

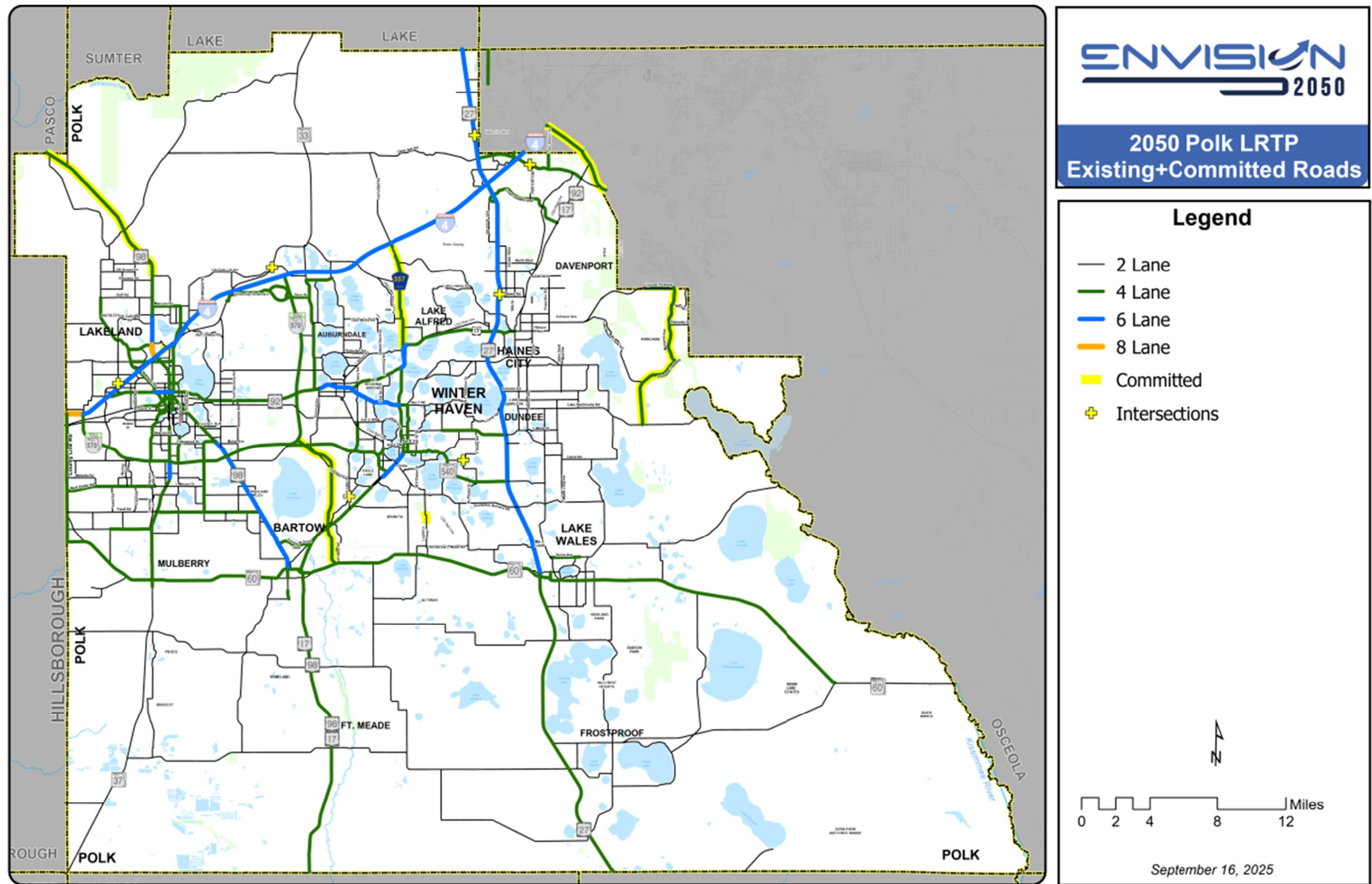


Figure 4-4. Existing + Committed Roadway Network

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 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 project 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

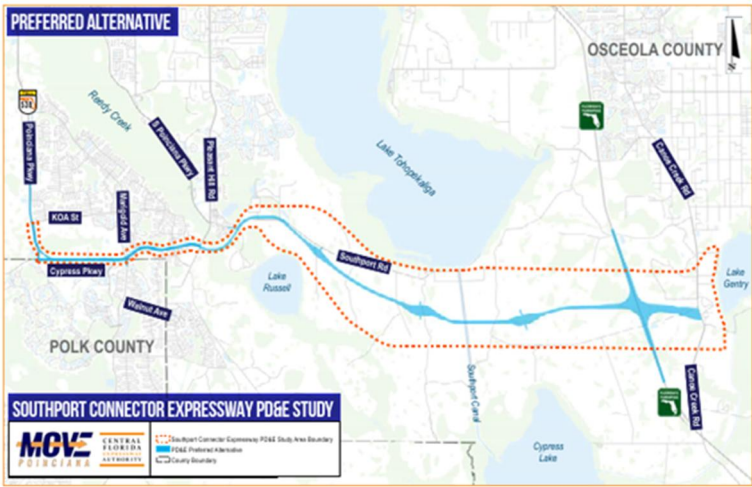
discussions as a potential long-term solution for regional connectivity, multimodal access, and improved hurricane evacuation routes.

SPECIAL STUDIES

Lake Shore Way / Shinn Blvd (US 17/92) Corridor Planning Study

The Lake Shore Way/Shinn Boulevard Corridor Planning Study, led by FDOT, is a key initiative aimed at enhancing safety, mobility, and downtown connectivity in Lake Alfred. Focused on the one-way pair of Lake Shore Way and Shinn Boulevard between US 17 and Rochelle Avenue, the study explores alternatives such as converting the corridor to two-way traffic to support a more walkable and vibrant downtown.

In response to community concerns about increased traffic volumes, pedestrian safety, and speeding, FDOT will conduct a lane repurposing analysis as part of the broader SR 600 (US 17/92) PD&E Study. The planning effort, which runs through 2027, includes robust public engagement and is aligned with the Polk TPO's goals for multimodal accessibility and context-sensitive design.



Lakeland Area Alternatives Analysis

The Lakeland Area Alternatives Analysis (LAAA), 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 Feasibility Study, led by FDOT in partnership with the City of Lakeland, is an ongoing planning effort to evaluate potential sites for a regional transportation hub in downtown Lakeland. Envisioned as a multimodal mobility center, the facility would integrate local and intercity bus service, passenger rail (Amtrak and future SunRail), rideshare, carpooling, taxis, vehicle and bicycle sharing, and pedestrian access. The study has completed Tier 1 and Tier 2 site screenings and received formal support from the Lakeland City Commission for the Downtown West, Option B site through Resolution No. 19-081. Public workshops and stakeholder engagement have been central to the process, and FDOT continues to refine the study through technical evaluations and advisory committee input. The final site selection and feasibility report are still in development, with the project remaining a key component of future regional mobility planning.

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 2024, the City is negotiating a Memorandum of Understanding with FDOT to advance the final design, with construction anticipated to begin in 2027. The project aligns with the Polk TPO's goals for complete streets and context-sensitive design.

US 17 Vision and Action Plan (Winter Haven)

The US 17 Vision and Action Plan is a corridor planning initiative developed by the 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 Project Development and Environment (PD&E) Study is an ongoing initiative led by FDOT to address congestion, safety, and multimodal connectivity in downtown Haines City. The study corridor extends from South 1st Street to 17th Street and evaluates alternatives to improve roadway operations and accommodate future travel demand. Key options include reconstructing the existing underpass to maintain grade separation between the roadway, rail line, and Haines City Trail, or adding new at-grade lanes north of the current structure. The latter raises safety and clearance concerns, as the existing rail bridge provides only 14 feet 5 inches of vertical clearance. FDOT has conducted public workshops and released concept plans to gather community input, with a formal public hearing anticipated in Winter 2024 or Spring 2025. The study supports the Polk TPO's goals for safe, efficient, and context-sensitive transportation infrastructure.

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.

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 Terminal Master Plan

The Lakeland Linder International Airport (LAL) Terminal Master Plan (TAMP) positions the airport as a forward-thinking hub in Florida's Strategic Intermodal System (SIS), with new designations for Drane Field Road and County Line Road as SIS connector roads to enhance regional connectivity. A key feature of the plan is its proactive integration of advanced air mobility (AAM) into

the airport's future development. The Preferred Development Alternative site plan specifically designates an "Advanced Air Mobility Zone," signaling LAL's commitment to supporting next-generation aviation technologies such as electric vertical takeoff and landing (eVTOL) aircraft and other emerging AAM operations.

This AAM zone is incorporated into the phased development strategy, ensuring that infrastructure and operational planning will accommodate future AAM services as the industry evolves. The plan's multi-modal 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 including AAM in its master planning, LAL demonstrates leadership in embracing innovative transportation solutions, aligning with SIS priorities, and preparing the region for the future of air travel. The TAMP's approach ensures that LAL will remain adaptable and competitive, ready to serve both conventional and advanced aviation needs as part of a comprehensive, sustainable growth strategy.

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 L RTP goals for a connected, accessible, and resilient transportation network.

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. Key service improvements are described below.

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.

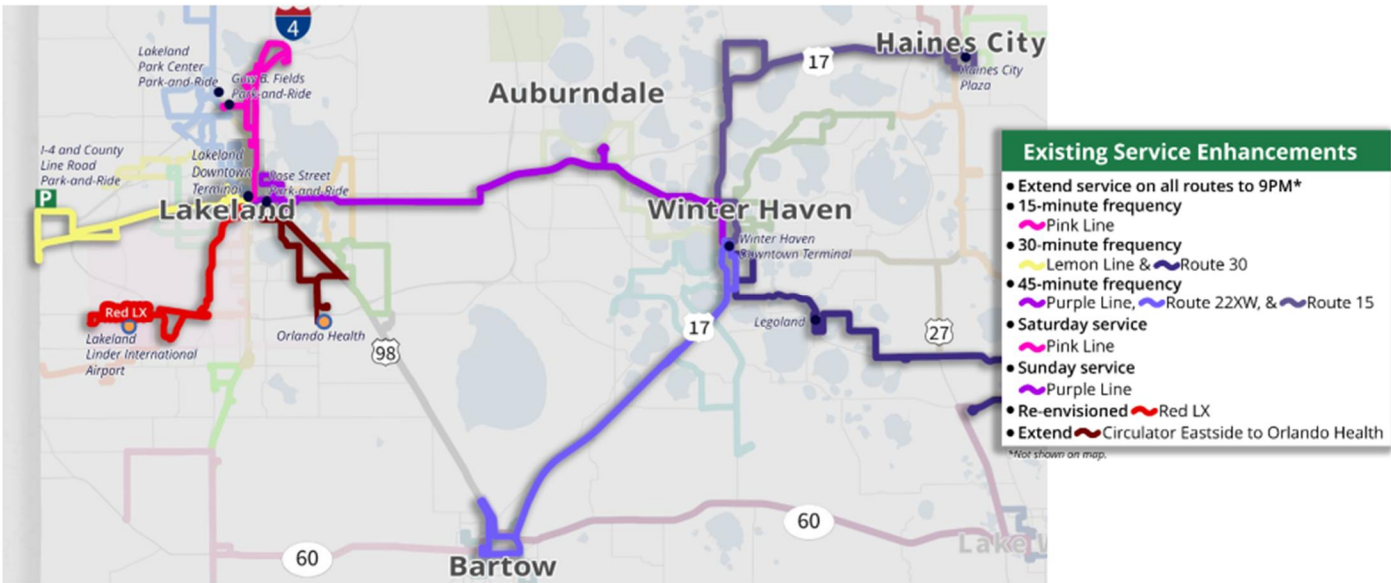


Figure 4-5. Enhancements to Existing Network

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.

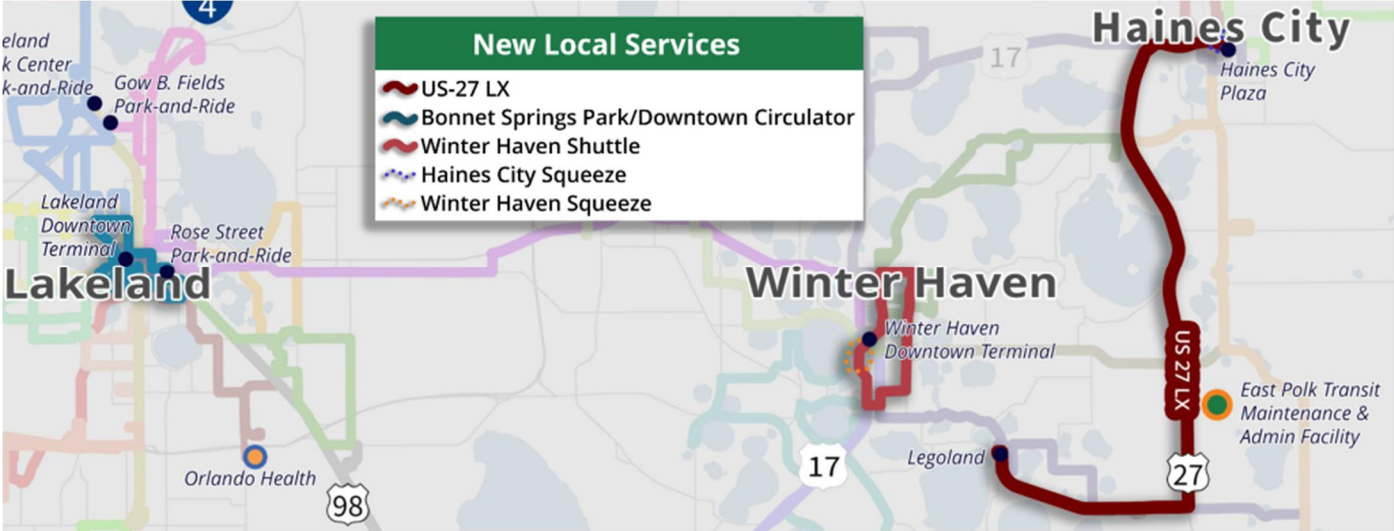


Figure 4-6. New Local Service

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.

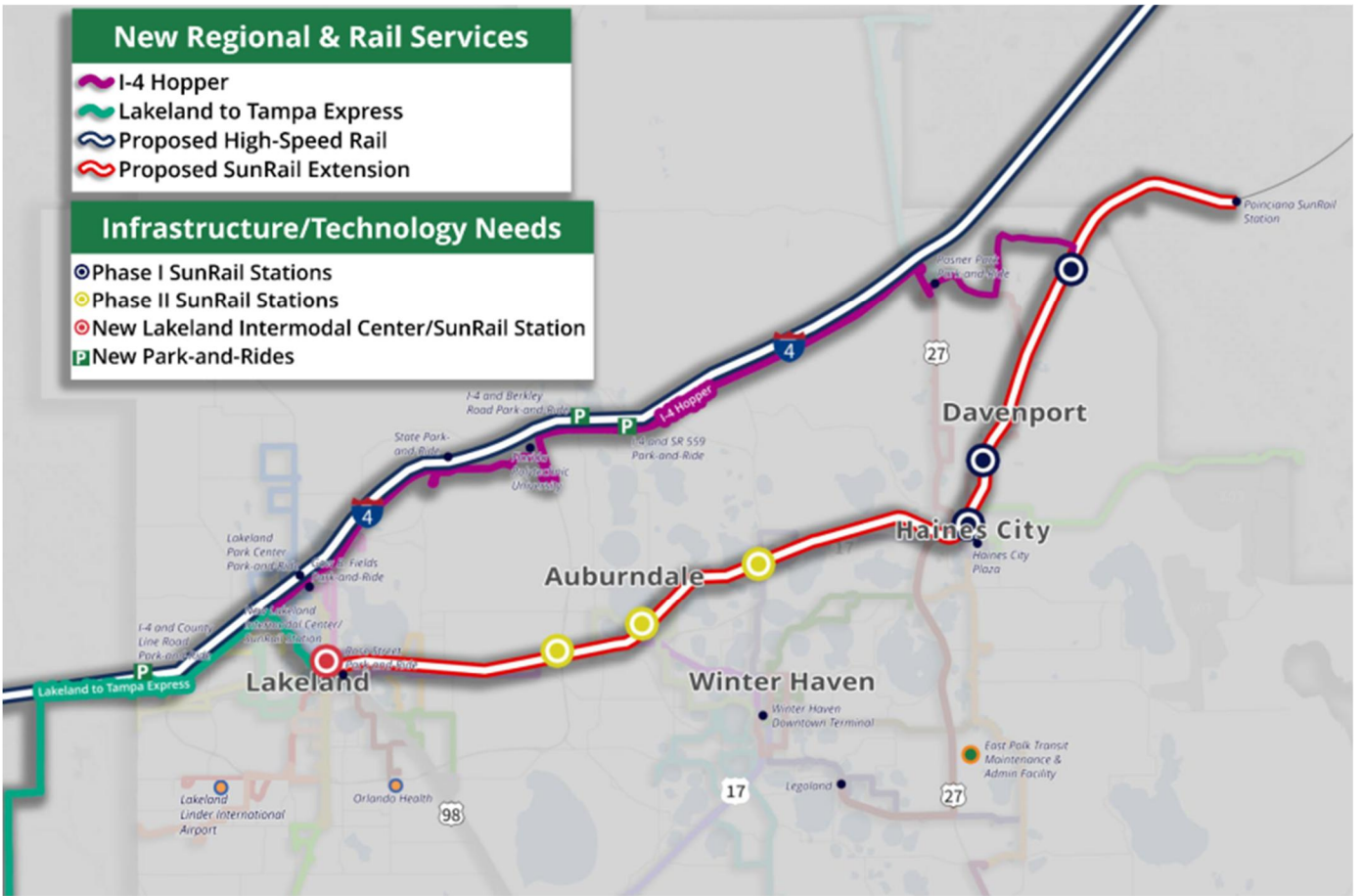


Figure 4-7. New Regional and Rail Services

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.

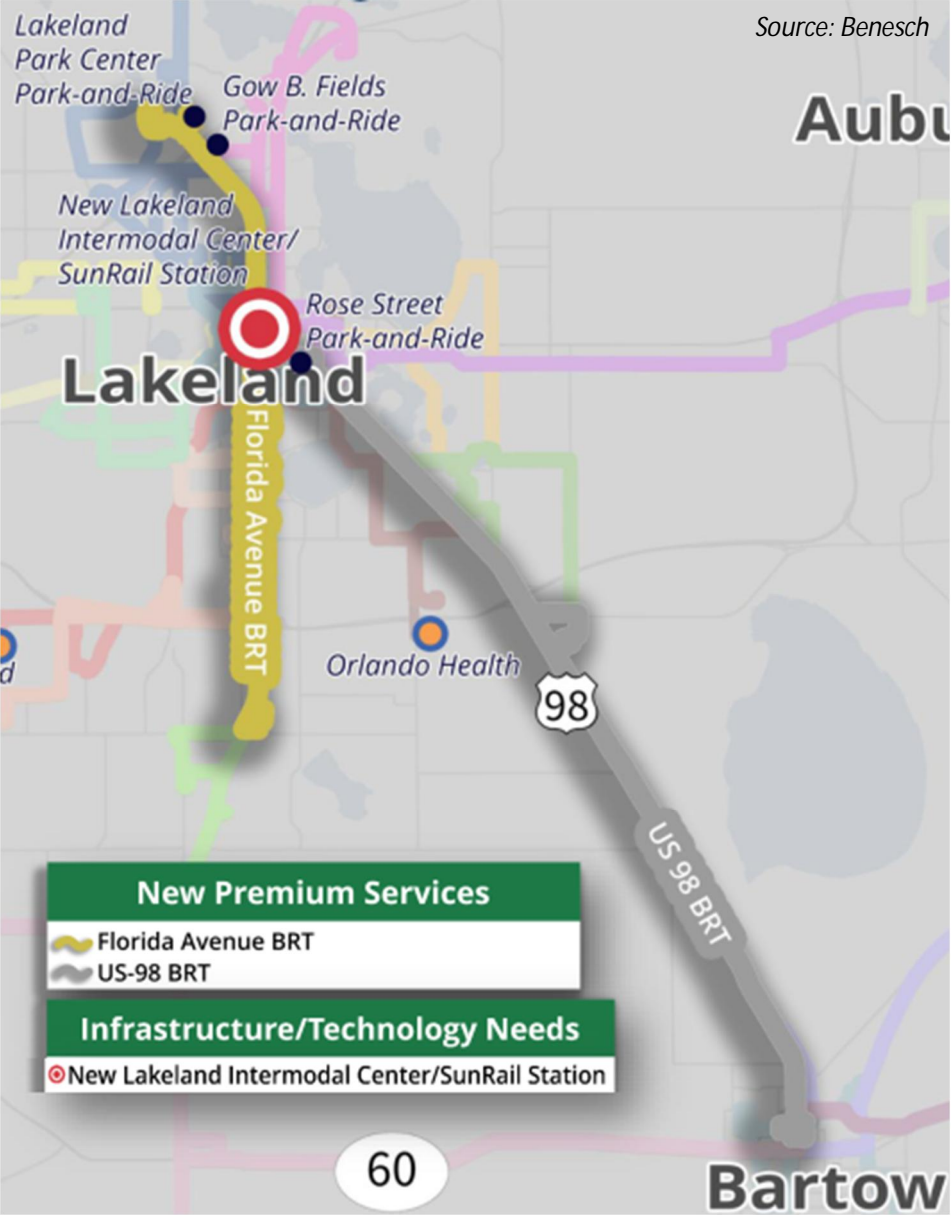


Figure 4-8. New Premium Services

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.

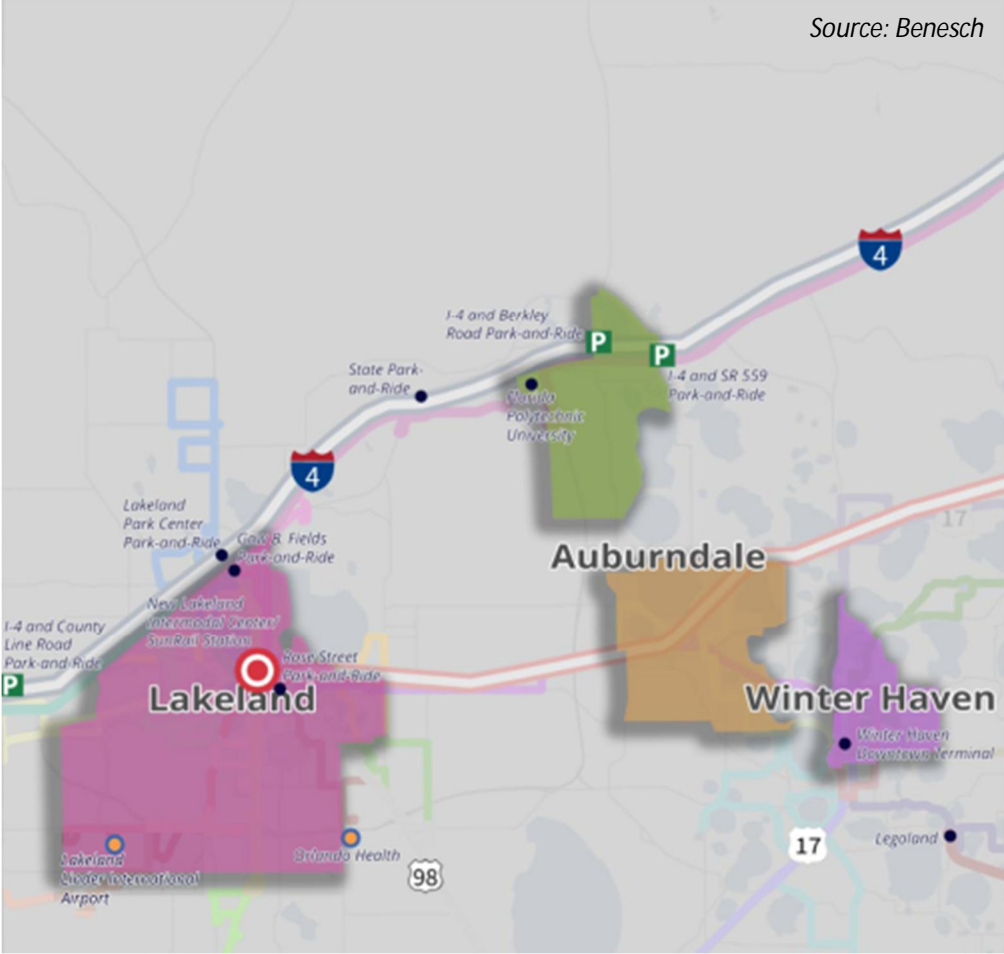


Figure 4-9. New Microtransit Service

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



Table 4-4. 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 6 th 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, 5 th 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 6 th Street, 1 st Street, Martin Luther King Jr Boulevard, 7 th 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, 4 th Street, Oak Avenue, Ledwith Avenue, and 8 th 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, 1 st 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 17 th 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 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

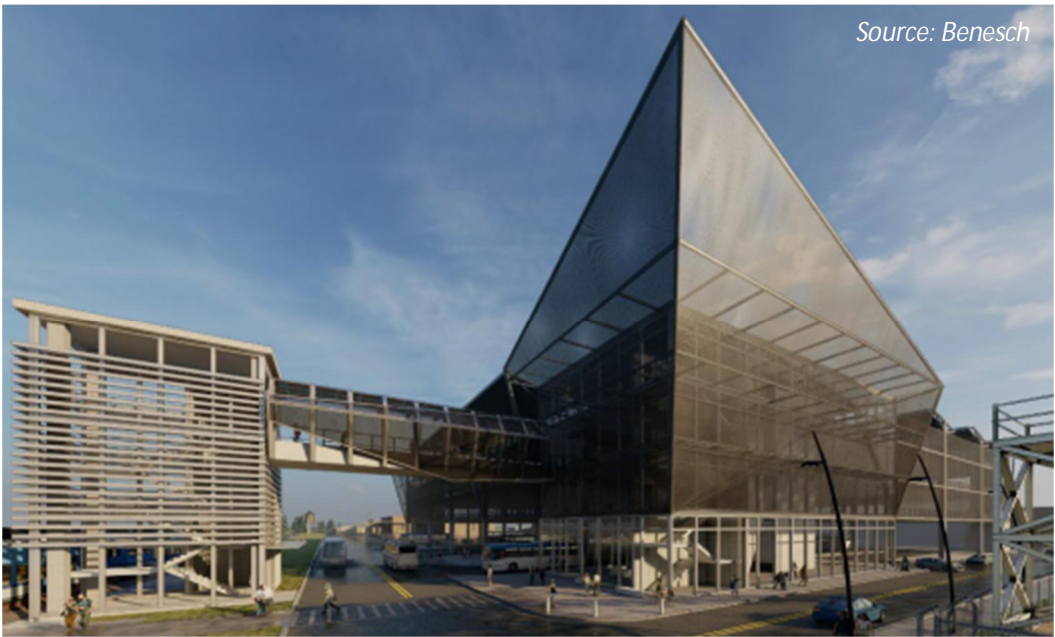


Figure 4-11. Lakeland Intermodal Center Conceptual Rendering

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.

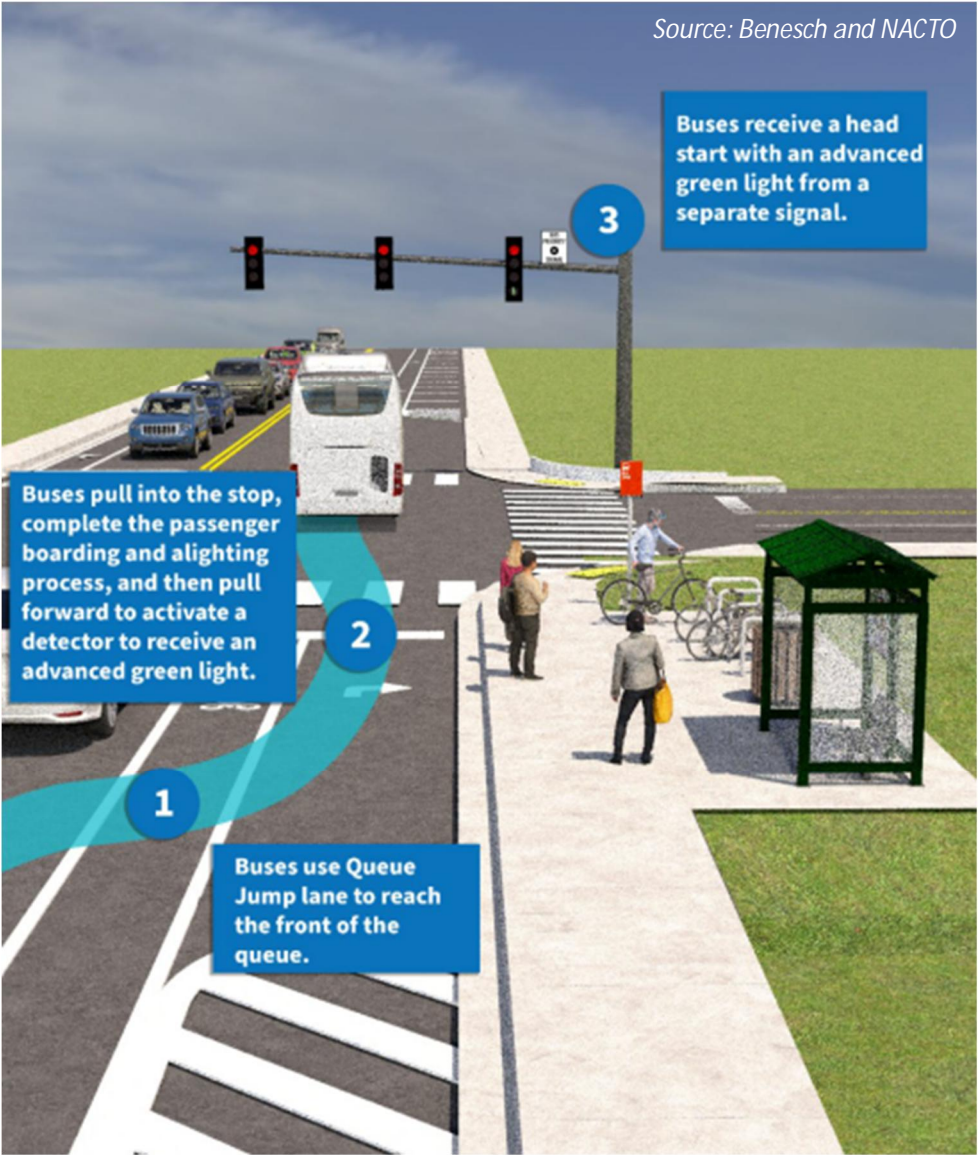


Figure 4-12. TSP with Queue Jump Concept to Support BRT

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 XX 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 Error! Not a valid bookmark self-reference.. 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 4-5. 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.

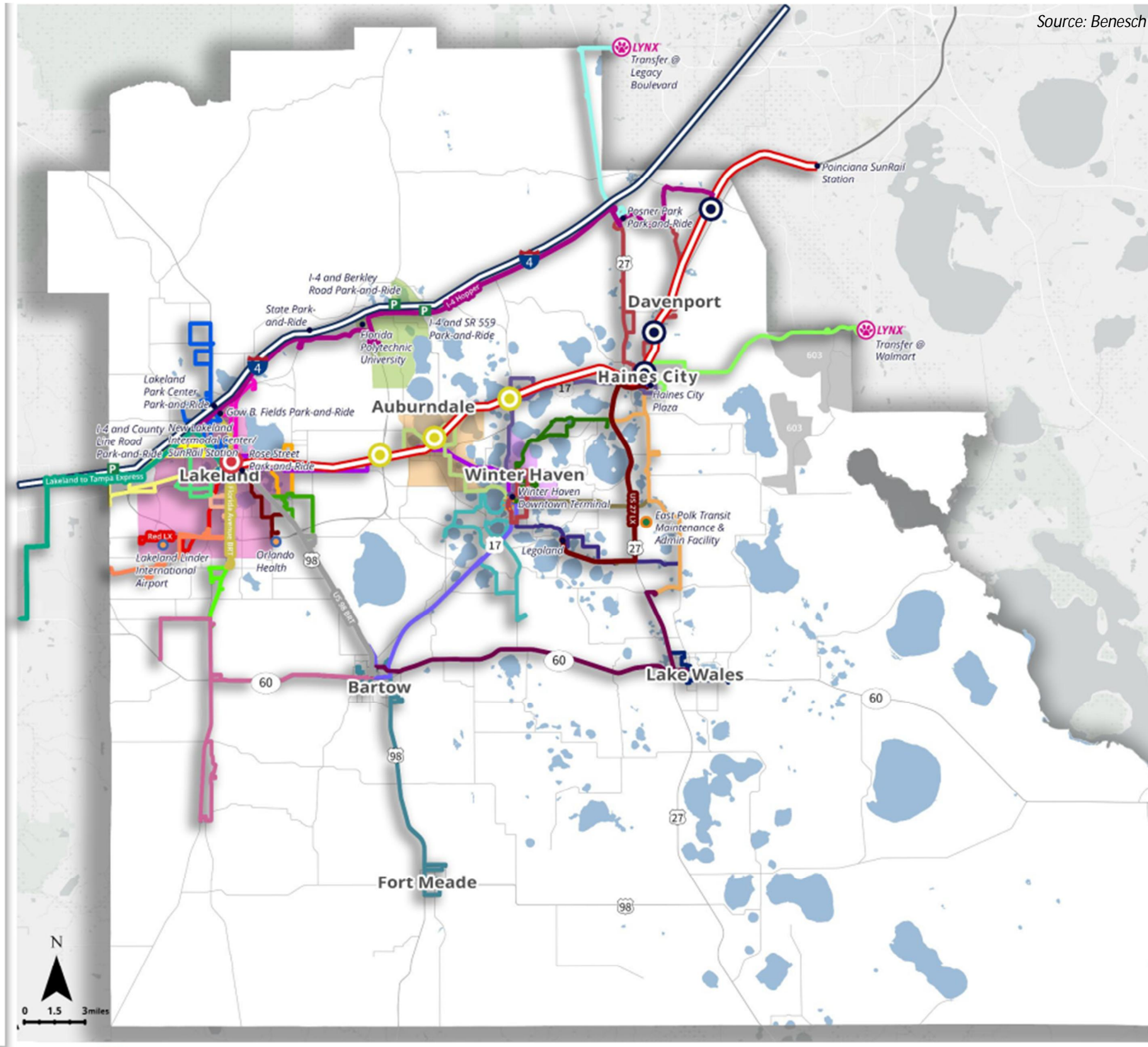
**Annually

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



Source: Benesch

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
- 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.

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

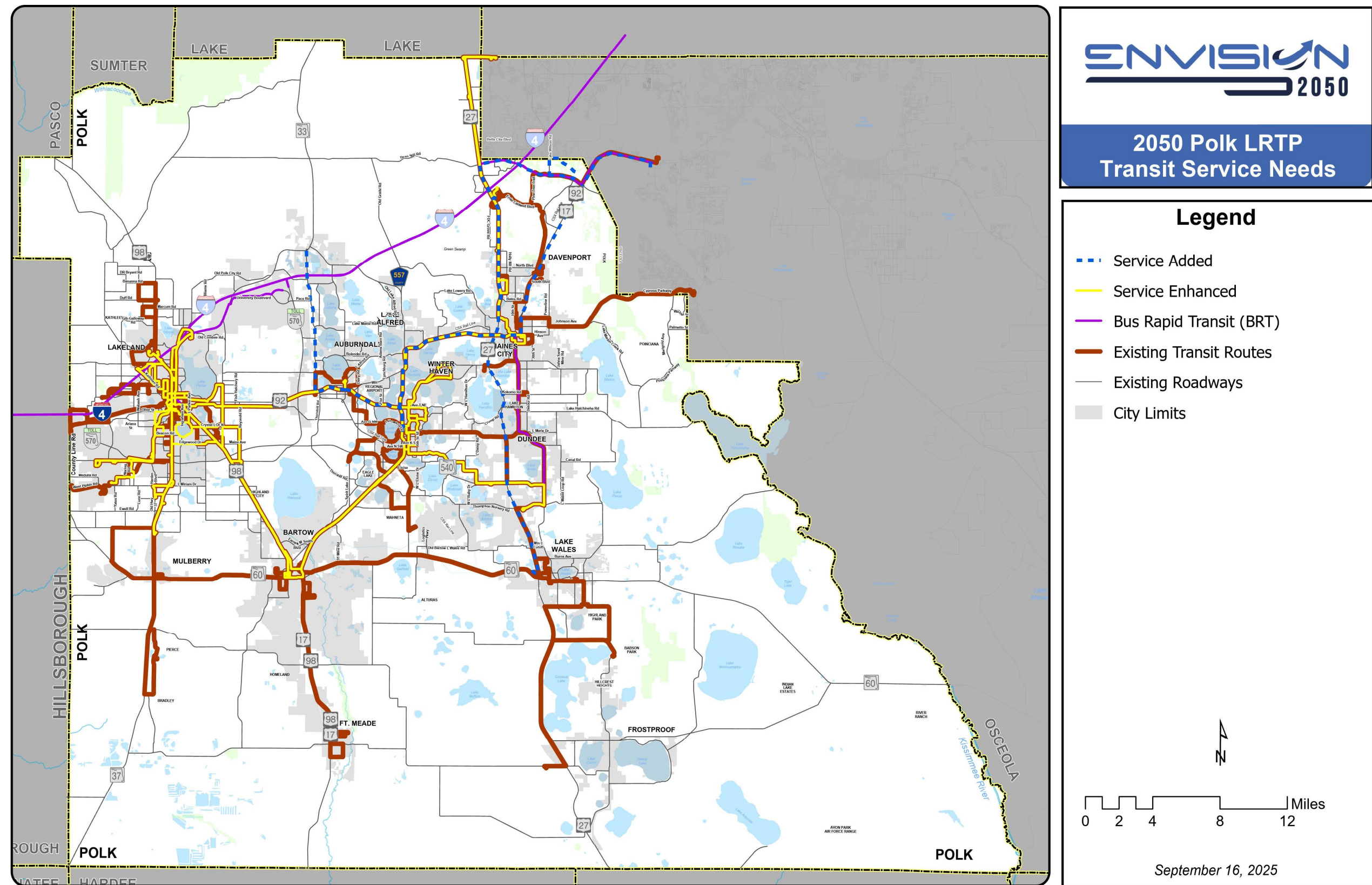


Figure 4-15. 2050 Transit Service Needs

SUN RAIL

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 is conducting a Project Development and Environment (PD&E) Study to evaluate a potential expansion of SunRail commuter rail into Polk County. 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.

This effort comes at a pivotal time. 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.

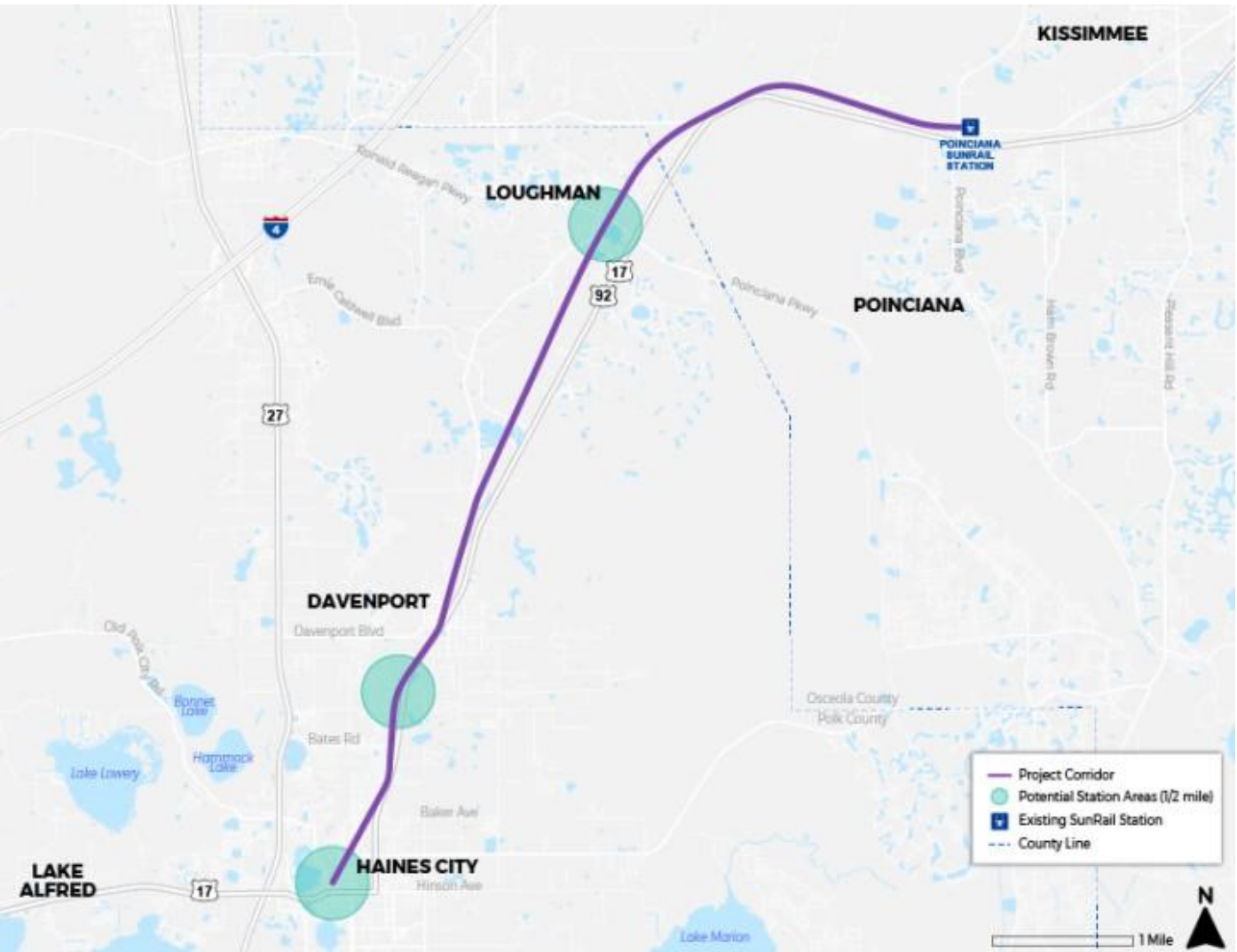


Figure 4-16. SunRail Expansion Study Area

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

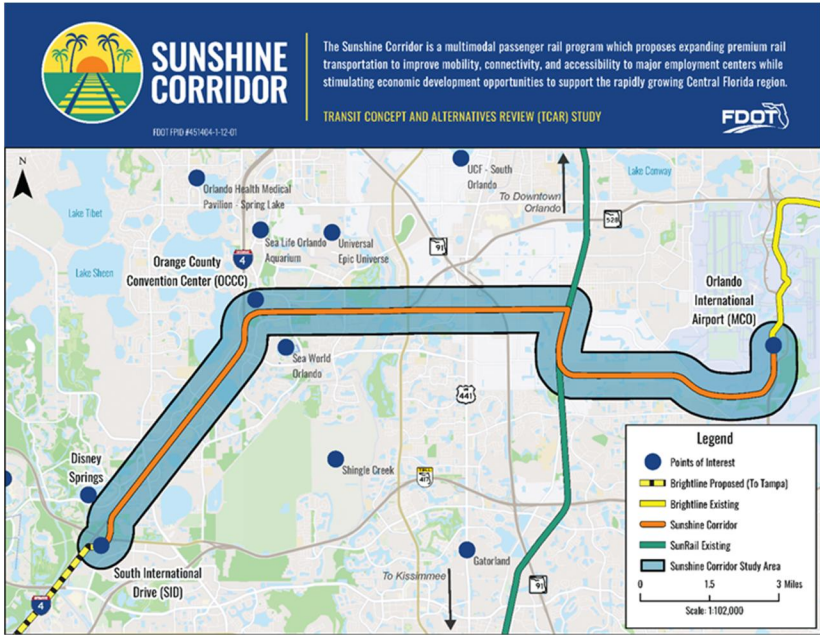
High-speed rail (HSR) has long been discussed as a transformative mobility option for Central Florida, particularly along the I-4 corridor between Tampa and Orlando. While earlier efforts were discontinued in 2011, interest in regional and statewide passenger rail continues to resurface as population 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 4-6 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.



Table 4-6. 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 7 th 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 15 th 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 12 th 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 8 th to 14 th 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

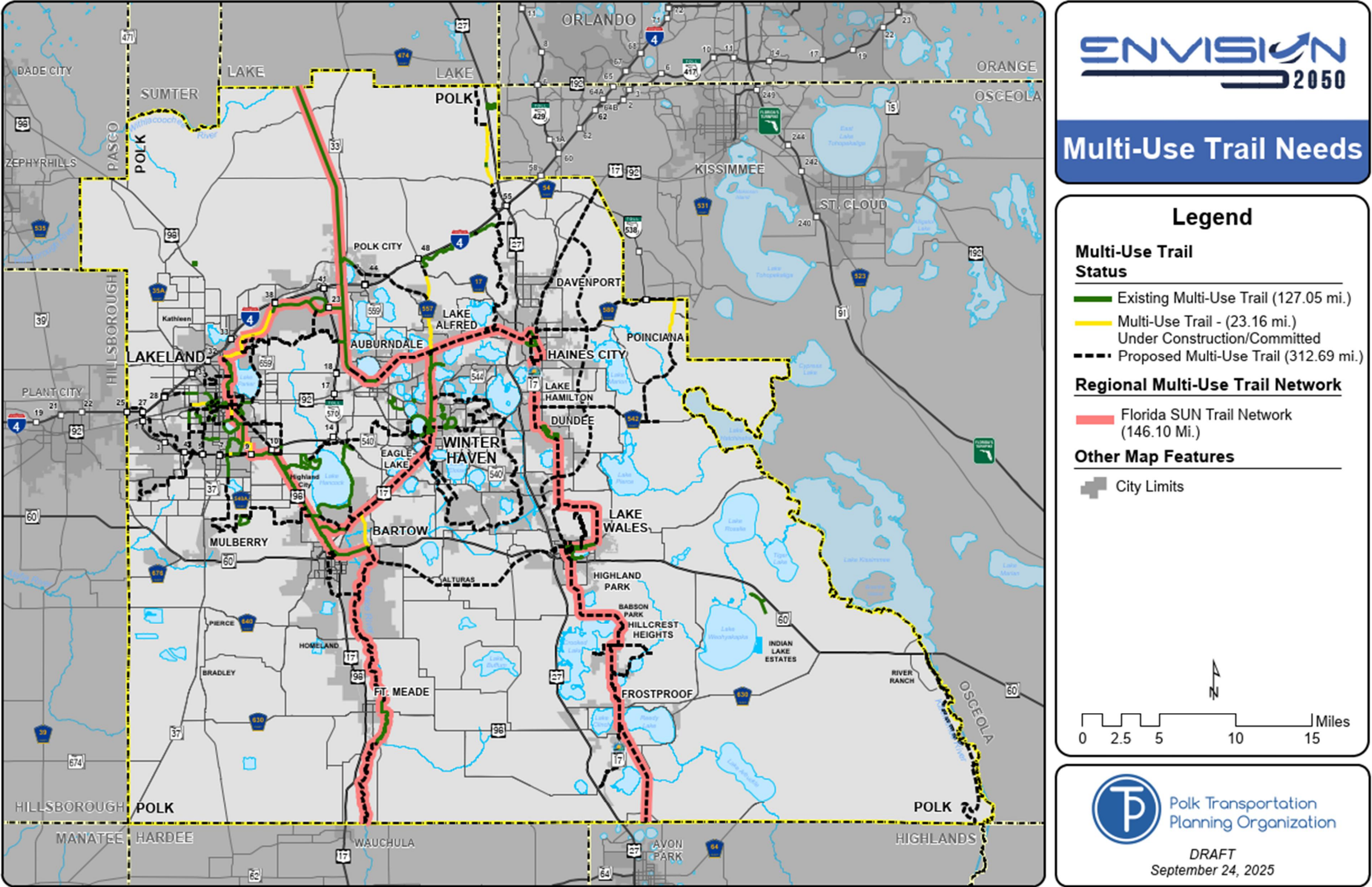


Figure 4-19. 2050 Multi-Use Trail Needs

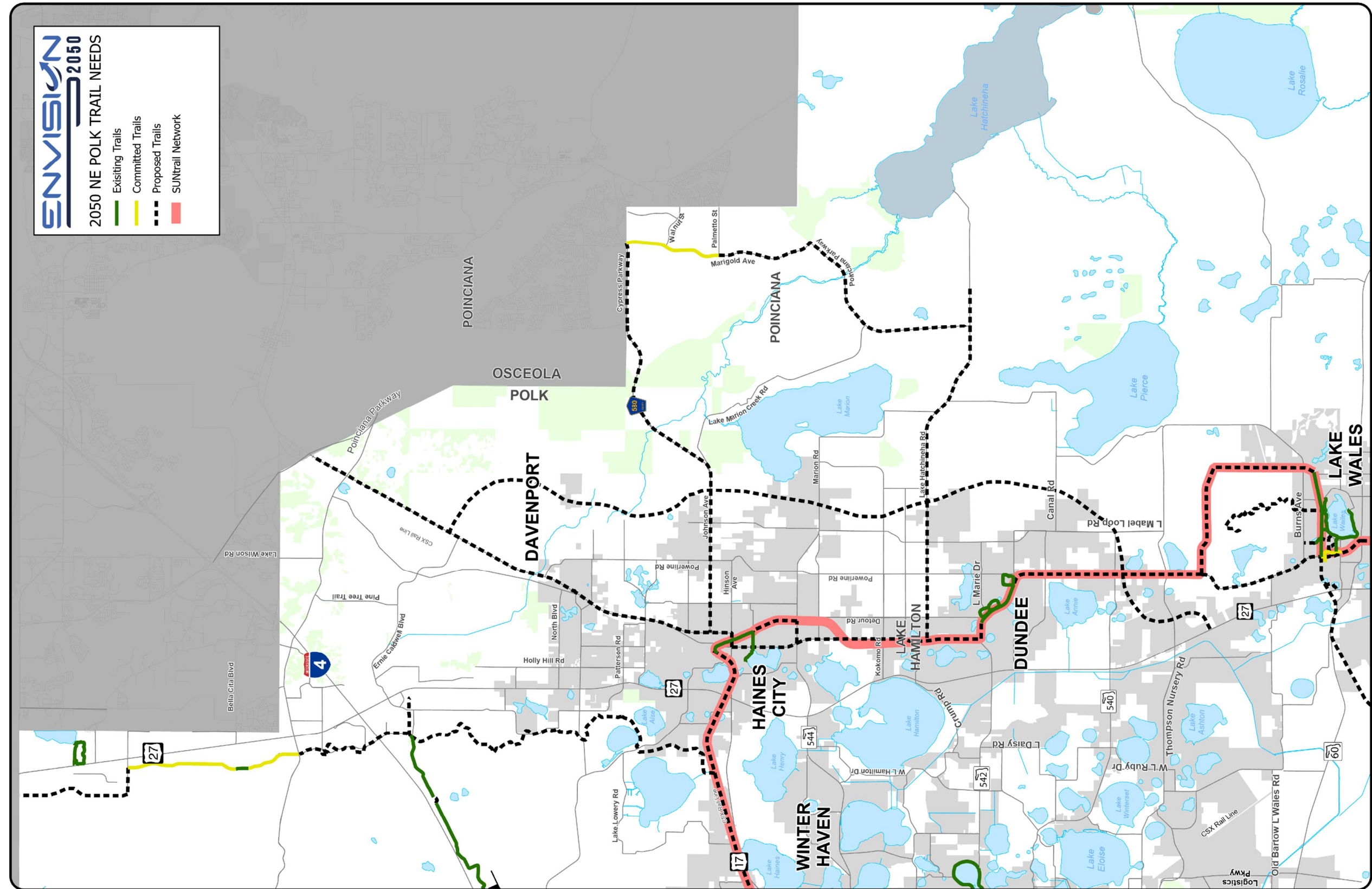


Figure 4-20. Northeast Polk 2050 Trail Needs

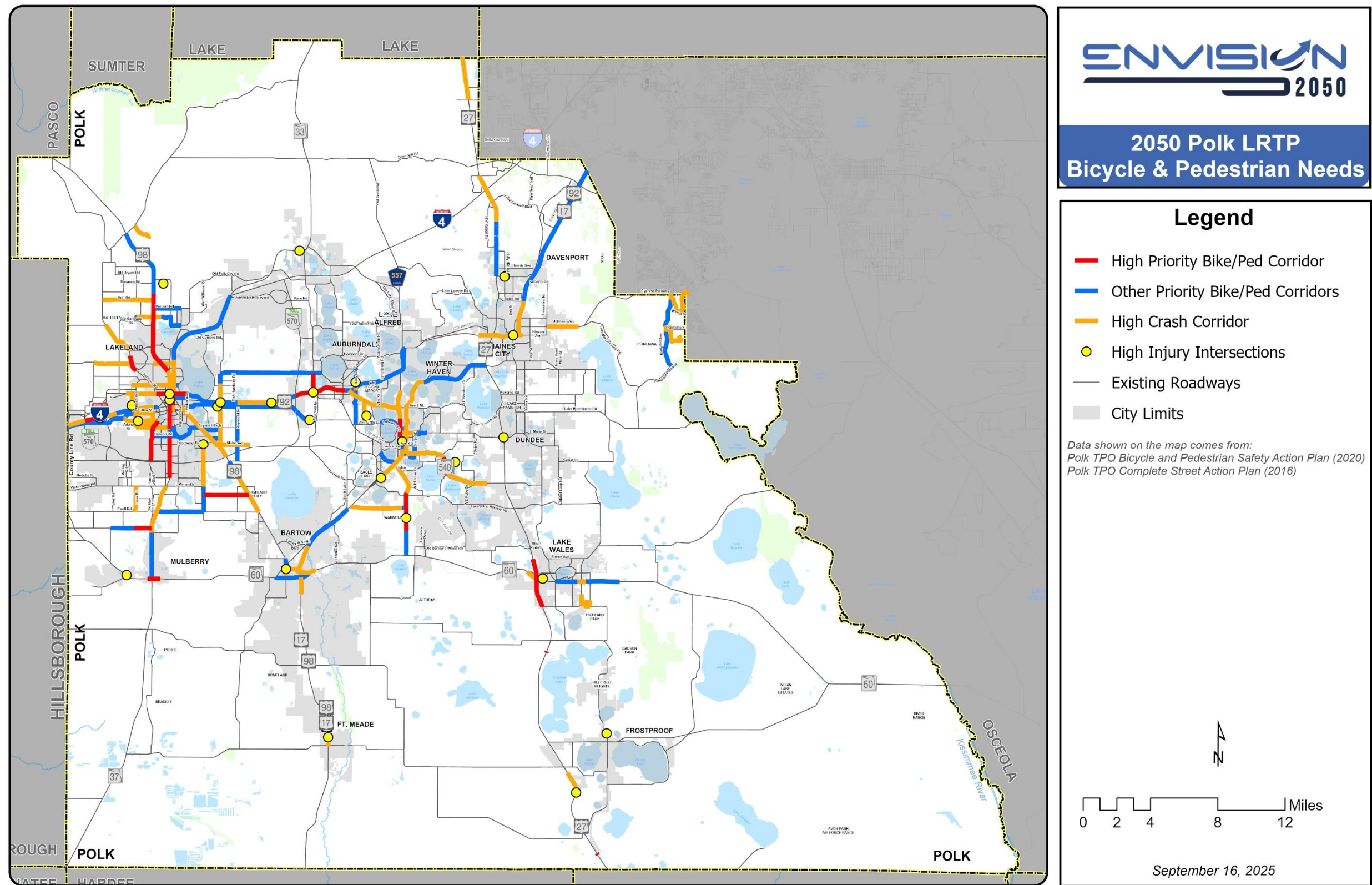


Figure 4-21. 2050 Bicycle and Pedestrian Needs

4.6 SAFETY

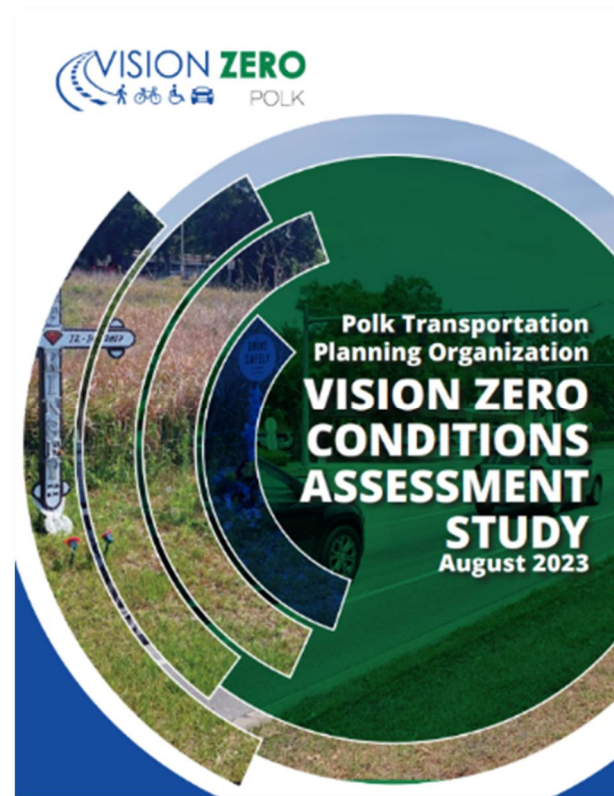
VISION ZERO CONDITIONS ASSESSMENT STUDY

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 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 IJIA 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 HINs. 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.

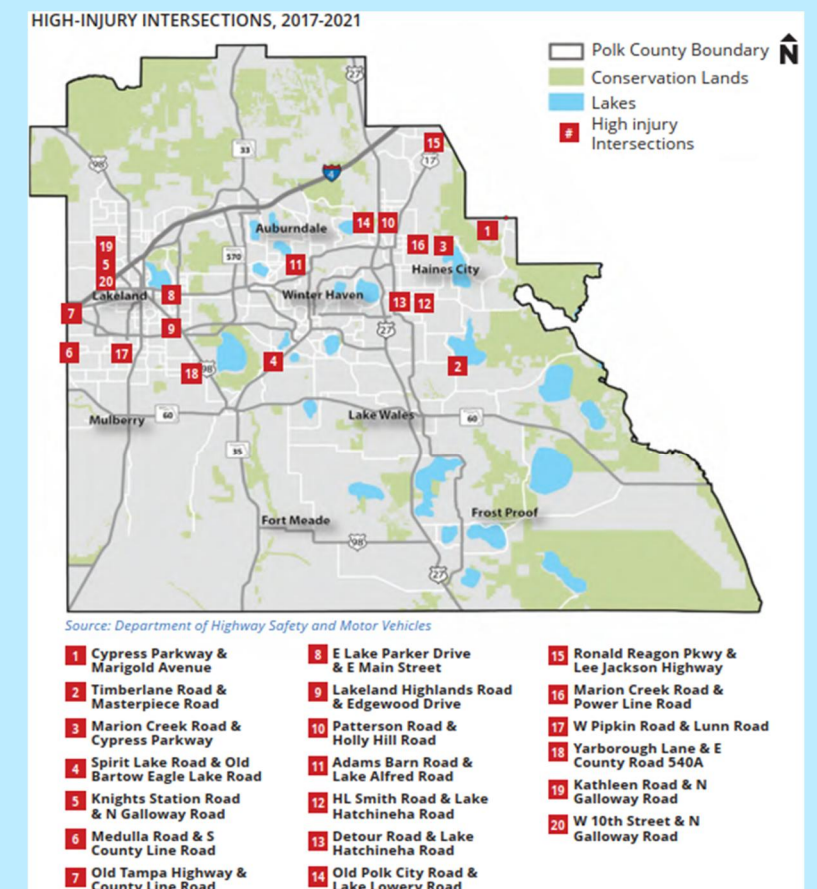
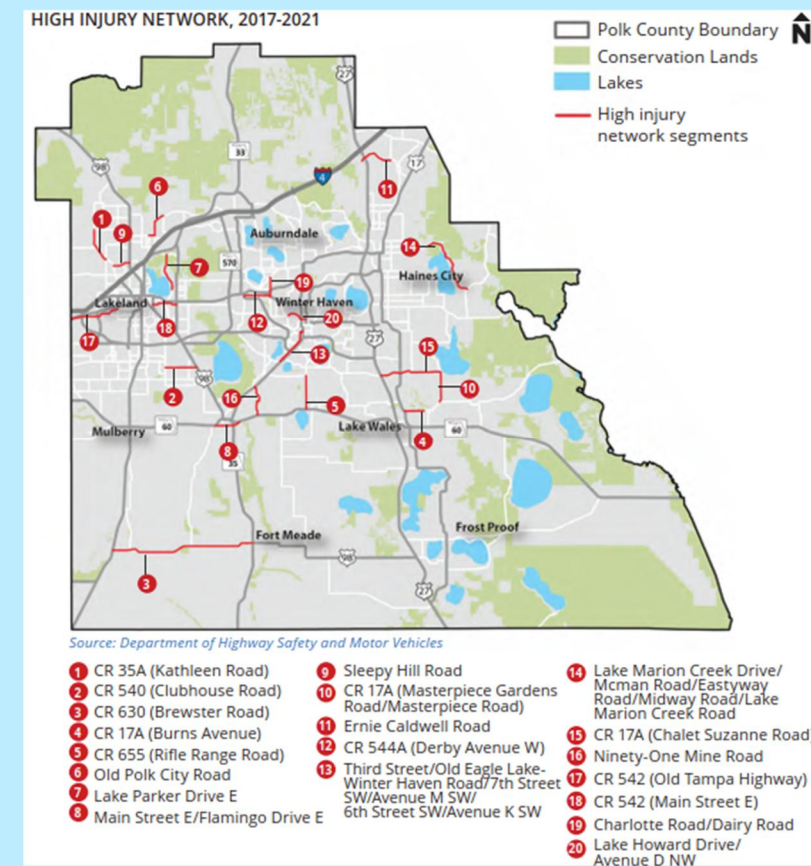
- Program Level Action Items

- 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 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 nearly \$12.6 million. 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

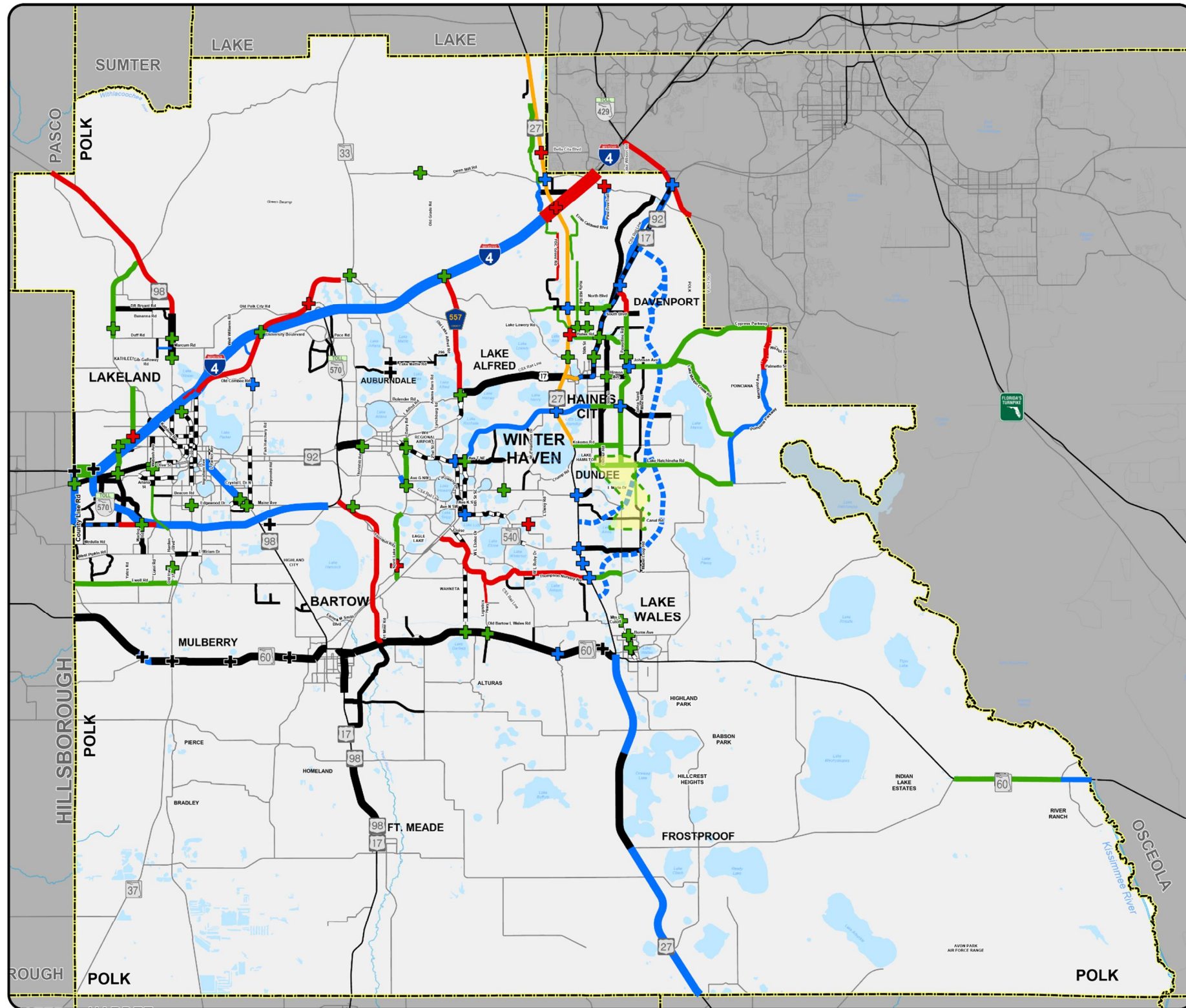
Fully Committed Projects (2025 - 2030)			
ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27	AT US 27	INTERSECTION/INTERCHANGE
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	INTERSECTION/INTERCHANGE
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	INTERSECTION/INTERCHANGE
CR 557	US 17/92	I-4	WIDEN 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					
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	CST TIME
KATHLEEN RD EXT	W SOCRUM LOOP RD	US 98	2.40	NEW 4 LANES	2031 – 2035
KATHLEEN ROAD	DUFF RD	W SOCRUM LOOP RD	2.26	WIDEN 2 TO 4 LANES	2031 – 2035
NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	NEW 4 LANES	2031 – 2035
FDC GROVE ROAD/NORTHRIDGE FLYOVER	FDC GROVE RD	NORTHRIDGE TRL	1.12	NEW 2 LANES	2031 – 2035
POWERLINE ROAD	HINSON AVENUE E	SOUTH BLVD	3.25	WIDEN 2 TO 4 LANES	2031 – 2035
NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	NEW 2 LANES	2036 – 2040
SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	2036 – 2040
DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	2036 – 2040
SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	2036 – 2040
SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	WIDEN 2 TO 4 LANES	2036 – 2040
WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	NEW 2 LANES	2041 – 2050
SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	WIDEN 2 TO 4 LANES	2041 – 2050
FDC GROVE ROAD	US 27	SANDERS RD	1.44	NEW 2 LANES	2041 – 2050
I-4	EAST OF FORBES BRANCH RD (HILLSBOROUGH CO)	POLK PARKWAY	0.98	MANAGED LANES	2041 – 2050
POWERLINE ROAD EXTENSION	LAKE HATCHINEHA RD	HINSON AVENUE E	4.75	NEW 4 LANES	2041 – 2050
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
CR 547 EXTENSION	OLD POLK CITY RD	DIAMOND ACRES RD	1.27	NEW 2 LANES	2041 – 2050
EWELL RD	CROSS CREEK ACRES WEST	SR 37	0.71	WIDEN 2 TO 4 LANES	2041 – 2050
KOKOMO RD	US 27	POWERLINE RD	5.81	WIDEN 2 TO 4 LANES	2041 – 2050

2050 Cost Feasible Projects					
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	CST TIME
LAKE HATCHINEHA RD	POWERLINE RD	MARIGOLD AVE	6.08	WIDEN 2 TO 4 LANES	2041 – 2050
LAKE HATCHINEHA RD	SR 17	POWERLINE RD	1.55	WIDEN 2 TO 4 LANES	2041 – 2050
H.L. SMITH ROAD (SUBSTANDARD GROVE ROAD)	LAKE MABEL LOOP ROAD	LAKE HATCHINEHA RD	2.02	IMPROVED 2 LANES	2041 – 2050
BATES RD EXT	US 17	POWERLINE RD	1.46	NEW 4 LANES	2041 – 2050
BATES ROAD	US 27	US 17/92	1.79	WIDEN 2 TO 4 LANES	2041 – 2050
LAKE MARION CREEK RD	MARIGOLD AVE	JOHNSON AVE	6.02	WIDEN 2 TO 4 LANES	2041 – 2050
CR 547	US 27	US 17/92/CSX LINE	2.28	WIDEN 2 TO 4 LANES	2041 – 2050
EWELL RD	COUNTY LINE RD	LUNN RD (WEST)	3.27	WIDEN 2 TO 4 LANES	2041 – 2050
EWELL RD	LUNN RD (WEST)	CROSS CREEK ACRES WEST	1.31	WIDEN 2 TO 4 LANES	2041 – 2050
CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	WIDEN 2 TO 4 LANES	2041 – 2050
CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	WIDEN 2 TO 4 LANES	2041 – 2050
CR 544	SR 17	POWERLINE RD	1.54	WIDEN 2 TO 4 LANES	2041 – 2050
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	2041 – 2050
HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	NEW 2 LANES	2041 – 2050
HOLLY HILL RD	PATTERSON RD	CR 547 (BAY ST)	1.01	NEW 2 LANES	2041 – 2050
HOLLY HILL RD	CR 547 (BAY ST)	FL DEVELOPMENT RD	1.99	NEW 2 LANES	2041 – 2050
HOLLY HILL RD	FL DEVELOPMENT RD	RIDGEWOOD LAKES BLVD.	0.43	NEW 2 LANES	2041 – 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 5-1. Cost Feasible Projects within Polk County

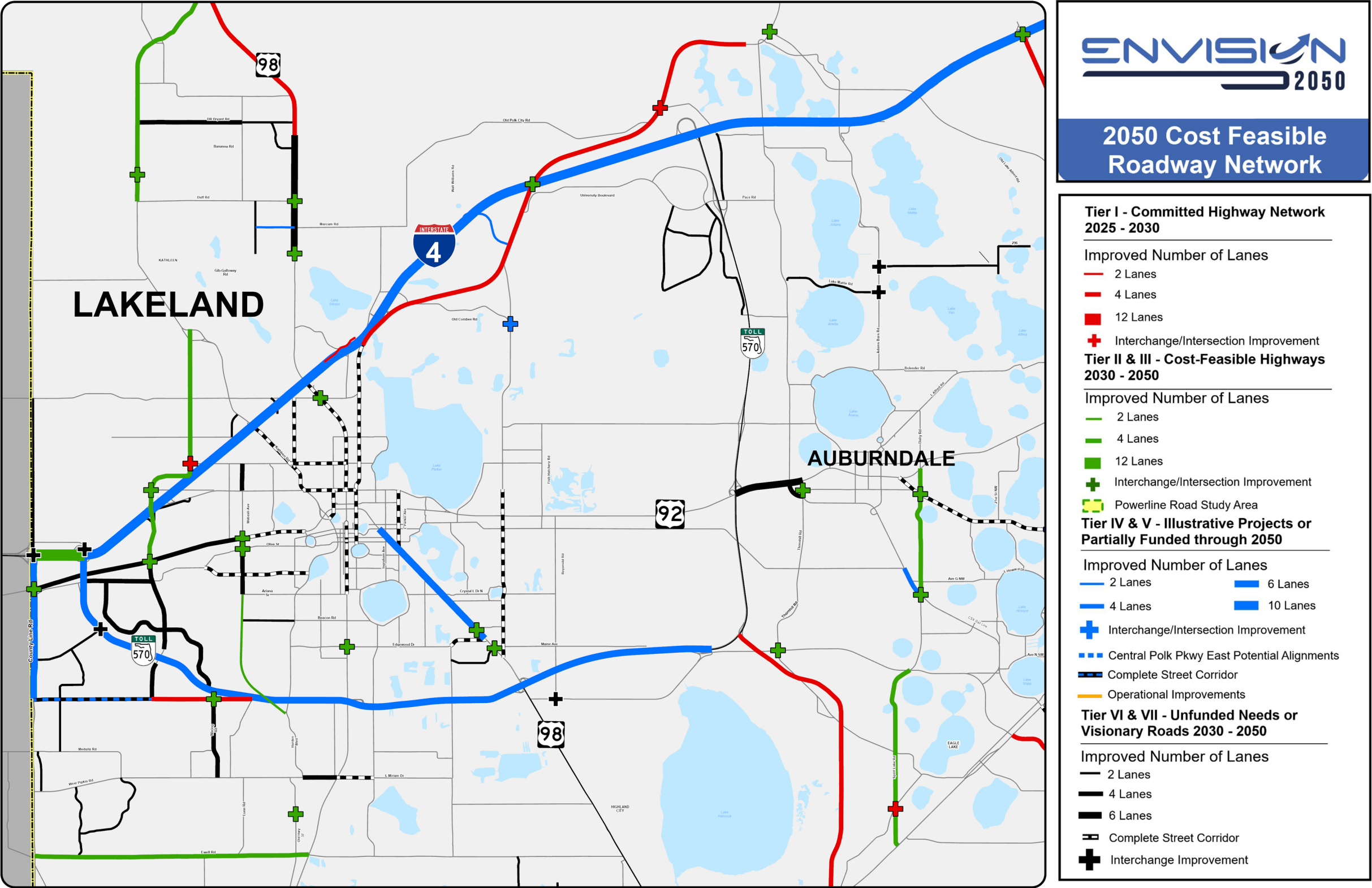


Figure 5-2. Cost Feasible Projects within Polk County, Lakeland Area

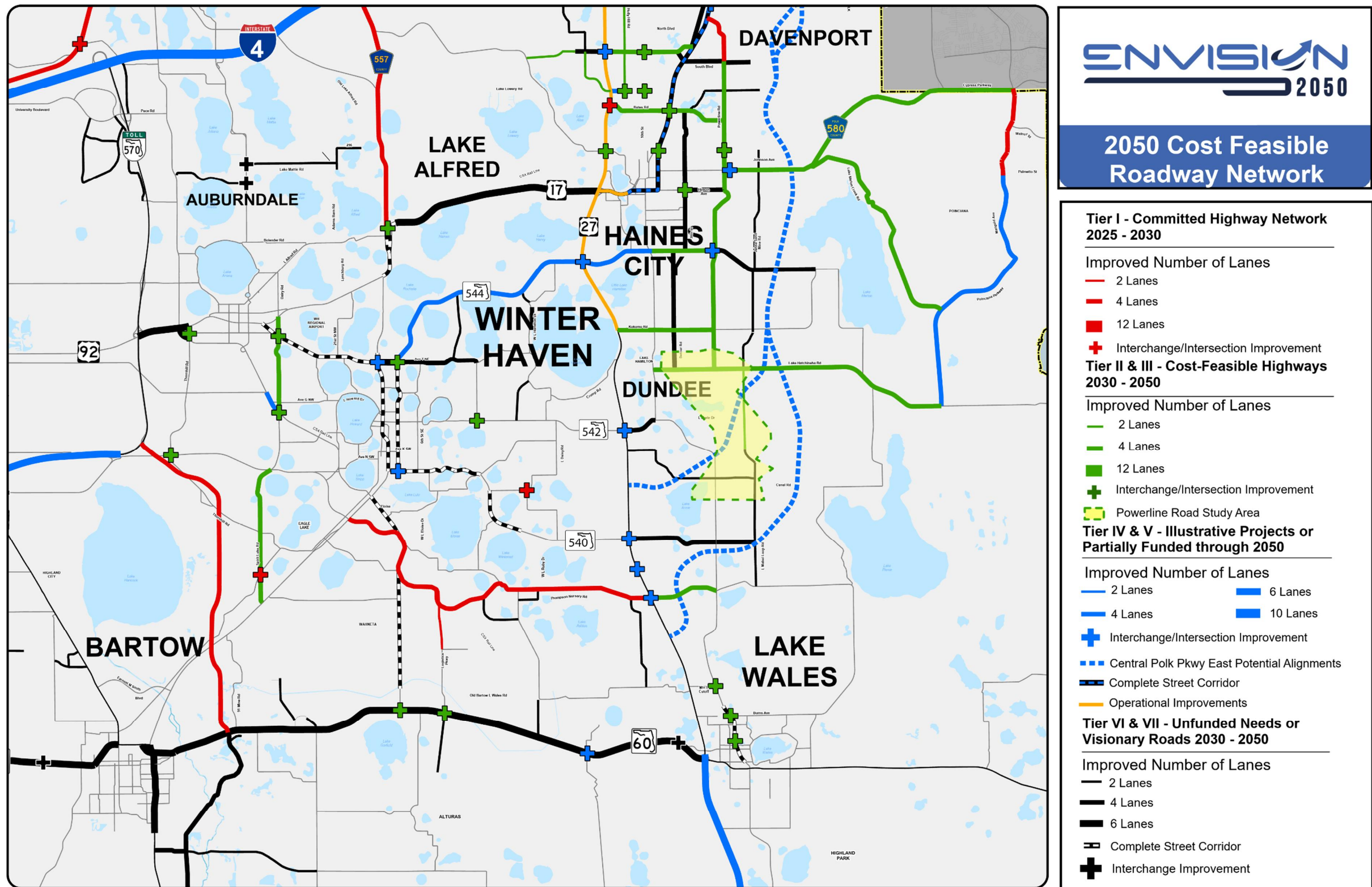


Figure 5-3. Cost Feasible Projects within Polk County, Winter Haven Area

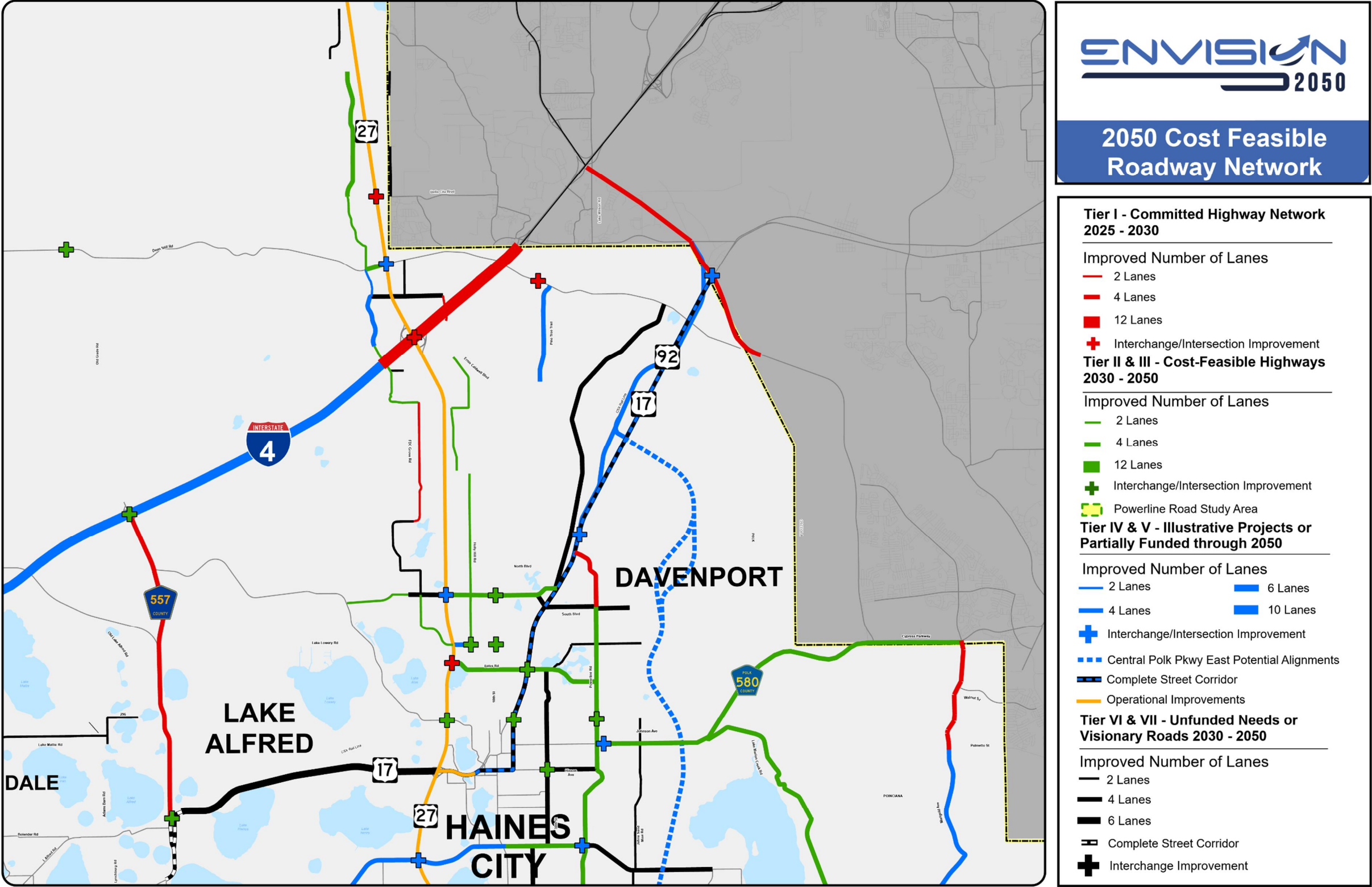


Figure 5-4. Cost Feasible Projects within Polk County, Northeast Area

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					
ON STREET	FROM LIMIT	TO LIMIT	LENGTH (MI)	IMPROVEMENT	FUNDED PHASES
US 98 (BARTOW RD)	N OF EDGEWOOD DR	MAIN STREET	0.42	WIDEN 2 TO 4 LANES	PDE/DES/ROW
SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	ROCHELLE DR	0.75	NEW 2 LANES	PDE/DES/ROW
US 17/92 (HINSON AVE)	10TH ST	17TH ST	2.46	WIDEN 2 TO 4 LANES	PDE/DES/ROW
US 17/92 (HINSON AVE)	1ST ST	10TH ST N	1.74	WIDEN 2 TO 4 LANES	PDE/DES/ROW
MARIGOLD AVENUE	LAKE HATCHINEHA RD	PALMETTO ST	1.59	WIDEN 2 TO 4 LANES	PDE/DES/ROW
SR 60	GRAPE HAMMOCK ROAD	KISSIMMEE RIVER BRIDGE	0.32	WIDEN 2 TO 4 LANES	PDE/DES/ROW
MARCUM RD EXTENSION	US 98	DUFF RD	0.46	WIDEN 2 TO 4 LANES	PDE/DES/ROW
COUNTY LINE RD	DRANE FIELD RD	US 92 (NEW TAMPA HWY)	2.00	WIDEN 4 TO 6 LANES	PDE/DES
COUNTY LINE RD	US 92 (NEW TAMPA HWY)	I-4	0.75	WIDEN 4 TO 6 LANES	PDE/DES
SR 544 (LUCERNE PARK RD)	ROCHELLE DR	LUCERNE LOOP RD NE	2.28	MULTIMODAL IMPROVEMENTS	PDE/DES
SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD NE	SR 17	27.32	WIDEN 2 TO 4 LANES	PDE/DES
NORTH RIDGE TRAIL	ACCESS RD	WAVERLY BARN RD	11.36	MANAGED LANES	PDE/DES
PATTERSON RD	US 27	HOLLY HILL RD	0.57	NEW 2 LANES	PDE/DES
PINE TREE TRAIL	ERNIE CALDWELL BLVD	RONALD REGAN PKWY	1.06	WIDEN 2 TO 4 LANES	PDE/DES
DRANE FIELD RD	COUNTY LINE RD	AIRPORT RD	0.36	WIDEN 2 TO 4 LANES	PDE/DES
I-4	WEST OF SR 570 (WEST)	EAST OF US 98	1.98	WIDEN 2 TO 4 LANES	PDE/DES
SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	1.80	WIDEN 2 TO 4 LANES	PDE/DES
US 27	CR 546 (KOKOMO RD)	US 192	1.75	WIDEN 2 TO 4 LANES	PDE/DES
I-4	SR 570	WEST OF US 27	1.50	MULTIMODAL IMPROVEMENTS	PDE/DES
US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	1.86	WIDEN 2 TO 4 LANES	PDE/DES

Partially Funded Projects					
ON STREET	FROM LIMIT	TO LIMIT	LENGTH (MI)	IMPROVEMENT	FUNDED PHASES
SR 60	N OF CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	4.45	WIDEN 2 TO 4 LANES	PDE/DES
NORTH RIDGE TRAIL	WAVERLY BARN RD	DEEN STILL RD	0.81	WIDEN 4 TO 6 LANES	PDE/DES
CENTRAL POLK PKWY EAST	CR 546 (KOKOMO RD)	SNELL CREEK RD	0.61	WIDEN 2 TO 4 LANES	PDE
CENTRAL POLK PKWY EAST	US 27	US 17/92	3.24	MULTIMODAL IMPROVEMENTS	PDE
CENTRAL POLK PKWY EAST	US 27 NORTH	CR 546 (KOKOMO RD)	3.95	WIDEN 2 TO 4 LANES	PDE
CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	20.74	STUDY	PDE
CENTRAL POLK PKWY EAST (E ALIGN)	SNELL CREEK RD	S OF US 17/92	2.93	WIDEN 4 TO 6 LANES	PDE
CENTRAL POLK PKWY EAST ALT 2	POWERLINE RD EXT	POINCIANA CONNECTOR	2.05	NEW 2 LANES	PDE
SR 570	I-4	US 98	6.57	NEW 4 LANE LIMITED ACCESS	PDE
SR 570	US 98	SR 540	0.69	NEW 4 LANE LIMITED ACCESS	PDE
TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	6.12	NEW 4 LANE LIMITED ACCESS	PDE
US 17/92 (HINSON AVE)	US 27	1ST ST N	1.53	NEW 4 LANE LIMITED ACCESS	PDE
US 27	HIGHLANDS CO/L	CR 630A	2.45	NEW 4 LANE LIMITED ACCESS	PDE
US 27	PRESIDENTS DR	SR 60	8.03	NEW 4 LANE LIMITED ACCESS	PDE
US 27	PRESIDENTS DR	SR 60	5.39	NEW 4 LANE LIMITED ACCESS	PDE
US 17/92 (HINSON AVE)	US 27	1ST ST N	10.09	WIDEN 4 TO 6 LANES	PDE
US 27	HIGHLANDS CO/L	CR 630A	3.77	WIDEN 4 TO 6 LANES	PDE
US 27	PRESIDENTS DR	SR 60	12.36	MULTIMODAL IMPROVEMENTS	PDE
US 17/92	US 27	OSCEOLA CO/L	0.77	OPERATIONAL IMPROVEMENTS	PDE

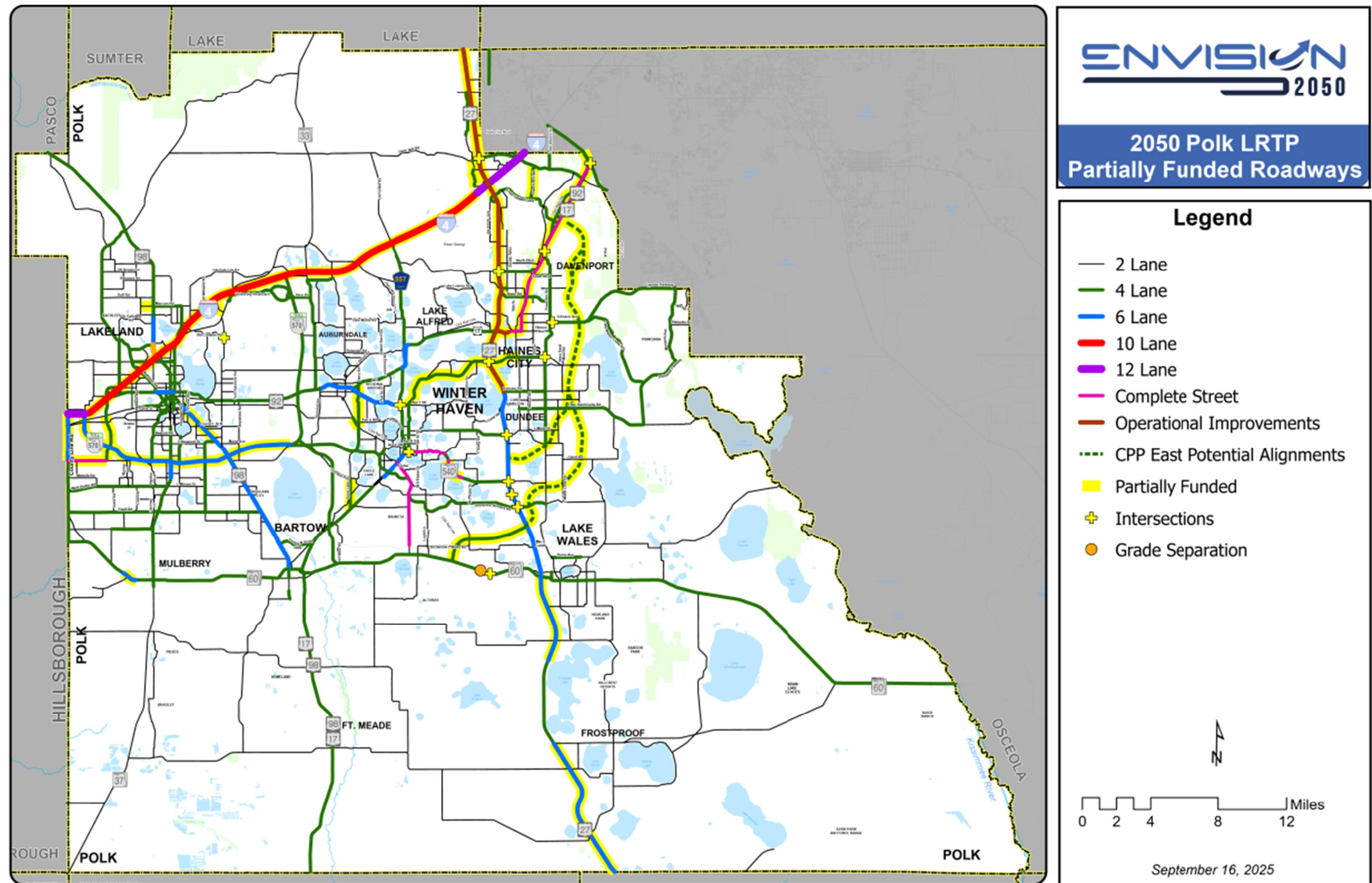


Figure 5-5. Partially Funded Roadways

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	CPP/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	CPP	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
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

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
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 (AVENUE 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
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

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 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

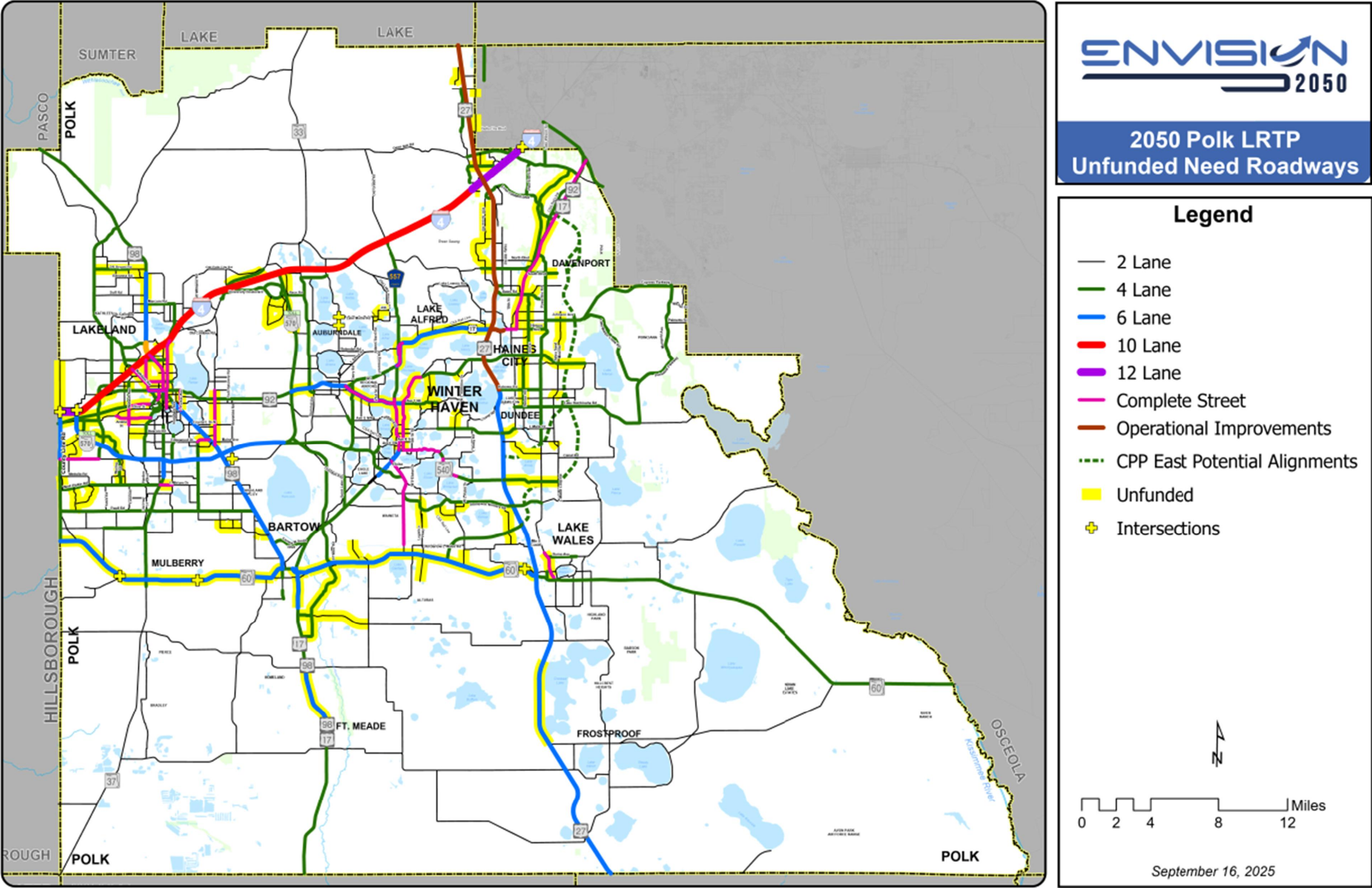


Figure 5-6. Unfunded Roadway Needs

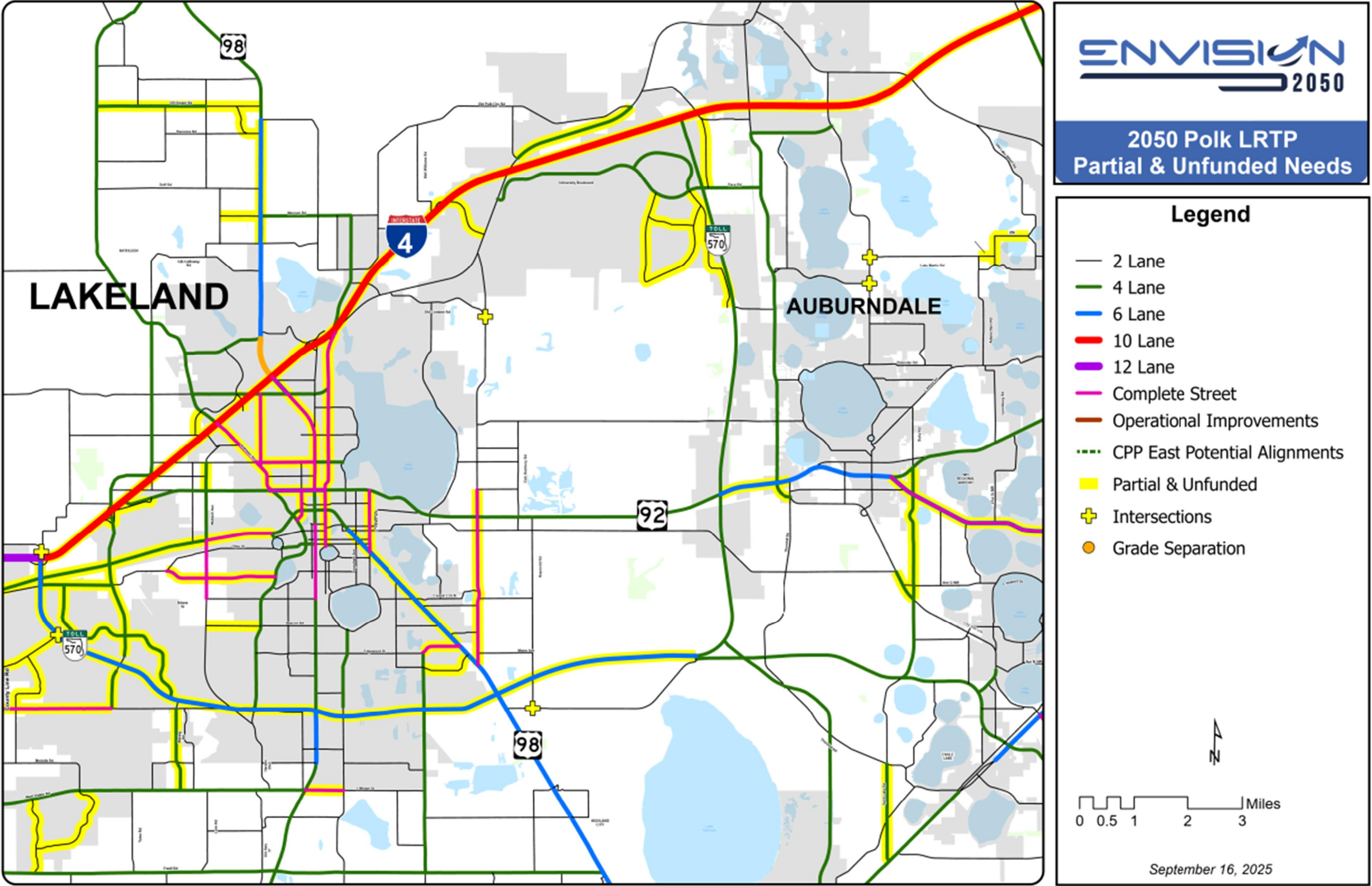


Figure 5-7. Partial and Unfunded Roadway Needs, Lakeland Area

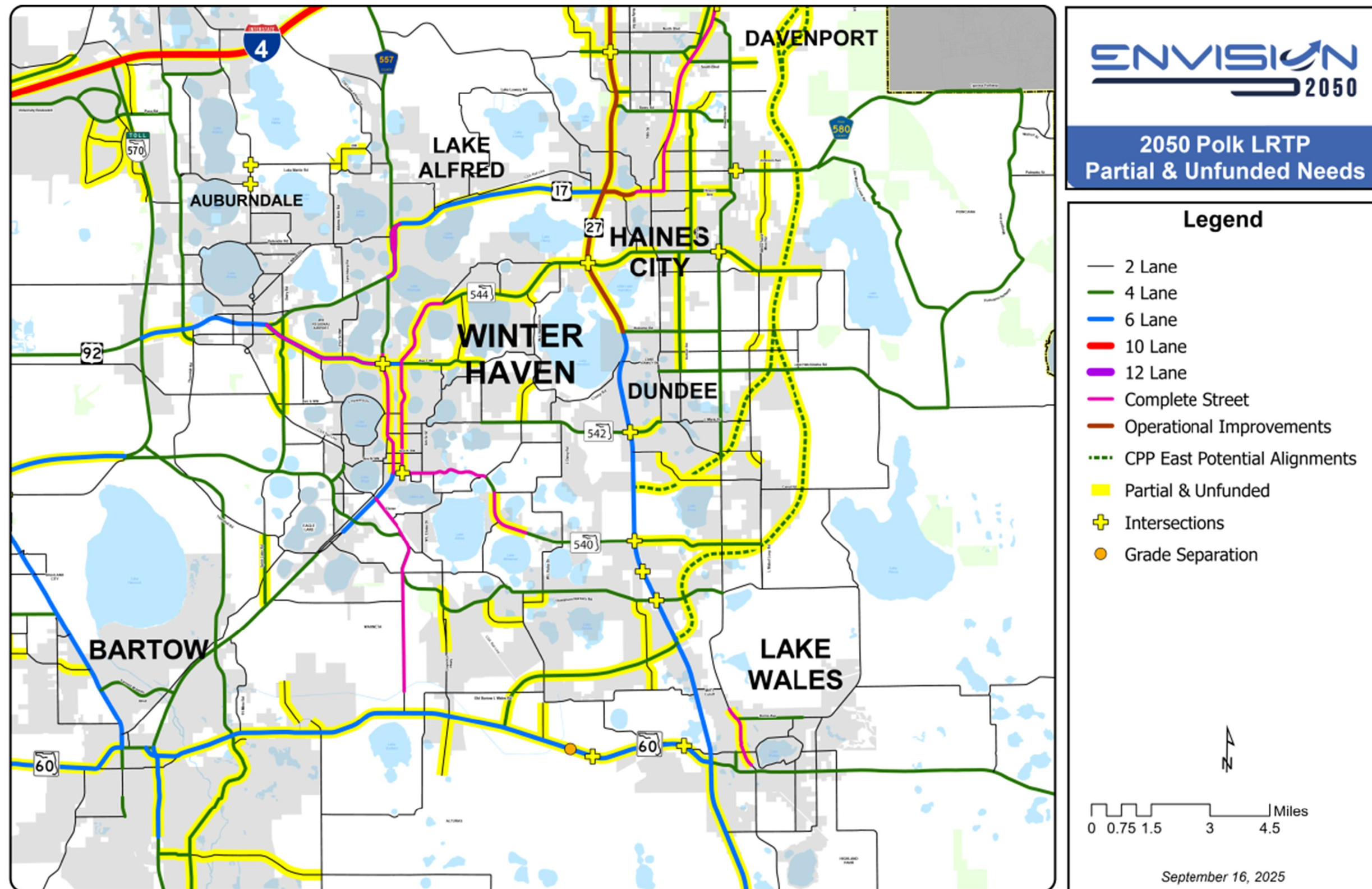


Figure 5-8. Partial and Unfunded Roadway Needs, Winter Haven Area

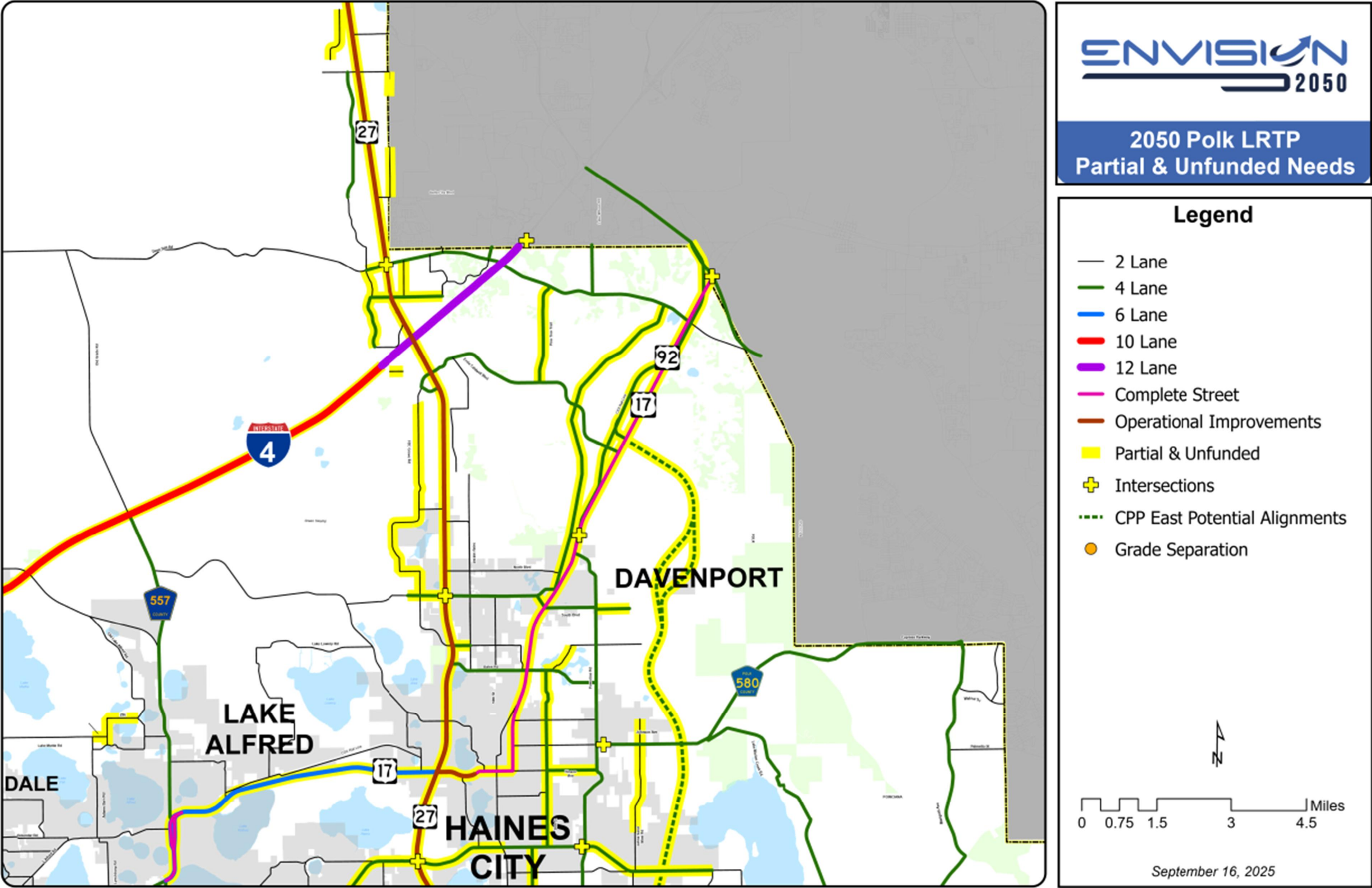


Figure 5-9. Partial and Unfunded Roadway Needs, Northeast Area

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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.

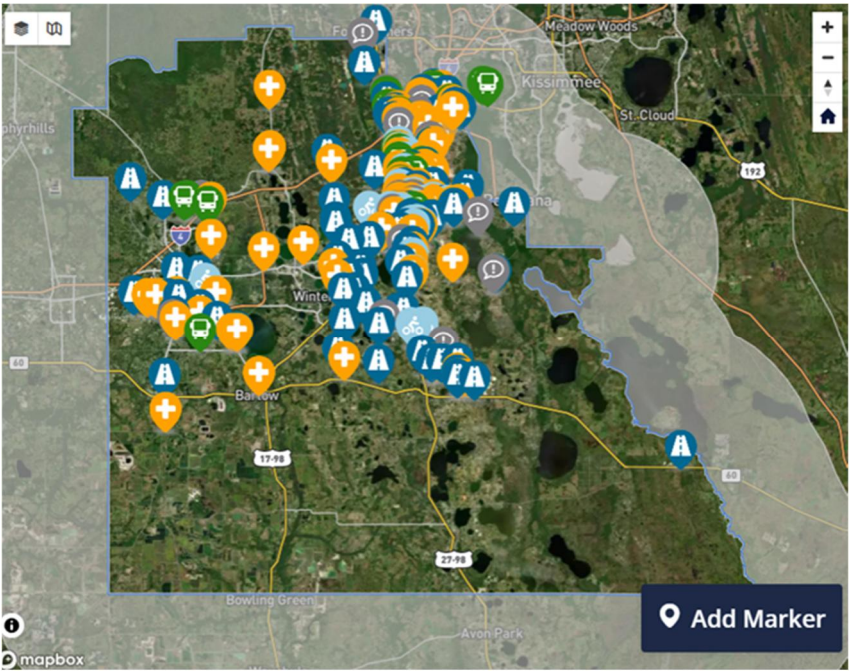


Figure 6-1. Interactive Map Responses to Date

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

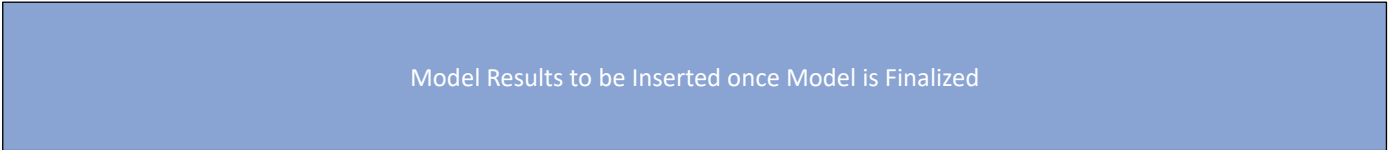
Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Ensure that projects identified can be implemented in a reasonable time frame, given anticipated funding	The plan will identify projects that can be funded for implementation within 5-10 year period	Developed for 2050 LRTP	Yes
	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 five categories or classifications which consists of the following:

- All roads
- Collector roads
- Arterial roads
- Freight network



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 7-5 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

Table 7-10. Potential Mitigation Strategies by Resource/Impact

Resources/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• Use selective cutting and clearing• Replace or restore forested areas• Preserve existing vegetation
Habitats	<ul style="list-style-type: none">• Construct underpasses, such as culverts• Other design measures to minimize potential fragmenting of animal habitats
Streams	<ul style="list-style-type: none">• Stream restoration• Vegetative buffer zones• Strict erosion and sedimentation control measures
Threatened or Endangered Species	<ul style="list-style-type: none">• 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 (SWFMD) 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.

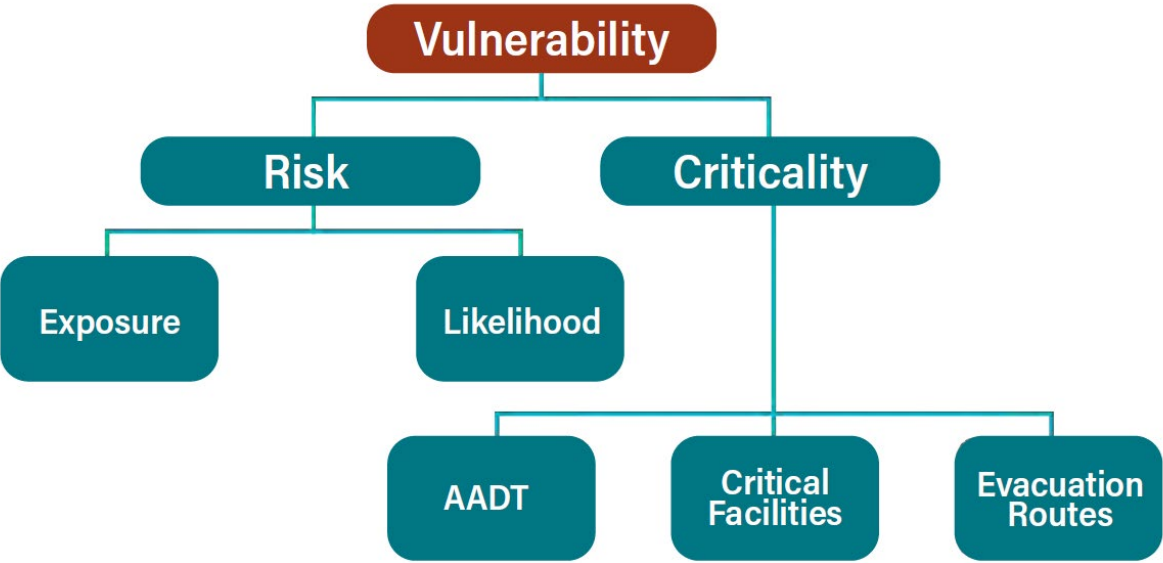


Figure 7-1. Graphic from Resilient Polk Transportation Plan

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IMPLEMENTATION CHAPTER B

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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—*administrative modifications* and *amendments*.

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
6 th St	Ave G	US 17	0.2 mi	Sidewalk	Construction	Yes	\$1,043,853
6 th 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 8 th 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
CPP E	US 17-92	SR 538		PD&E/EMO Study	PD&E	No	\$12,422,590
CPP E	SR 60	US 17-92		PD&E/EMO Study	PD&E	No	\$20,204,090
CPP E	N of CR 546	US 17-92		New Road Construction	PD&E	No	\$31,518,042
CPP E	US 27	N of CR 546		New Road Construction	PD&E	No	\$32,004,597
CPP E	SR 60	US 27		New Road Construction	PD&E	No	\$10,004,270
CPP E	US 27	N of CR 546		PD&E/EMO Study	PD&E	No	\$5,304,070
CPP E	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
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

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
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 LIMIT	TO LIMIT	LENGTH	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	FED/STATE	\$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
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	\$1,641,995	2031 – 2035	LOCAL	\$4,104,988	2031 – 2035	LOCAL	\$23,150,221	Unfunded		\$30,866,961	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	\$59,643,171	2036 – 2040	SIS	\$178,929,513	2036 – 2040	SIS	\$741,716,357	Unfunded		\$741,716,357	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	\$3,900,000	2036 – 2040	SIS	\$-	2036 – 2040	SIS	TBD	Unfunded		TBD	Unfunded
I-4	SR 570	WEST OF US 27	27.32	MANAGED LANES	\$4,680,000	2036 – 2040	LOCAL	\$25,220,000	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	\$166,245,819	Unfunded		\$554,152,731	Unfunded		\$554,152,731	Unfunded
CENTRAL POLK PKWY EAST	US 27	US 17/92	0.69	NEW 4 LANE LIMITED ACCESS	\$-	Complete/ Committed	STATE/FED	\$17,404,997	Unfunded		\$58,016,655	Unfunded		\$58,016,655	Unfunded
CENTRAL POLK PKWY EAST	US 27 NORTH	CR 546 (KOKOMO RD)	6.12	NEW 4 LANE LIMITED ACCESS	\$-	Complete/ Committed	STATE/FED	\$154,807,447	Unfunded		\$516,024,823	Unfunded		\$516,024,823	Unfunded
CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	1.53	NEW 4 LANE LIMITED ACCESS	\$-	Complete/ Committed	STATE/FED	\$38,628,308	Unfunded		\$128,761,026	Unfunded		\$128,761,026	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	\$61,993,704	Unfunded		\$206,645,679	Unfunded		\$206,645,679	Unfunded

ON STREET	FROM LIMIT	TO LIMIT	LENGTH	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 ALT 2	POWERLINE RD EXT	POINCIANA CONNECTOR	8.03	NEW 4 LANE LIMITED ACCESS	\$-	Complete/ Committed	STATE/FED	\$203,319,419	Unfunded		\$677,731,395	Unfunded		\$677,731,395	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

Roadway Cost Feasible Plan Present Day Value (PDV)

APPENDIX C

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
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

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 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 - Tentative Partially Funded Projects (2031-2050), Present Day Value (PDV)

ON STREET	FROM LIMIT	TO LIMIT	LENGTH	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	\$509,343	2041 – 2050	LOCAL	\$1,273,357	2041 – 2050	LOCAL	\$4,775,089	2041 – 2050	LOCAL	\$6,366,785	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
SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	\$-	Committed	LOCAL	\$7,390,146	2036 – 2040	LOCAL	\$27,713,049	2041 – 2050	LOCAL	\$36,950,732	Unfunded
SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	ROCHELLE DR	1.74	WIDEN 2 TO 4 LANES	\$-	Committed	STATE/FED	\$3,984,340	2031 – 2035	PS	\$15,937,359	2036 – 2040	SHS	\$19,921,699	Unfunded
SR 60	GRAPE HAMMOCK ROAD	KISSIMMEE RIVER BRIDGE	1.59	WIDEN 2 TO 4 LANES	\$-	Committed	SIS	\$5,468,478	2041 – 2050	SIS	\$18,228,260	2041 – 2050	SIS	\$18,228,260	Unfunded
US 17/92 (HINSON AVE)	10TH ST	17TH ST	0.32	WIDEN 2 TO 4 LANES	\$-	Committed	PS	\$742,555	2031 – 2035	PS	\$2,970,220	2041 – 2050	SHS	\$3,712,775	Unfunded
US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	WIDEN 2 TO 4 LANES	\$-	Committed	PS	\$1,056,724	2031 – 2035	PS	\$4,226,897	2041 – 2050	SHS	\$5,283,622	Unfunded
COUNTY LINE RD	DRANE FIELD RD	US 92 (NEW TAMPA HWY)	2.00	WIDEN 4 TO 6 LANES	\$1,952,202	Completed	PS	\$4,880,506	2031 – 2035	PS	\$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	PS	\$1,826,824	2031 – 2035	PS	\$6,850,589	Unfunded		\$9,134,119	Unfunded
DRANE FIELD RD	COUNTY LINE RD	AIRPORT RD	2.28	MULTIMODAL IMPROVEMENTS	\$758,386	2036 – 2040	PS	\$1,895,965	2036 – 2040	PS	\$7,583,862	Unfunded		\$9,479,827	Unfunded
I-4	SR 570	WEST OF US 27	27.32	WIDEN 2 TO 4 LANES	\$3,000,000	2036 – 2040	LOCAL	\$13,000,000	2041 – 2050	SIS	\$313,618,454	Unfunded		\$313,618,454	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
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
NORTH RIDGE TRAIL	ACCESS RD	WAVERLY BARN RD	1.06	WIDEN 2 TO 4 LANES	\$1,272,864	Unfunded	LOCAL	\$3,182,161	Unfunded	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	Unfunded	LOCAL	\$1,079,409	Unfunded	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	Unfunded	LOCAL	\$5,946,490	Unfunded	LOCAL	\$22,299,336	Unfunded		\$29,732,448	Unfunded
SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	\$2,166,325	2031 – 2035	LOCAL	\$5,415,814	2036 – 2040	LOCAL	\$20,309,301	Unfunded		\$27,079,068	Unfunded
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	2036 – 2040	LOCAL	\$19,732,407	Unfunded		\$26,309,876	Unfunded
SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	MULTIMODAL IMPROVEMENTS	\$748,830	Unfunded	LOCAL	\$1,872,076	Unfunded	LOCAL	\$7,488,302	Unfunded		\$9,360,378	Unfunded
SR 544 (LUCERNE PARK RD)	ROCHELLE DR	LUCERNE LOOP RD NE	1.86	WIDEN 2 TO 4 LANES	\$-	Committed	STATE/FED	\$4,269,884	2031 – 2035	PS	\$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	\$-	Committed	STATE/FED	\$10,208,542	2031 – 2035	PS	\$40,834,168	Unfunded		\$51,042,711	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
SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	0.61	WIDEN 2 TO 4 LANES	\$557,203	2036 – 2040	PS	\$1,393,008	2036 – 2040	PS	\$5,572,030	Unfunded		\$6,965,038	Unfunded
SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	MULTIMODAL IMPROVEMENTS	\$1,079,050	Completed	PS	\$2,697,626	2031 – 2035	PS	\$10,790,504	Unfunded		\$13,488,130	Unfunded

US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	3.95	WIDEN 2 TO 4 LANES	\$3,625,770	2036 – 2040	PS	\$9,064,425	2041 – 2050	PS	\$36,257,701	Unfunded		\$45,322,126	Unfunded
US 27	CR 546 (KOKOMO RD)	US 192	20.74	STUDY	\$2,500,000	2036 – 2040	SIS	\$4,000,000	2036 – 2040	SIS	TBD	Unfunded		TBD	Unfunded
US 98 (BARTOW RD)	N OF EDGEWOOD DR	MAIN STREET	2.93	WIDEN 4 TO 6 LANES	\$-	Committed	PS		Committed	PS		Committed		\$27,246,132	Unfunded
BRIDGEWATER SOUTH CONNECTOR	BRIDGEWATER CONNECTOR	SR 33	2.05	NEW 2 LANES	\$-	Committed	STATE/FED	\$4,887,124	Unfunded		\$18,326,716	Unfunded		\$24,435,621	Unfunded
CENTRAL POLK PKWY EAST	CR 546 (KOKOMO RD)	SNELL CREEK RD	6.57	NEW 4 LANE LIMITED ACCESS	\$-	Committed	STATE/FED	\$85,693,721	Unfunded		\$285,645,738	Unfunded		\$285,645,738	Unfunded
CENTRAL POLK PKWY EAST	US 27	US 17/92	0.69	NEW 4 LANE LIMITED ACCESS	\$-	Committed	STATE/FED	\$8,971,648	Unfunded		\$29,905,492	Unfunded		\$29,905,492	Unfunded
CENTRAL POLK PKWY EAST	US 27 NORTH	CR 546 (KOKOMO RD)	6.12	NEW 4 LANE LIMITED ACCESS	\$-	Committed	STATE/FED	\$79,797,653	Unfunded		\$265,992,177	Unfunded		\$265,992,177	Unfunded
CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	1.53	NEW 4 LANE LIMITED ACCESS	\$-	Committed	STATE/FED	\$19,911,499	Unfunded		\$66,371,663	Unfunded		\$66,371,663	Unfunded
CENTRAL POLK PKWY EAST (E ALIGN)	SNELL CREEK RD	S OF US 17/92	2.45	NEW 4 LANE LIMITED ACCESS	\$-	Committed	STATE/FED	\$31,955,517	Unfunded		\$106,518,391	Unfunded		\$106,518,391	Unfunded
CENTRAL POLK PKWY EAST ALT 2	POWERLINE RD EXT	POINCIANA CONNECTOR	8.03	NEW 4 LANE LIMITED ACCESS	\$-	Committed	STATE/FED	\$104,803,824	Unfunded		\$349,346,080	Unfunded		\$349,346,080	Unfunded
CPP EAST	SR 60	US 27	5.39	NEW 4 LANE LIMITED ACCESS	\$-	Committed	STATE/FED	\$70,263,389	Unfunded		\$234,211,298	Unfunded		\$234,211,298	Unfunded
SR 570	I-4	US 98	10.09	WIDEN 4 TO 6 LANES	\$-	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	\$-	Committed	STATE/FED	\$18,082,824	Unfunded		\$60,276,081	Unfunded		\$60,276,081	Unfunded
US 17/92	US 27	OSCEOLA CO/L	12.36	MULTIMODAL IMPROVEMENTS	\$4,114,538	2036 – 2040	PS	\$10,286,346	Unfunded		\$41,145,385	Unfunded		\$51,431,731	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	\$-	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	\$-	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	\$-	Committed	SIS	\$14,797,667	Unfunded		\$49,325,557	Unfunded		\$49,325,557	Unfunded



Polk Transportation
Planning Organization



Polk County
Transportation Planning Organization (TPO)

Agenda Item 10.

10/9/2025

AGENDA ITEM

Review/Approve the Draft Request for Proposals (RFP) for the I-4 Intermodal Passenger Rail Station Feasibility & Planning Study

PRESENTER

Cindy Mitchell, TPO Staff

SUMMARY

TPO staff requests the Board provide TPO staff with authorization to have Polk County Procurement Department proceed with issuing this Request for Proposals (RFP) for the I-4 Intermodal Passenger Rail Station Planning and Feasibility Study (RFP-25-686). Attached is a draft RFP which contains the required language and forms prepared by Polk County Procurement, and which has been reviewed by Polk County Attorney's office. Following TPO approval, Procurement will finalize the RFP and issue it. This project is fully funded in the TPO's FY 2024/25 - 2025/26 Unified Planning Work Program (UPWP), or grant budget.

RECOMMENDED ACTION

Staff is requesting the Board approve the referenced RFP.

ATTACHMENT

1. Draft I-4 Intermodal Passenger Rail Station Feasibility and Planning Study (RFP-25-686).

RFP NOTICE

Polk County, a political subdivision of the State of Florida, requests the submittal proposals from vendors that are interested in providing *professional planning services for a multi-phased feasibility and planning study* 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: 25-686, I-4 Intermodal Passenger Rail Station Feasibility and Planning Study – Polk Transportation Planning Organization (TPO)

Description: Provide professional planning services for a multi-phased feasibility and planning study of a high-speed I-4 Regional Intermodal Station.

Receiving Period: Prior to 2:00 p.m., Wednesday, November 19, 2025

Bid Opening: Wednesday, November 19, 2025, at 2:00 p.m. or as soon as possible thereafter.

Special Instructions: A **MANDATORY** pre-proposal meeting will be held **WEEKDAY, MONTH XX, 2025, TIME** at the Polk County Administration building, Procurement Conference Room 150 (1st Floor) located at 330 W. Church St, Bartow, FL 33830. Those attending via video conference will be added to the sign-in sheet by the Procurement office during the video conference. **The Zoom Meeting ID:**
[REDACTED]

Questions regarding this RFP must be in writing and must be sent to Tabatha Shirah Procurement Analyst, via email at tabathashirah@polk-county.net. All questions must be received by Wednesday, November 5, 2025, 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.

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: 25-686

RFP Title: I-4 Intermodal Passenger Rail Station Feasibility and Planning Study – 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.

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 “25-686, I-4 Intermodal Passenger Rail Station Feasibility and Planning Study – 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	25-686
RFP Title	I-4 Intermodal Passenger Rail Station Feasibility and Planning Study – TPO
Due Date/Time:	November 19, 2025, 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 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@polk-county.net 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"

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@polk-county.net.

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 25-686
I-4 INTERMODAL PASSENGER RAIL STATION FEASIBILITY AND PLANNING
STUDY – POLK TRANSPORTATION PLANNING ORGANIZATION (TPO)

Sealed proposals will be received in the Procurement Division, **Wednesday, November 19, 2025 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@polk-county.net. All questions must be received by Wednesday, November 5, 2025, 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 through the Polk Transportation Planning Organization (TPO) under the Staff Services Agreement dated April 15, 2025, seeks professional planning services for a multi-phased feasibility and planning study of a high-speed I-4 Regional Intermodal Station, the Project.

Polk County's Selection Process for consultant 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 Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), therefore the selection process must adhere to all applicable 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 Consulting Agreement with one (1) firm.

The TPO will negotiate a overall lump sum or not-to-exceed price as part of "Selection Process", Elevation Level 4, Contract Negotiations.

Services under this contract will be in compliance with Section 287.055 of the Florida Statutes referred to as the "Consultants' Competitive Negotiation Act" (CCNA). 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.

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 County 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.

SCOPE OF SERVICES

The 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 selected Consultant will assist the Polk TPO in evaluating the feasibility of a Regional Intermodal Station along the I-4 corridor. The study scope of work is expected to include, but may not be limited to:

- Identification of Viable Candidate Station Locations
- Passenger Rail Market and Catchment Analysis
- Access Evaluation (proximity to major roads/interchanges and local transit service)
- Infrastructure and Land Development Needs (cost estimates and feasibility)
- Land-Use Planning and Transit Oriented Development (TOD) Readiness
- Economic Development Analysis
- Benefits-Costs Analysis
- Public Engagement Strategy
- Conceptual Planning
- Implementation Plan
- Literature and Document Review

Subcontracting

Sub-consultants must be FDOT-qualified before commencing work. All subcontracted services must be approved by the TPO, and compensation will follow Rule 14-75, F.A.C.

Specifications For Work

- Deliverables must meet federal, state, and local standards
- Electronic files must be compatible with TPO systems , Microsoft(TM) products including but not limited to Outlook(TM), Word(TM), Excel(TM) PowerPoint(TM).

Web Content Accessibility Guidelines

All project deliverables (ex. 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.

Florida Department of Transportation (FDOT)'s Policy on the Use of Artificial Intelligence

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. See "Attachment I," on FTP Site.

AGREEMENT

The term of this agreement is estimated to be for one (1) year after notice to proceed is issued. The actual term will be negotiated as part of the Selection Process, Elevation Level 4.

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.

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 two (2) and a maximum of five (5) recent projects performed within the past ten (10) years as the **prime firm** which best illustrate the experience of the firm and current staff as related to the regional passenger /intermodal station planning /feasibility desired services. At least one (1) 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.
- 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?
- Demonstrate each key staff's availability and office and home location to respond to the needs of the project (Two (2) pages maximum for all key staff member)
- 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.

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)
- Exhibit A - Certifications Regarding Debarment, Suspension, Proposed Debarment, And Other Responsibility Matters
- Exhibit B - Appendix A, 44 C.F.R. Part 18 – Certification Regarding Lobbying
- Proposers Incorporation Information
- Affidavit Certification Immigration Laws
- Employment Eligibility Verification (E-Verify) Certification

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 County 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 8-9.

- 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) 35 Points
Personnel, and Technical Resources
 - Interactions with TPO and (Tab 4) 10 points
Regulatory Agency Staff
 - 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, 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 certified minority business enterprise
- Past performance
- Willingness to meet time and budget requirements
- Location
- Recent, current, and projected workloads
- Volume of work previously awarded to each Proposer by the County

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, the User Division, 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 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.

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, 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

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, 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 this Agreement, (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 this 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 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.

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 <http://www.polk-county.net/docs/default-source/procurement/protest-procedures.pdf?sfvrsn=2>.

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 contractor 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 contractor or subcontractor. The contractor acknowledges and agrees that (i) the County and the contractor may not enter into this Agreement, and the contractor 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 contractor 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 contractor 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 contractor, the contractor may not be awarded a public contract for a period of 1 year after the date of termination. The contractor 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).

SUPPLEMENTAL CONDITIONS FEDERAL CLAUSES

The County has been awarded and received funding 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.

(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.

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.

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 2. Surveys should correlate to all projects identified under Tab 2.

If more surveys are included then Procurement will only use those identified under Tab 2.

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. 9/31/2015)

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.

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.

Survey Questionnaire – Polk County

RFP 25-686, I-4 Intermodal Passenger Rail Station Feasibility and Planning Study – 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: _____

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)

EMPLOYMENT ELIGIBILITY VERIFICATION (E-VERIFY) CERTIFICATION

(Florida Statutes, Section 448.095)

PROJECT NAME: RFP 25-686, I-4 Intermodal Passenger Rail Station Feasibility and Planning Study – Polk Transportation Planning Organization (TPO)

The undersigned, as an authorized officer of the contractor identified below (the "**Contractor**"), 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 Contractor in accordance with the requirements of Section 448.095, Florida Statutes, as related to the contract entered into by and between the Contractor and the County on or about the date hereof, whereby the Contractor 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 Contractor, 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 Contractor or subcontractor. The Contractor acknowledges and agrees that (i) the County and the Contractor may not enter into the Contract, and the Contractor 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 Contractor 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 Contractor 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 Contractor, the Contractor may not be awarded a public contract for a period of 1 year after the date of termination. The Contractor 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:

By: _____
PRINTED NAME: _____
Its: _____

CONTRACTOR:

By: _____
PRINTED NAME: _____
Its: _____

Attachment A: Public Entities Crime Affidavit

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)

Attachment B: Drug – Free Workplace Form

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: _____

Attachment C: Truth In Negotiation Certificate

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRUTH IN NEGOTIATION CERTIFICATION

375-030-30
PROCUREMENT
05/14

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

Attachment D: Conflict of Interest Certification

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.

I will maintain the confidentiality of all information not made public by the Florida Department of Transportation ("Department") related to the procurement of the above-referenced ("Project") that I gain access to as a result of my involvement with the Project ("Procurement Information"). I understand that Procurement Information includes, but is not limited to, documents prepared by or for the Department related to procurement of the Project. I also understand that Procurement Information includes, but is not limited to, documents submitted to the Department by entities seeking an award of the Project ("Proposers"). I understand that Procurement Information may include documents submitted by Proposers related to letters of response/letters of interest, technical proposals, price proposals, financial proposals, and information shared during exempt meetings. I also understand that Procurement Information may also include documents that evaluate or review documents submitted by Proposers, and information regarding Project cost estimates. I also agree not to discuss the Project with anyone who is a member of or acting on behalf of a Proposer.

Unless so ordered by a court of competent jurisdiction or an opinion of the Office of the Florida Attorney General, I will not divulge any Procurement Information except to individuals who have executed a Conflict of Interest/Confidentiality Certification which has been approved by the Department ("Project Personnel"). I understand that a list of Project Personnel will be maintained by Department. If I am contacted by any member of the public or the media with a request for Procurement Information, I will promptly forward such request to the Department's Procurement Office. I will also maintain security and control over all documents containing Procurement Information which are in my custody.

I agree not to solicit or accept gratuities, unwarranted privileges or exemptions, favors, or anything of value from any firm under consideration for an agreement associated with the Project, and I recognize that doing so may be contrary to statutes, ordinances, and rules governing or applicable to the Department or may otherwise be a violation of the law.

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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_____	_____	_____

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

Technical Review Committee Members:

Printed Names	Signatures	Date
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

**CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION
SELECTION COMMITTEE**

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.

I will maintain the confidentiality of all information not made public by the Florida Department of Transportation ("Department") related to the procurement of the above-referenced ("Project") that I gain access to as a result of my involvement with the Project ("Procurement Information"). I understand that Procurement Information includes, but is not limited to, documents prepared by or for the Department related to procurement of the Project. I also understand that Procurement Information includes, but is not limited to, documents submitted to the Department by entities seeking an award of the Project ("Proposers"). I understand that Procurement Information may include documents submitted by Proposers related to letters of response/letters of interest, technical proposals, price proposals, financial proposals, and information shared during exempt meetings. I also understand that Procurement Information may also include documents that evaluate or review documents submitted by Proposers, and information regarding Project cost estimates. I also agree not to discuss the Project with anyone who is a member of or acting on behalf of a Proposer.

Unless so ordered by a court of competent jurisdiction or an opinion of the Office of the Florida Attorney General, I will not divulge any Procurement Information except to individuals who have executed a Conflict of Interest/Confidentiality Certification which has been approved by the Department ("Project Personnel"). I understand that a list of Project Personnel will be maintained by Department. If I am contacted by any member of the public or the media with a request for Procurement Information, I will promptly forward such request to the Department's Procurement Office. I will also maintain security and control over all documents containing Procurement Information which are in my custody.

I agree not to solicit or accept gratuities, unwarranted privileges or exemptions, favors, or anything of value from any firm under consideration for an agreement associated with the Project, and I recognize that doing so may be contrary to statutes, ordinances, and rules governing or applicable to the Department or may otherwise be a violation of the law.

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, and Section 838.22, Florida Statutes, and could result in disciplinary action by the Department.

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

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

Selection Committee Members:

Date: _____

Printed Names

Signatures

Additional Page

[illegible]

Selection Committee Members:

[illegible]

CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION PUBLIC OFFICERS/EMPLOYEES

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, public officers or employees of an agency 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 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.

State of Florida public officers or employees of an agency 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. Public officers or employees of an agency 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.

I will maintain the confidentiality of all information not made public by the Florida Department of Transportation ("Department") related to the procurement of the above-referenced ("Project") that I gain access to as a result of my involvement with the Project ("Procurement Information"). I understand that Procurement Information includes, but is not limited to, documents prepared by or for the Department related to procurement of the Project. I also understand that Procurement Information includes, but is not limited to, documents submitted to the Department by entities seeking an award of the Project ("Proposers"). I understand that Procurement Information may include documents submitted by Proposers related to letters of response/letters of interest, technical proposals, price proposals, financial proposals, and information shared during exempt meetings. I also understand that Procurement Information may also include documents that evaluate or review documents submitted by Proposers, and information regarding Project cost estimates. I also agree not to discuss the Project with anyone who is a member of or acting on behalf of a Proposer.

Unless so ordered by a court of competent jurisdiction or an opinion of the Office of the Florida Attorney General, I will not divulge any Procurement Information except to individuals who have executed a Conflict of Interest/Confidentiality Certification which has been approved by the Department ("Project Personnel"). I understand that a list of Project Personnel will be maintained by Department. If I am contacted by any member of the public or the media with a request for Procurement Information, I will promptly forward such request to the Department's Procurement Office. I will also maintain security and control over all documents containing Procurement Information which are in my custody.

I agree not to solicit or accept gratuities, unwarranted privileges or exemptions, favors, or anything of value from any firm under consideration for an agreement associated with the Project, and I recognize that doing so may be contrary to statutes, ordinances, and rules governing or applicable to the Department or may otherwise be a violation of the law.

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.

Advertisement No./ Solicitation No	Description	Financial Project Number(s)
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Each undersigned individual agrees to the terms of this Conflict of Interest/Confidentiality Certification.
(continued on next page)

Printed Names	Signatures	Date
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_____	_____	_____
_____	_____	_____

Additional Page

[illegible][illegible]

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

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.

I will maintain the confidentiality of all information not made public by the Florida Department of Transportation ("Department") related to the procurement of the above-referenced ("Project") that I gain access to as a result of my involvement with the Project ("Procurement Information"). I understand that Procurement Information includes, but is not limited to, documents prepared by or for the Department related to procurement of the Project. I also understand that Procurement Information includes, but is not limited to, documents submitted to the Department by entities seeking an award of the Project ("Proposers"). I understand that Procurement Information may include documents submitted by Proposers related to letters of response/letters of interest, technical proposals, price proposals, financial proposals, and information shared during exempt meetings. I also understand that Procurement Information may also include documents that evaluate or review documents submitted by Proposers, and information regarding Project cost estimates. I also agree not to discuss the Project with anyone who is a member of or acting on behalf of a Proposer.

Unless so ordered by a court of competent jurisdiction or an opinion of the Office of the Florida Attorney General, I will not divulge any Procurement Information except to individuals who have executed a Conflict of Interest/Confidentiality Certification which has been approved by the Department ("Project Personnel"). I understand that a list of Project Personnel will be maintained by Department. If I am contacted by any member of the public or the media with a request for Procurement Information, I will promptly forward such request to the Department's Procurement Office. I will also maintain security and control over all documents containing Procurement Information which are in my custody.

I agree not to solicit or accept gratuities, unwarranted privileges or exemptions, favors, or anything of value from any firm under consideration for an agreement associated with the Project, and I recognize that doing so may be contrary to statutes, ordinances, and rules governing or applicable to the Department or may otherwise be a violation of the law.

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.

Letting Date: _____

Contract Number(s): _____

Technical Review/Awards Committee Members:

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

Printed Names

Signatures

Date

Contract Number(s): _____

Printed Names

Date _____

[illegible]

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION
FOR CONSULTANT/CONTRACTOR
SERVING IN THE ROLE OF PROJECT MANAGER FOR FDOT**

375-030-50
PROCUREMENT
OGC-1/20

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.

I will maintain the confidentiality of all information not made public by the Florida Department of Transportation ("Department") related to the procurement of the above-referenced ("Project") that I gain access to as a result of my involvement with the Project ("Procurement Information"). I understand that Procurement Information includes, but is not limited to, documents prepared by or for the Department related to procurement of the Project. I also understand that Procurement Information includes, but is not limited to, documents submitted to the Department by entities seeking an award of the Project ("Proposers"). I understand that Procurement Information may include documents submitted by Proposers related to letters of response/letters of interest, technical proposals, price proposals, financial proposals, and information shared during exempt meetings. I also understand that Procurement Information may also include documents that evaluate or review documents submitted by Proposers, and information regarding Project cost estimates. I also agree not to discuss the Project with anyone who is a member of or acting on behalf of a Proposer.

Unless so ordered by a court of competent jurisdiction or an opinion of the Office of the Florida Attorney General, I will not divulge any Procurement Information except to individuals who have executed a Conflict of Interest/Confidentiality Certification which has been approved by the Department ("Project Personnel"). I understand that a list of Project Personnel will be maintained by Department. If I am contacted by any member of the public or the media with a request for Procurement Information, I will promptly forward such request to the Department's Procurement Office. I will also maintain security and control over all documents containing Procurement Information which are in my custody.

I agree not to solicit or accept gratuities, unwarranted privileges or exemptions, favors, or anything of value from any firm under consideration for an agreement associated with the Project, and I recognize that doing so may be contrary to statutes, ordinances, and rules governing or applicable to the Department or may otherwise be a violation of the law.

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

I realize that violation of the above mentioned standards could result in the termination of my work for the Department. I further realize that violation of the above mentioned statute would be punishable in accordance with Section 838.22, Florida Statutes.

Advertisement No./ Solicitation No	Description	Financial Project Number(s)
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Each undersigned individual agrees to the terms of this Conflict of Interest/Confidentiality Certification.

Printed Names	Signatures	Date
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

**CONFLICT OF INTEREST/CONFIDENTIALITY CERTIFICATION
FOR CONSULTANT/CONTRACTOR/TECHNICAL ADVISORS**

Additional Page

375-030-50
PROCUREMENT
OGC – 1/20

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

**Attachment E: Certificate Regarding
Debarment, Suspension, Ineligibility
for Federal Contracts**

**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.

Attachment F1: Lobbying Certification

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

375-030-33
PROCUREMENT
01/24

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: _____

Attachment F2: Disclosure of Lobbying Activities

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: <input type="checkbox"/> Prime <input type="checkbox"/> 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 <i>(if individual, last name, first name, MI):</i> _____ _____ _____			b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i> _____ _____ _____		
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 full name, 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.

Attachment G: Bid Opportunity List for Commodities & Contractual Services

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: _____

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

5. Year Firm Established: _____

1. Federal Tax ID Number: _____

2. Firm Name: _____

3. Phone: _____

4. Address: _____

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

5. Year Firm Established: _____

1. Federal Tax ID Number: _____

2. Firm Name: _____

3. Phone: _____

4. Address: _____

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

5. Year Firm Established: _____

1. Federal Tax ID Number: _____

2. Firm Name: _____

3. Phone: _____

4. Address: _____

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

5. Year Firm Established: _____

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)**

Attachment H: DBE Utilization Form

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:_____.

Attachment I: FDOT AI Policy



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.



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

Exhibit A: Certifications Regarding Debarment, Suspension, Proposed Debarment

EXHIBIT "A"

**CERTIFICATIONS REGARDING DEBARMENT, SUSPENSION, PROPOSED
DEBARMENT, AND OTHER RESPONSIBILITY MATTERS**

For all awards, subawards, and contracts with certain parties that are debarred, suspended, or otherwise excluded from or ineligible for participation in Federal assistance programs and activities, the Offeror must complete and sign the following:

The Offeror certifies, to the best of its knowledge and belief, that-

- (1) This contract is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such the contractor is required to verify that none of the contractor, 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 contractor 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, a political subdivision of the State of Florida (the "County"). If it is later determined that the contractor 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 Florida Division Emergency Management, the County, and the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.
- (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 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.

SIGNATURE: _____

COMPANY NAME: _____

DATE: _____

**Exhibit B: Appendix A, 44 C.F.R. Part 18
– Certification Regarding Lobbying**

EXHIBIT "B"
APPENDIX A, 44 C.F.R. PART 18 – CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

(To be submitted with each bid or offer exceeding \$100,000)

The undersigned _____ certifies, to the best of his or her knowledge, that:
(Contractor)

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 Form to Report Lobbying," 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 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). 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 Contractor, _____, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. § 3801 *et seq.*, apply to this certification and disclosure, if any.

Signature of Contractor's Authorized Official

Name and Title of Contractor's Authorized Official

Date



Polk County Transportation Planning Organization (TPO)

Agenda Item 11.

10/9/2025

AGENDA ITEM

Polk County Community Transportation Coordinator (CTC) Redesignation Process

PRESENTER

Julia Davis, Polk TPO

SUMMARY

Every five years, the TPO must go through a process to recommend a single Community Transportation Coordinator, (CTC) to the Florida Commission for the Transportation Disadvantaged. This is usually handled through a competitive procurement process, for example, an RFP. However, when the existing CTC is a governmental agency, like Lakeland Area Mass Transit District (LAMTD), /d/b/a Citrus Connection, then the process is carried out more informally. Over the next several months, the TPO, in cooperation with LAMTD and the TD Local Coordinating Board, will carry out several steps to produce a local recommendation for LAMTD to be re-designated as the Community Transportation Coordinator for Polk.

There is a designated Community Transportation Coordinator in every County in Florida. The role of the CTC is to manage funding and provide trips, and to arrange transportation for eligible passengers to get to non-emergency medical appointments, to the grocery store, to employment opportunities, and to other life-sustaining activities.

TPO Staff requests TPO Board approval to commence the “local recommendation process to redesignate the CTC in Polk.”

The TD Local Coordinating Board concurred with commencing this process at its September 15th meeting

RECOMMENDED ACTION

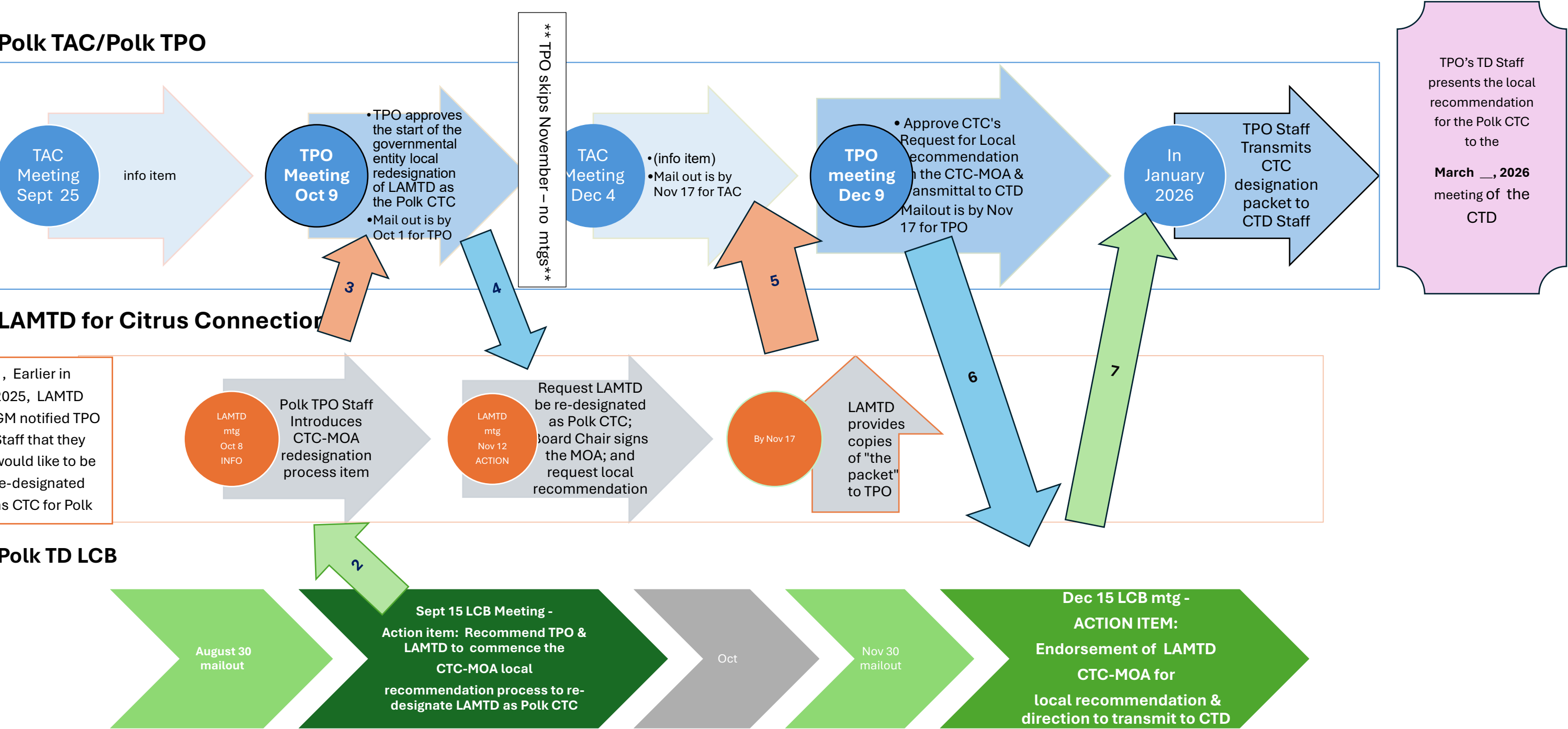
TPO Staff requests TPO Board approval to commence the “local recommendation process to re-designate the CTC in Polk” with the Florida Commission for the Transportation Disadvantaged (CTD).

ATTACHMENTS

1. The Designation Process flow chart
2. The CTC's re-designation request letter from the previous cycle.

Polk CTC re-designation process, for the July 1, 2026-June 30, 2031 Memorandum of Agreement (MOA) with the Commission for the Transportation Disadvantaged (CTD)

The current MOA runs from July 1, 2021 to June 30, 2026. Prior to that, [The Designated Official Planning Agency (Polk TPO) will,] “when necessary and in cooperation with the LCB solicit and recommend a single CTC. This selection will be accomplished, to the maximum extent feasible, through public competitive bidding or proposals in accordance with applicable laws and rules. Such recommendation shall be presented to the Commission [for the Transportation Disadvantaged] by Planning Agency staff or their designee.” [Task 2.A of the TPO’s TD Planning Grant.] When the CTC is a ‘governmental agency,’ then, that CTC may request that the Commission for the Transportation Disadvantaged, re-designate it with a new MOA. The CTC makes this request through the LCB and TPO. LAMTD is a governmental agency and the designated CTC for Polk County, and as such, we may follow this process:



November 18, 2020

Florida Commission for the Transportation Disadvantaged
Attn: David Darm- Executive Director
605 Suwanee Street
Tallahassee, FL 32399

Dear Mr. Darm,

LAMTD is currently the CTC for Polk County and has been the CTC since 2016. We would like to thank you for allowing LAMTD to serve as the CTC in the last few years. It is our goal to work to improve our service and increase mobility for Polk County residents. Over the last few years, we've made major headways in improving the service provided by changing program structures.

- *The Fixed Route Bus programs outreach has increased our visibility in the public, resulting in increased ridership and public use.*
- *In 2018 the Travel Training program became a major focus to help assist those who wanted to gain self-sufficiency by accessing the Fixed Route bus and Para-transit if needed. The program took on an innovative approach by partnering with Community stakeholders to help train and educate the community on transit, with an emphasis on both individual and group training.*
- *Call Center Operations Intake eligibility is now done in-house. This reduces the timeline it takes for application approvals. As a result, residents now have access to transit sooner.*
- *Re-Route 2020 changed the way we did transit for West Polk County. The Public received earlier and later hours, without increasing Operational cost.*

On behalf LAMTD and the LAMTD Board of Directors we would like to continue to serve in the role of the Community Transportation Coordinator for Polk County, for the five-year MOA contract starting July 1, 2021. Thank you for your time and consideration.

Sincerely,



Tom Phillips
Executive Director

MISSION:

• To be a superior provider of transportation services that contribute to the economic growth and quality of life for the communities we serve.



Polk County
Transportation Planning Organization (TPO)

Agenda Item 12.

10/9/2025

AGENDA ITEM

Proclamation of the Polk TPO Recognizing Greenways and Trails Month

PRESENTER

Ryan Kordek, TPO Staff

SUMMARY

Florida's Office of Greenways and Trails is promoting October as Greenways and Trails month in the State of Florida. TPO staff will review and request approval from the TPO Board to recognize Greenways and Trails Month during the month of October. Polk County has 120 trails totaling nearly 400 miles in length. These trails provide opportunities for bicycling, walking, hiking, in-line skating, horseback riding, canoeing and kayaking.

RECOMMENDED ACTION

Recommend approval of Draft TPO Proclamation 2025-01.

ATTACHMENT

1. Draft TPO Proclamation 2025-01

DRAFT TPO PROCLAMATION 2025-01
Greenways and Trails Month

WHEREAS, Polk County has 120 different trails of all types totaling nearly 400 miles in length. These trails provide opportunities for Polk County residents and visitors for walking, jogging, hiking, in-line skating, bicycling, horseback riding, canoeing and kayaking.

WHEREAS, the Polk Transportation Planning Organization (TPO) maintains a Multi-Use Trails Master Plan for Polk County that contains proposed trails that will connect Polk County's cities, neighborhoods, parks, preserves and natural areas; and

WHEREAS, in support of the Multi-Use Trails Master Plan, Polk TPO coordinates with its local governments, the Florida Department of Transportation (FDOT), Florida's Office of Greenways and Trails and other funding agencies to seek funding for the implementation of the proposed projects contained in the Master Plan; and

WHEREAS, these efforts have helped provide funding for the following projects in Polk County: General James A. Van Fleet State Trail; Chain of Lakes Trail; Lake Wales Trail; Fort Fraser Trail; Portions of Lakeland's Lake-to-Lake system of Greenways and Trails; Haines City Trail; Fort Meade (Peace River) Trail; Panther Point Trail; Dundee Scenic Highway Trail; Lake Alfred Veterans Memorial Trail and the Auburndale-TECO Trail; and

WHEREAS, these trails bring benefits to Polk County in the form of economic, health, alternative transportation, connections to our neighborhoods and communities, and an appreciation of Polk County's unique communities and natural areas; and

WHEREAS, Florida's Office of Greenways and Trails is promoting October as Greenways and Trails Month in the State of Florida; and

WHEREAS, Greenways and Trails Month is consistent with the Polk TPO's multi-modal plans and programs, and goals, objectives and performance targets adopted by the Polk TPO; and

WHEREAS, Greenways and Trails Month supports the Polk TPO's Vision Zero-Safe Streets for All Initiative and adopted Complete Streets Policy, and actions taken to reduce fatal and series injury crashes in all road users, and to support safety on Polk County's transportation system.

NOW, THEREFORE, BE IT RESOLVED by the Polk Transportation Planning Organization (TPO), hereby proclaim October 2025 as Greenways and Trails Month in Polk County.

ADOPTED THIS 9th Day of October 2025.

Signed:

Commissioner Trish Pfeiffer, Chairwoman
Polk Transportation Planning Organization (TPO)

October 9, 2025

Date

ATTEST:

Ryan Kordek, TPO Director

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

Heather Bryan, TPO Attorney



Polk County
Transportation Planning Organization (TPO)

Agenda Item 13.

10/9/2025

AGENDA ITEM

Update on Polk County Projects

PRESENTER

Jay Jarvis, Director of Polk County Roads and Drainage

SUMMARY

Polk County staff will provide a presentation on a number of major transportation projects the County has begun or will be starting in the next few years. These include several road widening projects and intersection improvements across the County.

RECOMMENDED ACTION

This item is being presented for information only.

ATTACHMENT

None



Polk County
Transportation Planning Organization (TPO)

Agenda Item 14.

10/9/2025

AGENDA ITEM

County Line Road Project Development and Environmental (PD&E) Study

PRESENTER

FDOT Staff

SUMMARY

FDOT staff will provide a presentation on the PD&E Study that is underway on County Line Road between Amberjack Boulevard and Frontage Road south in Lakeland.

RECOMMENDED ACTION

This item is being presented for information only.

ATTACHMENT

1. County Line Road PD&E Brochure

County Line Road Project Development and Environment Study (PD&E)

From Amberjack Boulevard North to Frontage Road South

Polk County

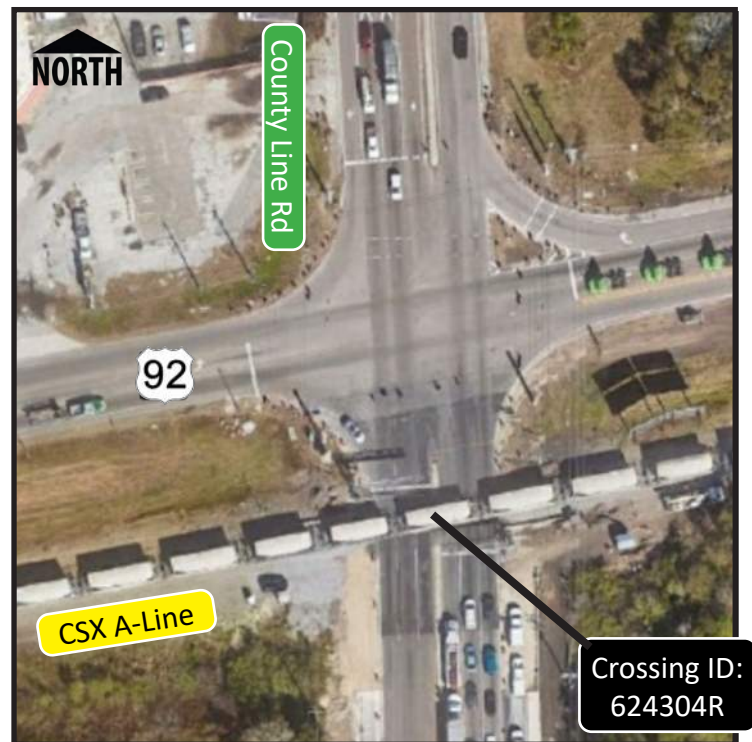
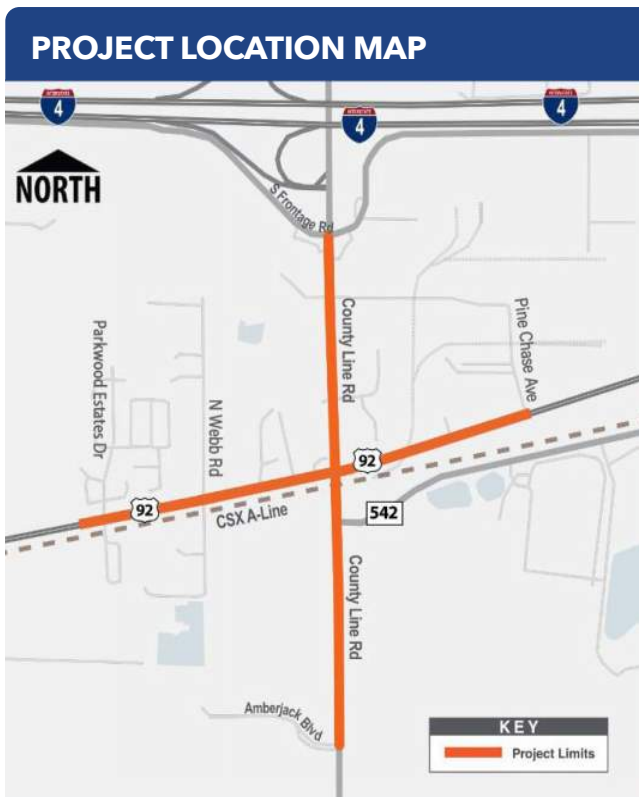


FPID No.: 446404-1

The Florida Department of Transportation (FDOT), District One is hosting in-person and virtual public meetings on the County Line Road Project Development and Environment (PD&E) Study. These meetings are being held to provide the public with an additional opportunity to participate and comment to gain more feedback that is critical for our study. This study will include traffic and pedestrian improvements along both County Line Road and US 92. The County Line Road study limits extend from Amberjack Boulevard North to Frontage Road South shown in the Project location Map below. The need for this project is to enhance safety for the traveling public along the County Line Road corridor by separating vehicle and pedestrian movements from the railroad crossing. All materials including the presentation are available on the project website. <https://www.swflroads.com/project/446404-1>



County Line Road proposed six-lane typical section consists of three-lanes in each direction (36 ft wide) separated by a 30 ft median with 10 ft shared use paths on both sides.



The CSX crossing has an average of 15 trains per day.

HOW TO PROVIDE A COMMENT



Adam Rose

FDOT District One Project Manager



801 N. Broadway Ave., MS 1-40, Bartow, FL 33830



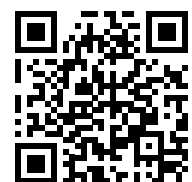
Phone: (863) 519-2832



Email: adam.rose@dot.state.fl.us

To use the online comment form, visit the project webpage:

<https://www.swflroads.com/project/446404-1>

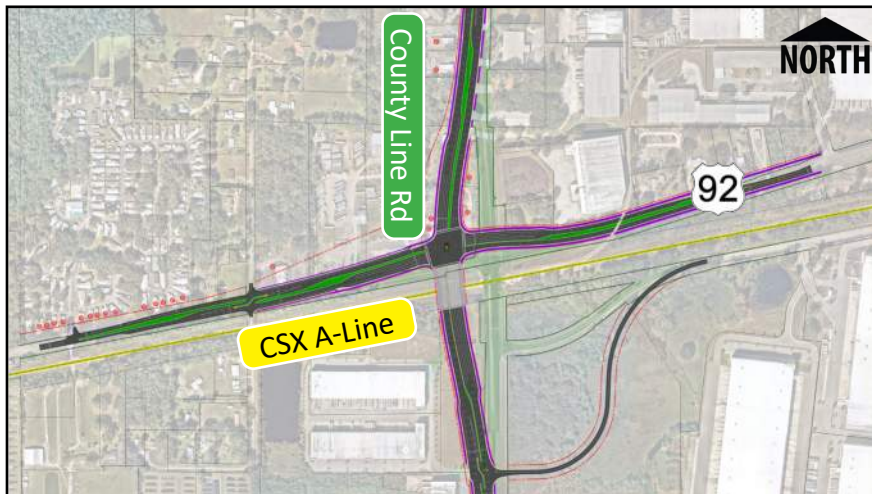


SCAN HERE

County Line Road Project Development and Environment Study (PD&E) From Amberjack Boulevard North to Frontage Road South Polk County

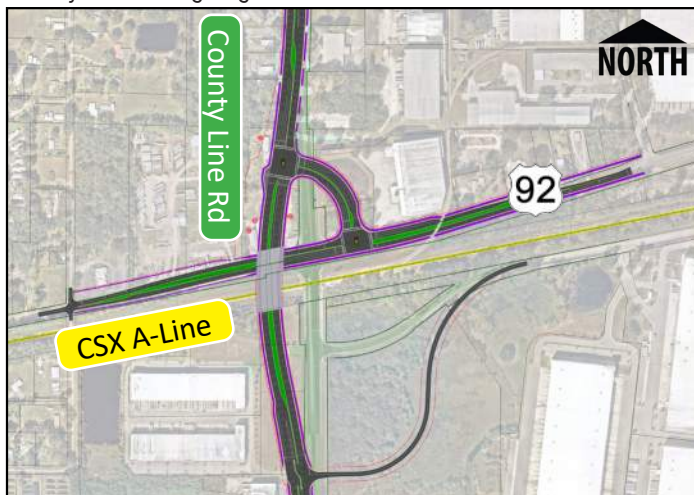


FPID No.: 446404-1

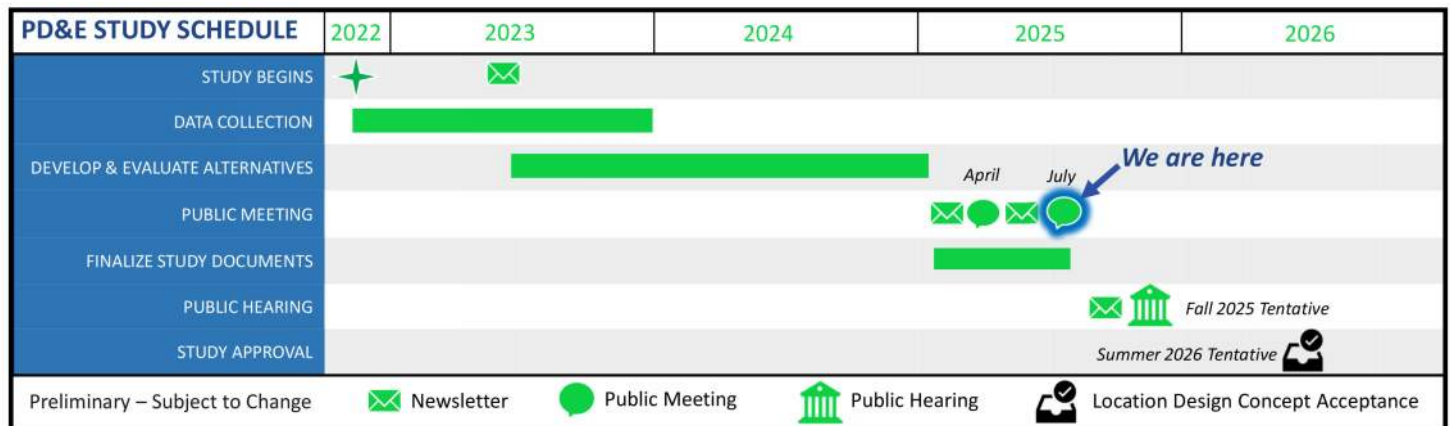
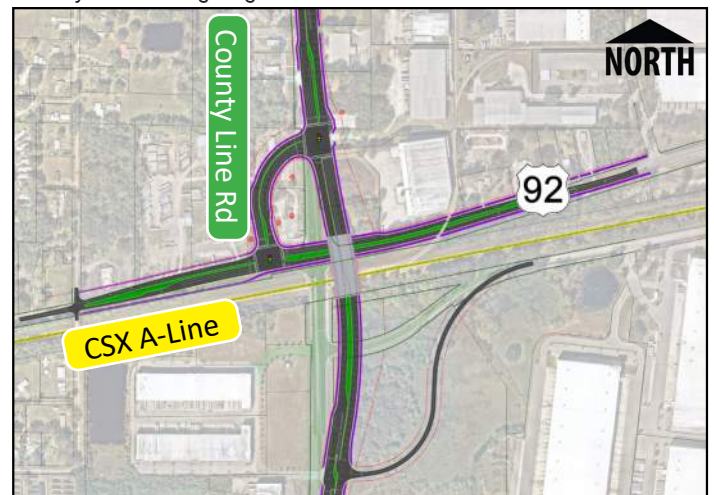


ALTERNATIVE 1 - This is an elevated intersection. Elevating both County Line Road and US 92. County Line Road goes over CSX A-Line.

ALTERNATIVE 2 - This is a northeast quadrant roadway with County Line Road going over both CSX A-Line and US 92.



ALTERNATIVE 3 - This is a northwest quadrant roadway with County Line Road going over both CSX A-Line and US 92.



FDOT is sending notices to property owners, business owners, interested persons and organizations within 300 feet of the project to provide the opportunity to give comments to FDOT regarding these projects. FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. People who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or email at Cynthia.Sykes@dot.state.fl.us at least seven days prior to the meeting. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and FDOT. Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Karina Della Sera, (863) 519-2750, karina.dellasera@dot.state.fl.us, Departamento de Transportación de la Florida, 801 N. Broadway Avenue, Bartow, FL 33830.



Polk County
Transportation Planning Organization (TPO)

Agenda Item 15.

10/9/2025

AGENDA ITEM

Citrus Connection Update

PRESENTER

Tom Phillips, General Manager, Citrus Connection

SUMMARY

The TPO have invited the general manager of the Citrus Connection to provide a presentation and update on their activities and achievements.

RECOMMENDED ACTION

This item is being presented for information only.

ATTACHMENT

None



Polk County
Transportation Planning Organization (TPO)

Agenda Item 17.

10/9/2025

AGENDA ITEM

Florida Department of Transportation (FDOT) Report

PRESENTER

FDOT Secretary and Staff

SUMMARY

FDOT will provide an update.

RECOMMENDED ACTION

Presented for informational purposes only.

ATTACHMENT

1. FDOT Roadwatch Report (Polk County Projects)



Florida Department of Transportation

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DISTRICT ONE DISTRICTWIDE ROADWATCH REPORT #40 FOR WEEK SEPTEMBER 28 – OCTOBER 4, 2025

District One is twelve counties: Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, and Sarasota.

BARTOW, Fla. – This weekly report is prepared by the Florida Department of Transportation (FDOT) to inform the public about upcoming road work in Southwest Florida. Below are the work schedule and lane closure locations for major state road projects.

Motorists are reminded to wear safety belts and drive with caution, courtesy, common sense, and patience as they travel through work zones. Remember, speeding fines are doubled in work zones.

As a reminder, travelers can visit www.FL511.com from their phone to learn about traffic conditions on major roadways across the state. If you know before you go, you can plan accordingly and save time and money.

District One is twelve counties: Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, and Sarasota.

POLK COUNTY

I-4 at SR 33 (Exit 38): Construction project: Project improvements include reconstructing the existing interchange, reconstruct I-4 bridges over SR 33, widen and resurface SR 33, wildlife crossings over I-4 and under SR 33, and noise walls on SR 33. This week, crews will work on clearing vegetation, installing barrier wall, and paving temporary asphalt.

- On Tuesday, September 30, 2025, from 9:30 a.m. to 6 a.m. crews will close eastbound Exit 38 on I-4 overnight to remove a high mast foundation along Ramp B. A detour will be in place starting from eastbound exit 33 on I-4 routing to exit 38 to return to eastbound I-4. A back-up date of Wednesday, October 1, 2025, will be in place in case of weather delays.
- Motorists should expect single lane closures on I-4 during nighttime/overnight hours from 8:30 p.m. to 6:30 a.m. bound through the duration of the construction.
- Motorists should expect double lane closures on I-4 during nighttime/overnight hours from 10:30 p.m. to 6 a.m. through the duration of the construction.

- Motorists should expect lane closures on SR 33 during nighttime/overnight hours from 7 p.m. to 6 a.m. through the duration of the construction.
- Motorists should expect lane shifts on I-4 and SR 33 through the duration of the construction.
- Drivers should exercise caution and be aware of construction vehicles entering and exiting the interstate through the duration of the construction.

Variable message signs will be in place to alert drivers that work is underway. Estimated completion is summer 2029.

I-4 at CSX Railroad Bridge approximately 1200 feet West of Kathleen Road (Exit 31): Construction project: This project includes replacing the existing 250-foot bridge with two new 400-foot bridges to provide for CSX double tracking and will accommodate future expansion of I-4. The westbound I-4 entrance ramp from Kathleen Road (Exit #31) will be closed from 9 a.m. to 3 p.m., Monday, September 29 through Friday, October 3, 2025.

Northbound motorists on Kathleen Road will be detoured to the eastbound I-4 on ramp where they will travel eastbound to the next exit at US 98 (Exit #32) and re-enter the interstate westbound.

Southbound motorists on Kathleen Road will be detoured east on Griffin Road to US 98, turn left (north) on US 98 to enter I-4 westbound at US 98 (Exit #32).

US 98 from South of Griffin Road to Sharon Drive: Construction project: This project includes milling and resurfacing, repairing and improving drainage, improvements at Pyramid Parkway, special emphasis crosswalks, enhanced lighting, upgraded signal equipment, new northbound signs identifying the I-4 ramps, and painted bike lanes for emphasis.

- Expect nightly lane closures north and southbound as crews continue installing drainage. Use caution and be prepared to merge.
- Daytime lane closures may be necessary north of I-4 as crews place concrete and lighting.
- Pedestrians should follow the sidewalk detours and temporary crosswalks to safely travel throughout the project.

For more information on this project, visit www.swflroads.com/project/445468-1

US 98 from West Socrum Loop Road to CR 54: Construction project: The improvements under this project include widening US 98 to a 4-lane divided

highway, creating roundabouts at the Big Cypress Boulevard and SR 471 intersections, relocating utilities, improving drainage, adding pedestrian crosswalks, and building shared use paths from W Socrum Loop Road / Hall Road to just north of Rock Ridge Road.

- Periodic lane closures with flagging operations (up to one half mile sections at a time) on US 98 between W Socrum Loop Road and CR 54 from 9 a.m. to 5 p.m. Monday, September 29 through Friday, October 3. Be prepared to stop.
- Flagging operations at the US 98 / Rock Ridge Road intersection from 11 p.m. to 6 a.m. Monday, September 29 through Wednesday, October 1 nights. Be prepared to stop.
- The speed limit is reduced to 45 MPH on US 98 throughout the project limits

US 92 (West Memorial Boulevard) from Texas Avenue to North Canal Avenue:

Maintenance contracts project: Watch for westbound and eastbound lane closures at night/overnight from 8 p.m. to 6 a.m. while crews work on inlet tops and concrete curbs. Use caution and be prepared to merge.

US 27 from North of Holly Hill Cut-off Road to North of Deer Creek Boulevard:

Construction project: This project includes milling and resurfacing; shoulder work and signal equipment upgrades on US 27 from north of Holly Hill Cut-off Road/North Boulevard to north of Allen Brothers Boulevard/Deer Creek Boulevard in Davenport. Expect nighttime/overnight lane closures for paving from 8 p.m. to 6 a.m., Sunday through Thursday nights. Use caution and be prepared to merge.

US 27 turning onto Main Street: Maintenance permits project: Watch for nighttime/overnight lane closures from 9 p.m. to 5:30 a.m. while Haines City Utilities contractor bores for a 20" watermain line. Watch for lane closures and be prepared to merge.

US 17/US 98 from 9th Street NE in Fort Meade to Oak Hammock Loop in Bartow:

Construction project: Project improvements include milling and resurfacing of the existing pavement, signal upgrades, inside shoulder widening, bicycle keyhole lanes at the existing right turn lanes, intersection improvements at CR 640/Homeland Garfield Road that include additional lighting and pedestrian upgrades, revising the two full access median openings with directional median openings at 3rd Street NE and Pembroke Road North, and widening the median to provide a northbound to southbound U-turn lane approximately 200' north of Pembroke Road. Expect northbound and southbound daytime lane closures from 7 a.m. to 5 p.m. Monday through Friday, from Bartow Road South to 9th Street NE. Use caution and be prepared to merge.

SR 659 (Combee Road) from Carol Way Road to Dons Place: Construction project: this is a project to improve drainage along Combee Road in Lakeland. Improvements include installing new drainage structures and pipes, installing ditch bottom pavement and reconstructing asphalt in damaged areas. This week crews will work on clearing the right-of-way to begin work. Expect shoulder closures and watch for workers close to the road.

Next week, crews are expected to begin drainage improvements. South Eastside Drive will be closed at Combee Road starting Monday, October 6 to begin replacing the drainage pipe beneath the roadway. Motorists will be detoured using Combee Road and East Main Street back to South Eastside Drive. Combee Road will not be affected. Use caution and be prepared to merge or stop.

SR 572 from Airport Road to Pipkin Creek Road and SR 572 Roundabout at Waring Road: Construction project: Project improvements include resurfacing and lane widening on SR 572 and a new roundabout at Waring Road. This week, crews will work on utilities, drainage, and roadway grading.

- On July 7, 2025, crews closed the north side of Waring Road and exit 4 of the Polk Parkway. A detour route is available to access Drane Field Road eastbound and westbound from the south side of Waring Road, exit 3, and exit 5 of the Polk Parkway. The closure will be in place until late December 2025.
- Motorists should expect lane closures through the duration of the construction.
- Resurfacing project – expect lane closures during the nighttime/overnight hours from 7 p.m. to 6 a.m.
- Roundabout – expect lane closures during the nighttime/overnight hours from 7 p.m. to 7 a.m. and from 9 a.m. to 4 p.m.
- Motorists should expect lane shifts through the duration of the construction.
- Drivers should exercise caution and be aware of construction vehicles entering and exiting the roadway through the duration of the construction.

Variable message signs will be in place to alert drivers that work is underway. Estimated completion is spring 2026.

SR 570 (Polk Parkway) Resurfacing and Roadside Resurfacing Project from West of Lakeland Highlands Road to South of US 92: Turnpike Project: Polk Parkway/SR 570 is being resurfaced from west of Lakeland Highlands Road (milepost 8) to south of US 92 (milepost 17) in Polk County. Work includes paving Polk Parkway, US 98 ramps, Lakeland Highlands Road, and Winter Lake Road. This project also includes installing new guardrails, rumble strips, and highly reflective signs and pavement markings, and upgrading existing drainage. Construction will continue through mid-2026. Approximate cost: \$20 million. For more information or questions about the project and/or traffic impacts contact Louis Grisoglio at Louis.Grisoglio@dot.state.fl.us.

SR 570B (Central Polk Parkway): Turnpike project: Florida's Turnpike Enterprise is constructing Central Polk Parkway/State Road (SR) 570B, a new, four-lane (two lanes in each direction) tolled roadway. This new stretch of roadway will begin at Polk Parkway/SR 570 and Winter Lake Road/SR 540 and extend approximately 6.5 miles to US 17/SR 35. Expect lane closures and intermittent work on SR 540 (Winter Lake Road). Use caution and be prepared to merge. The westbound Polk Parkway exit ramp to Winter Lake Road (Exit 14) is expected to remain closed through late 2025. Westbound Polk Parkway/SR 570 traffic wishing to access Winter Lake Road/SR 540 (Exit 14) is directed to exit at US 92 (Exit 17), travel east on US 92 to Recker Highway/CR 655, travel southeast on Recker Highway to Spirit Lake Road, and travel south on Spirit Lake Road to access Winter Lake Road. This is a Florida Turnpike Enterprise project. For more information or questions about the project and/or traffic impacts contact Louis Grisoglio at Louis.Grisoglio@dot.state.fl.us.

Central Florida Wrong-Way Vehicle Detection Technology Implementation Project: Turnpike Project: Wrong-Way Vehicle Detection Systems (WWVDS) are being enhanced throughout Hillsborough, Pasco, Hernando, Polk, Orange, and Brevard counties. Work includes increasing the amount of wrong-way signage, roadway reflectors and pavement markings in locations along Florida's Turnpike/SR 91, Beachline Expressway/SR 528, Polk Parkway/SR 589, and Veterans Expressway/Suncoast Parkway/SR 589. Construction will continue through late 2025. Approximate cost: \$11 million. Expect ramp closures and detours. For more information or questions about the project and/or traffic impacts contact Louis Grisoglio at Louis.Grisoglio@dot.state.fl.us.

SR 563 (Harden Boulevard) from West Beacon Road to Magnolia Road: Maintenance contracts project: Watch for northbound and southbound lane closures at night/overnight from 8 p.m. to 6 a.m. on while crews work on inlet tops and concrete curbs. Use caution and be prepared to merge.

SR 539 (Kathleen Road) from West Margaret Street to Pear Street: Maintenance contracts project: Watch for northbound and southbound lane closures at

night/overnight from 8 p.m. to 6 a.m. while crews work on inlet tops and concrete curbs. Use caution and be prepared to merge.

SR 60 from West of Saddlebag Lake Road to East of Tiger Lake Road: Construction project: This project includes milling and resurfacing, drainage improvements, guardrail installation, lighting, bridge railing and pavement grooving. Motorists can expect daytime and nighttime/overnight lane closures of the outside eastbound and westbound lanes at the Weohyakapka Creek Bridge. These closures are necessary for traffic railing wall installation, roadway widening, and drainage work. Use caution when traveling through the area and be prepared to merge.

SR 60 from Peace River Bridge to East of Michigan Boulevard: materials project: Watch for slow moving vehicles as crews perform coring for material testing at night/overnight from 7 p.m. Tuesday, September 30, through 4 a.m., Wednesday, October 1. Use caution.

SR 60 from CR 555 (Crown Avenue/Agricola Road) to Broadway Avenue and from the Eastbound SR 60 Split to East of the Peace River Overflow Bridge: Construction project: This project includes milling and resurfacing, drainage, sidewalk and guardrail work, signal, lighting paving from Agricola Road to North Broadway Avenue. Expect nighttime/overnight lane closures for striping and sign installation from 7:30 p.m. to 6 a.m., between CR 555 (Agricola Road) to North Broadway Avenue and from Flamingo Drive to C Wilson Ranch Road. Use caution and be prepared to merge.

SR 60 at the new RaceTrac in Bartow: Maintenance permits: Expect periodic daytime and nighttime/overnight lane closures as crews make updates to the roadway in front of the new RaceTrac. Use caution and be prepared to merge.

SR 60 at the railroad crossing between Armour Road and Century Boulevard: Railroad project: Watch for the inside eastbound and westbound lanes (closest to the median) to be closed as crews from CSX make repairs at the tracks from 7 a.m. to 7 p.m. on Wednesday, October 1. Use caution and be prepared to merge.

SR 60 from Myrtle Avenue to Capps Road: Materials Testing: watch for slow moving vehicles from 9:30 a.m. to 2 p.m., Tuesday, September 23, as crews perform falling weight deflection testing on the roadway. Use caution and be prepared to merge or stop.

SR 37 from Ft Green Mine to SR 674: Maintenance contracts project: Watch for southbound and northbound lane closures from 8 a.m. to 4:30 p.m. as crews replace sod on shoulders. Use caution, watch for flaggers directing traffic and be prepared to stop.

SR 33 (Lakeland Hills Boulevard) from Parkview Place to Griffin Road:

Construction project: Project improvements include roadway reconstruction, milling & resurfacing, placing curb and gutter, installing a new drainage system, widening sidewalk, upgrading signals and lighting, and upgrading water and sewer lines for the City of Lakeland. This week workers will continue installing new water mains along the east side of Lakeland Hills Boulevard and new drainage along Julius. T. Horney.

- Julius T. Horney will be closed between Lakeland Hills Boulevard and Gilmore Avenue through late September. The closure is necessary to install new storm drainpipe and structures along the south side of Julius T. Horney. Follow posted detour signs to navigate around the closure.
- Gilmore Avenue remains closed from Parkview Place to Julius T Horney Drive through late September. The closure is necessary as crews install new water pipe, sanitary pipe, and storm drains along Gilmore Avenue. Follow posted detour signs to navigate around the closure.
- Lakeland Hills Boulevard will be reduced to one lane with flaggers directing traffic at night/overnight while crews continue installing drainage beneath Lakeland Hills Boulevard. Use caution and be prepared to stop.
- Watch for side street closures along the east side of Lakeland Hills Boulevard as crews work to install new storm drains and water lines. Any side street closures will utilize the adjacent side streets to route traffic east towards Gilmore Avenue to the respective closed street.
- Traffic will remain in one lane in each direction for most of the duration of construction. Use caution, be prepared to merge or stop, and plan for delays.
- The speed limit has been reduced to 35 mph during construction.

SR 17 (Scenic Highway) and South 3rd Street from East Bullard Road to Johnson Avenue:

Construction project: This project includes making drainage improvements, reconstructing asphalt, milling and paving the roadway, constructing sidewalk, and reconstructing some driveway aprons. This week, crews will place asphalt. Expect lane closures with flaggers directing traffic and be prepared to merge or stop.

County Line Road over Peace River Bridge: Construction project: This project includes replacing the County Line Bridge over the Peace River in Polk and Hardee Counties. The new bridge will have two 12-foot lanes with additional eight-foot shoulders. This week crews will continue earthwork, drainage, and

roadway. Countyline Road remains closed at the Peace River. Motorists should follow the posted detours.

- Eastbound: Head north or south on US 17 to Hardee Street and east on Hardee Street to Lake Branch Road. Head southeast on Lake Branch Road to Platt Road and head north back to County Line Road.
- Westbound: Head east or west on County Line Road to Platt Road. Head south on Platt Road to Lake Branch Road and head west to Hardee Street. Turn left (west) on Hardee Street to US 17. Turn right (north) on US 17 back to County Line Road.

More information on this project and graphics of the signed detours can be found at www.swflroads.com/project/439441-1.

Haines City Sidewalks along Hornet Drive, East Grace Avenue/Hornet Drive, South 20th Street and East Hinson Avenue: Construction project: This project includes construction of four new sections of sidewalk that will link to existing sidewalks, improving accessibility for students walking to school and from nearby neighborhoods. This week crews are completing sidewalk with no planned lane closures.