

October 03, 2024 TPO TAC

**Polk County Administration Building
330 W. Church Street, Room 413
Bartow, FL 33830**

Rescheduled from September 26, 2024

Introduction

1. Call to Order - 9:30 a.m. (Bob Weigers, Chairman)
2. Confirmation of Quorum
3. Approval of Draft Meeting Minutes - July 25, 2024

Attachments: [Draft TAC Meeting Minutes 07.25.2024](#)

4. Agenda Review - Ryan Kordek, Polk TPO Executive Director

Action Items

5. Review/Approve Amendments to the TPO's Bylaws

Attachments: [A15 A1 Polk Apportionment Plan Approval Letter](#)
[A15 A2 Draft Amended Bylaws](#)

6. Review/Approve Amendments to FY 2024/25 - 2028/29 Transportation Improvement Program (TIP)

Attachments: [A16 A1 TIP Amendments FY 24-25 thru 28-29](#)

7. Review/Approve Draft Goal, Objectives, Performance Measures and Indicators for the Long-Range Transportation Plan Update - Envision 2050

Attachments: [A17 A1 Draft 2050 GoalsandObjectives 240918-v02](#)

8. Review/Approve the Use of TMA-SU Funds for State Infrastructure Bank (SIB) Loan Reimbursement for State Road 33 Widening (FPN: 430185-4) from Old Combee Road to Firstpark Boulevard

9. Recognition of Mobility Week and Greenways and Trails Month

Attachments: [A19 A1 Draft Proclamation 2024-08 Trails Month Mobility Week](#)
[A19 A2 Mobility Week Brochure](#)
[A19 A3 Lake Hancock Trails Master Plan Reduced](#)

- 9a. Lake Hancock Trails Master Plan

- 9b. Fort Fraser Trail Extension Update

10. Review/Approve Draft Amendments to the Fiscal Years 2024/25 - 2025/26 Unified Planning Work Program (UPWP)

Attachments: [A110 A1 UPWP Revision Form 1](#)
[A110 A2 UPWP Revision Form 2](#)

Presentations and Status Reports

11. Polk TPO's New Website

Communications and Reports

12. Board Member Comments

13. Preview of October 10, 2024 TPO Meeting

Attachments: [A113 A1 Transportation Safety 2024 - Sheriff Judd & Superintendent Heid](#)

14. Priority Projects Update

15. Opportunity for Public Comment

16. Adjournment - Next Meeting will be Thursday, December 5, 2024

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 the TPO's Title VI Specialist at (863) 534-6486, or by writing Ms. Julia Davis at Post Office Box 9005, Bartow, Florida 33831-9005.



Polk County

Transportation Planning Organization (TPO) Technical Advisory Committee

Agenda Item 3.

10/3/2024

SUBJECT

Approval of Draft Meeting Minutes - July 25, 2024

RECOMMENDATION

Approval



Technical Advisory Committee (TAC)

Draft Meeting Minutes

Thursday, July 25, 2024

Polk County Administration Building
 Room 413
 330 West Church Street
 Bartow, FL 33830

Members Present:	Representing:
Chuck Barmby	City of Lakeland
Sean Byers	City of Winter Haven
Ted Adkins	City of Haines City
James Phillips	City of Lakeland
Raymond Perez	City of Davenport
Richard Ranck	CFRPC
Tess Schwartz	City of Lakeland
Carlie Flagler	LAMTD
Bill Skelton	Polk County Roads & Drainage

Others Present:	Representing:
Ryan Kordek	Executive Director
Lorenzo Thomas	Polk TPO Staff
Julia Davis	Polk TPO Staff
Angela Kaufman	Polk TPO Staff
Tyler Williams	City of Winter Haven
Edith Perez	FDOT
Tracy Kiley	Cirtus Connection
William Roll	Kimley-Horn
Kat Chinault	FDOT
Kristi Smith	FDOT

Introduction

1. Call to Order, Roll Call and Confirmation of Quorum

Vice Chair Tess Schwartz called the meeting to order at 9:30 a.m. Roll call taken quorum confirmed by Angela Kaufman, TPO Staff.

2. Approval of Draft Meeting Minutes – May 23, 2024

Motion to approve meeting minutes.

Motion: Motioned by Chuck Bamby, seconded by Richard Ranck. Motion carried without dissent.

3. Agenda Review

Ryan Kordek, TPO Executive Director, reviewed the agenda which consisted of the TIP Amendments FY 2024/25 – 2028/29 (TIP), Draft Resilience and Carbon Reduction Plans, Collier to Polk Regional Trail Master Plan Update, State of the Transportation System Report, TPO Bicycle Safety Video, TRAIL-GO Maintenance Grant, and the Safe Streets for All update.

Action Items

4. Review/Approve Draft Amendments to FY 2024/25 – 2028/29 Transportation Improvement Program (TIP)

Angela Kaufman, TPO Staff, presented the Draft Amendments to FY 2024/25 – 2028/29 Transportation Improvement Program (TIP). FDOT requests Polk TPO to approve the Roll-Forward projects from the previous fiscal year TIP to the current fiscal year TIP. The amendments are necessary to ensure authorization of federal funds in the current fiscal year.

Motion: Motioned by Chuck Bamby, seconded by Carlie Flagler. Motion carried without dissent.

5. Review and Approval of Resilience and Carbon Reduction Plans

Mr. Kordek introduced the Resilience and Carbon Reduction Plans and William Roll of Kimley-Horn provide a PowerPoint presentation. A summary presentation of the candidate projects in support of the Resilience and Carbon Reduction Plans being developed for the 2050 Long Range Transportation Plan (LRTP) Update. Chuck Bamby requested that a section of US 98 between Lake Parker and South Crystal Lake be included in this project.

Motion: Motioned by Chuck Bamby, seconded by Ted Adkins. Motion carried without dissent.

Presentations and Status Reports

6. Collier to Polk Regional Trail Master Plan Update

Katherine Chinault with FDOT provided a PowerPoint presentation of the Collier to Polk Regional Trail Master Plan.

7. State of the Transportation System Report

Mr. Kordek provided an overview of the 2024 State of the Transportation System Report prepared by the TPO.

8. TPO Bicycle Safety Video

Brittany Silva, Polk County Communications, shared a new bicycle safety video prepared by the TPO and Polk County Government Television (PGTV).

9. TRAIL-GO Maintenance Grant

Angela Kaufman, TPO Staff, provided information about the TRAIL-GO Maintenance Grant provided by the Florida Department of Environmental Protection (FDEP). This grant is specifically for the operation and maintenance of the trails on the Florida Greenways and Trails Systems.

Communications and Reports

10. Polk County Safe Streets for All Status

Julia Davis, TPO Staff, provided an update of Polk County Safe Streets for All.

11. Board Member Comments and Announcements

Carlie Flagler announced the Bartow Squeeze will be start operations on August 5th between the hours of 11 a.m. and 2 p.m. in Bartow.

Chuck Barmby introduced a new TAC member, James Phillips, Transportation Planner with the City of Lakeland.

Edith Perez introduced Kristi Smith as the new FDOT Community Liaison Supervisor.

12. Next meeting date – September 26, 2024

13. With no further business the meeting adjourned at 11:05 a.m.

Respectfully transcribed by Annette Crews-Downs, TPO Office Manager IV. Section 286.0105, Florida Statutes, states that if a person decides to appeal any decision made by a board, agency, or commission with respect to any matter considered at a meeting or hearing, he will need 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) Technical Advisory Committee

Agenda Item 5.

10/3/2024

SUBJECT

Review/Approve Amendments to the TPO's Bylaws

DESCRIPTION

Staff will request the Committee to review and approve the Draft Transportation Planning Organization (TPO) Bylaws as attached. The existing bylaws were revised to include changes made necessary due to the implementation of the new TPO Membership Reapportionment Plan. A strikeout (deletions) and underline (additions) version of the Draft TPO Bylaws is provided as Attachment 2. The proposed changes to the bylaws are located on pages 3, 4, 5, 6, 8 and 9.

RECOMMENDATION

Staff will request the Committee to recommend the TPO Board review and approve the proposed revisions to the TPO Bylaws.

CONTACT INFORMATION

Julia Davis, Polk TPO



RON DESANTIS
GOVERNOR

August 8, 2024

The Honorable Trish Pffeifer, Chairperson
Polk Transportation Planning Organization
330 W. Church Streer, Drawer TS05
Bartow, FL 33830

To Whom It May Concern:

In accordance with s. 339.175, Florida Statutes, and Title 23 CFR Part 450, please consider this letter as formal concurrence with the Department of Transportation's recommendation that the Polk Transportation Planning Organization's apportionment plan meets the requirements of s. 339.175, Florida Statutes and Title 23 CFR 450.312(a).

The TPO's continued adherence to the requirements of Florida Law are of utmost importance.

Sincerely,

A handwritten signature in black ink, appearing to be "Ron DeSantis".

Ron DeSantis, Governor

CC: Mr. Jared Perdue, P.E., Secretary, Florida Department of Transportation



Polk Transportation
Planning Organization

Bylaws

Adopted as Revised: December 10, 2020

Proposed Amendments offered: TAC – 9-26-2024 / TPO – 10/10/2024.

“These amendments will take effect when FDOT signs the Polk TPO’s (2023-24) Membership Apportionment Plan, based on Governor’s Direction.”

TPO Staff edits, 9-11-2024

Section 1: Name

The name of this organization shall be the Polk Transportation Planning Organization (TPO).

Section 2: Purpose and Organization

- A. The TPO in cooperation with the State of Florida shall be responsible for carrying out the Metropolitan Transportation Planning Process in the Lakeland/Winter Haven Urbanized Areas. The TPO shall provide the forum for cooperative decision-making by principal elected officials of general-purpose local government.

- B. The functions of the TPO shall include, but not be limited to, the following:
 - 1. Ensure the Lakeland/Winter Haven Urbanized Areas are eligible to receive Federal funding, including capital and operating assistance.

 - 2. Promote the coordination of transportation planning and programming in accordance with Title 23 U.S. Code, Section 339.175, Florida Statutes; and Sections 163.3161-163.3211, the Local Government Comprehensive Planning Act and Section 163.01, Florida Statutes.

 - 3. Adopt transportation work programs.

 - 4. Develop and adopt a transportation plan in accordance with the continuous, comprehensive and cooperative transportation planning process.

- C. The TPO shall appoint a Technical Advisory Committee (TAC) as a standing committee.

- D. The TPO will create and maintain an Adviser Network as an alternate program to ensure citizen involvement in the transportation planning process.

- E. The Polk County Board of County Commissioners, under a Staff Services Agreement with the TPO, shall serve as staff to the Board and its committees.

F. To promote the coordination and integration of land use and transportation planning, the TPO shall sponsor a “Land Use and Transportation Forum.” The purpose and structure of this forum is outlined in Section 13.

Section 3: TPO Board Membership

A. Membership shall include principal elected officials of general-purpose local governments and representatives from the Florida Department of Transportation as designated by the Governor of Florida.

B. Members shall serve by virtue of office held and at the pleasure of the Governor.

C. There shall be 19 ~~23~~ voting members on the TPO Board. These voting members are apportioned as follows:

Jurisdiction	Voting Members
Polk County	5
City of Auburndale	1
City of Bartow	1
City of Haines City	1
City of Lakeland	6
City of Lake Wales	1
City of Winter Haven	2
South County Bloc (Shared Voting Membership)	
Fort Meade	1
Mulberry	
Frostproof	
East County Bloc (Shared Voting Membership)	
Lake Alfred	1
Dundee	
Eagle Lake	
Davenport	
Polk City	
Lake Hamilton	

Jurisdiction	Voting Members
Polk County	5

City of Lakeland	<u>6</u>
City of Winter Haven	<u>3</u>
City of Haines City	<u>2</u>
City of Bartow	<u>1</u>
City of Lake Wales	<u>1</u>
City of Auburndale	<u>1</u>
City of Davenport	<u>1</u>
City of Lake Alfred	<u>1</u>
South County Bloc (Shared Voting Membership)	
City of Fort Meade	<u>1</u>
City of Mulberry	
City of Frostproof	
Central County and Ridge Bloc (Shared Voting Membership)	
Town of Dundee	<u>1</u>
City of Eagle Lake	
City of Polk City	
Town of Lake Hamilton	
Total Number of TPO Board Members	<u>23</u>

- D. The Florida Department of Transportation shall appoint a representative to serve as a non-voting advisor member on the TPO Board.
- E. When not serving as voting members, the representatives from the South County Bloc and ~~East County Bloc~~ [Central County and Ridge Bloc](#) shall participate in TPO Board Meetings as non-voting members (see Section 4).
- F. The governmental body of each governing entity so designated, shall appoint the number of members to the TPO Board from eligible elected officials. A copy of the government entity's meeting minutes which shall act as the record of members appointed, shall accompany written notification of the appointment(s). The Governor shall appoint individual members only when the local entity involved fails to appoint a member as required by law. TPO members shall serve an initial term of four years and may be appointed for additional terms by their governing body. Membership shall be terminated upon the member leaving elective office for any reason or by a majority vote

of the appointing governmental body. Vacancies shall be filled by the original appointing body.

- G. If a member is absent for three consecutive meetings, the TPO Chairperson shall send a letter to said member and the mayor of the government he/she represents. This letter shall indicate that meeting attendance is imperative for proper representation on the Board and request consideration be given to appointing a replacement member.

Section 4: Shared Voting Membership – South County Bloc and ~~East County Bloc~~ Central County and Ridge Bloc

- A. The South County Bloc and ~~East County Bloc~~ Central County and Ridge Bloc will each share one (1) voting membership spot on the TPO Board as outlined in Section 3C.
- B. The shared voting membership for each Bloc shall be rotated annually among the jurisdictions comprising each voting bloc. This rotation shall occur at the first TPO Board Meeting of each calendar year.
- C. The order of rotation for the South Bloc shall be as follows: Fort Meade, Mulberry and Frostproof. The order of rotation for the ~~East Bloc~~ Central County and Ridge Bloc shall be as follows: ~~Lake Alfred, Dundee, Eagle Lake, Davenport,~~ Polk City, and Lake Hamilton.
- D. If the voting member (or alternate) for a voting bloc is absent from a TPO Board Meeting, then another representative from that voting bloc may participate as a voting member. This substitute voting member shall be identified from among the other members of the voting bloc in attendance according to the order of rotation set forth in Section 4C.

Section 5: Alternate Membership

- A. A TPO Board member government may appoint an alternate member for one or more of its appointed TPO Board members by taking action during an official meeting.

- B. The alternate member must be an elected official and serve the same governmental entity or area that the regular member serves.
- C. An alternate voting member's term shall be for no longer than the term of the voting member he or she represents.
- D. Alternate members may attend and vote in place of absent voting members serving the same governmental entity at any TPO meeting.
- E. The member government entity shall notify the TPO Chairperson in writing that the appointed individual may act as an alternate member if the regular member cannot attend a meeting. A copy of the government entity's meeting minutes when the alternate member was appointed shall accompany this written notification.
- F. The TPO Board shall acknowledge appointments of alternate members by reading the notification of appointment into the minutes of the first TPO Board meeting following notification by the governmental entity.

Section 6: Officers and Duties

- A. This section shall apply to the TPO Board and TAC.
- B. A Chairperson and Vice Chairperson shall be elected by voting members at the first scheduled meeting of each calendar year. Position may be held for no more than two consecutive years.
- C. Any voting member may nominate or be nominated as an officer. A TPO Board representative of the South County Bloc and ~~East County Bloc~~ Central County and Ridge Bloc may be elected and serve as Chairperson or Vice Chairperson whether they are currently serving as a voting or non-voting member of the Board. All officers shall be elected by a majority vote during a meeting when a quorum is present.
- D. The Chairperson shall preside at all meetings. The Chairperson shall be responsible for pertinent correspondence and information releases. The

Chairperson shall assure that agendas are transmitted at least seven calendar days prior to any regularly scheduled meeting.

- E. The Vice Chairperson shall have and exercise all the duties and power of the Chairperson during his/her absence or inability serve. The Vice Chairperson shall also perform other duties as assigned by the Chairperson.
- F. If both the Chairperson and the Vice Chairperson are absent from a meeting a temporary Chairperson shall be selected by a majority vote of the members present. The temporary Chairperson shall serve only until either the arrival of an officer or the end of the meeting.
- G. Any vacancy in the office of Chairperson or Vice Chairperson shall be filled by a majority vote of the members. Any Officer elected shall fill the remainder of the unexpired term of the vacant office.

Section 7: Meetings

- A. This section shall apply to the TPO Board and TAC.
- B. The TPO Board and respective committees shall meet at least quarterly at a date, time and place acceptable to a majority of the voting members. At the last scheduled meeting of a calendar year a regular meeting schedule for the next calendar year shall be adopted by the board and standing committees.
- C. Other meetings may be scheduled by a majority vote of members present at any meeting. Notice of such meetings shall be given to members at least seven days in advance.
- D. Special meetings may be called by the Chairperson person with a minimum notice of three calendar days and shall indicate the reason for the meeting.
- E. A quorum of the TPO Board shall consist of no less than nine voting members and shall be required to conduct all official business other than scheduling meetings.

- F. A quorum of the TAC shall consist of no less than nine voting members and shall be required to conduct all official business other than scheduling meetings.
- G. All meetings and hearings will be open to the public. It is the policy of the TPO Board to encourage public involvement throughout the decision-making process. The TPO shall maintain an adopted Public Participation Plan (PPP). This plan shall govern all public involvement activities of the TPO.
- H. Voting shall be by voice, but a member may have his/her vote recorded in the minutes upon request. A roll call vote shall be held upon request. All other questions or procedures shall be governed by Robert's Rules of Order, Newly Revised.

Section 8: TPO Adviser Network

The TPO Adviser Network, (TAN) will serve as an alternate mechanism for citizen involvement with the objective of increasing public involvement especially by members of minority and low-income households. To be formed through community outreach efforts, the Adviser Network will provide a less formal, more extensive structure for soliciting public participation and comment.

A. Recruitment

The TPO will solicit members of the Adviser Network through the publication of newspaper advertisements and other print material, as well as advertisements on the TPO and **Citrus Connection** ~~Polk Transit~~ websites. Member jurisdictions of the Polk TPO and **Citrus Connection** ~~Polk Transit~~ will be asked to encourage residents with an interest in transportation to join the Adviser Network. Direct mailings will be sent to community, professional and neighborhood associations and regular speaking engagements to civic groups will provide another opportunity to solicit participation. Each year, the TPO will establish a target for attendance and participation at neighborhood or community meetings especially for groups traditionally underrepresented in transportation decision-making. Staff will attend these meetings to learn more about community needs, to provide information about the TPO, and to solicit membership on the Adviser Network. There will not be a set limit or maximum level of membership on the Advisory Network.

Members will be permitted to continue their participation on the network as long as their availability and interest dictate.

B. Member Participation

Members will have the option of receiving material on transportation plans, projects and services in either an electronic or accessible print format. Social media, e.g., Facebook and ~~Twitter~~, will be used to disseminate information and collect public comments with links to the TPO and **Citrus Connection** ~~Polk Transit~~ websites as appropriate. Staff will maintain both traditional and electronic e-mail address lists for direct mailings to the Adviser Network.

Regular meetings of the Adviser Network will be scheduled to coincide with, provide an opportunity for early public comment on, the development of major work products for the TPO and **Citrus Connection** ~~Polk Transit~~ to include the Unified Planning Work Program, Long Range Transportation Plan, priority transportation projects and the Transportation Improvement Program, Transit Development Plan. and Program of Projects.

The meetings will be held in central, accessible locations, and members will have the option to participate either in-person or through an interactive webcast of the meeting. The meetings will be re-broadcast on Polk Government Television (PGTV) and available for on-demand viewing online through the TPO and **Citrus Connection** (~~LAMTD~~) websites.

Meetings will be publicly noticed per the requirements of the TPO Public Participation Plan.

If, under emergency or pandemic conditions, TPO staff are unable to conduct such meetings, alternative engagement strategies will be followed, in accordance with the Public Participation Plan.

Staff will solicit comments and recommendations from the members in attendance at the Adviser Network meetings. Participants viewing the meetings online (during or after the live meeting) will be given an opportunity to provide comments as well.

C. Documentation

Comments and recommendations formulated through the Adviser Network will be compiled and reported to the TPO Technical Advisory Committee, TPO Board and Lakeland Area Mass Transit District (LAMTD), d/b/a, Citrus Connection Polk Transit Board of Directors for their use and consideration. These public comments as well as information on the disposition of these comments will be included in quarterly progress reports to grantor agencies.

D. Effective Date

The Adviser Network will be officially established an alternate program for public involvement upon approval by the Florida Department of Transportation and Federal Highway Administration.

Section 9: Technical Advisory Committee (TAC)

A. Purpose and Authority

The authority of this Committee shall be set forth by the TPO pursuant to Section 339.175, F.S. The TAC provides technical review, supervision and assistance to the TPO on transportation planning matters for Polk County. Additional responsibilities may be defined from time to time by the TPO.

B. Voting Membership

TAC membership shall include representatives from local, state and federal public agencies with an interest in transportation issues. Members shall serve by virtue of office held. The voting membership shall be comprised of the following representatives or their designee:

Jurisdiction	TAC Member
City of Auburndale	City Manager
City of Bartow	City Manager
Central Florida Regional Planning Council	Executive Director
City of Davenport	City Manager
Town of Dundee	Town Manager
City of Eagle Lake	City Manager
City of Fort Meade	City Manager
City of Frostproof	Town Manager
City of Haines City	City Manager
City of Lake Alfred	City Manager
Town of Lake Hamilton	City Manager
City of Lake Wales	City Manager
City of Lakeland	Planning Manager
City of Lakeland	Transportation Planner
City of Lakeland	Public Works Director
Lakeland Area Mass Transit District (LAMTD), d/b/a, Citrus Connection	Director <u>General Manager</u>
City of Mulberry	City Manager
City of Polk City	City Manager
Polk County	Land Development Director
Polk County	Roads & Drainage Director
Polk County School Board	Planning Specialist
City of Winter Haven	City Manager
City of Winter Haven	Public Works Director

C. Alternate Membership

If a specified voting member (listed by title in Section 9B.) does not wish to represent their agency at meetings of the TAC, he/she may designate an individual defined herein as "designee." The designee shall be considered and recognized as the voting member thereafter. Designees must be specified as voting members using a form approved by the TAC. Voting members may authorize one or more individuals defined herein as "alternate voting

members" to be considered and recognized as voting members in their absence on a periodic basis.

D. Non-Voting Membership

Non-voting membership shall include representatives from the agencies listed below:

Florida Department of Transportation District One
Bureau of Air Monitoring and Mobile Sources
Division of Air Resources Management
Florida Department of Environmental Protection

District 1 of the Florida Division
Federal Highway Administration
United States Department of Transportation

Florida Energy Office
Bureau of Community Assistance
Division of Housing and Community Development
Florida Department of Economic Opportunity

E. Terms

The term of office for voting members shall coincide with their tenure in one of the member positions specified in Section 9B.

F. Attendance

If a voting member or designee is absent for three consecutive meetings and is not represented by an alternate at these meetings the TAC Chairperson shall send a letter to said member and the manager of the government he/she represents. This letter shall indicate that meeting attendance is imperative for proper representation on the committee and request consideration be given to appointing a designee (or replacement designee) or member alternate(s).

G. Subcommittees

The TAC shall, from time to time, create ad hoc subcommittees as necessary. The TAC shall dissolve an ad hoc subcommittee when its work has been

completed. The Chairperson shall be an ex-officio member of all subcommittees.

Section 10: Transportation Disadvantaged Program

A. Designated Official Planning Agency (DOPA)

1. The TPO shall be the Designated Official Planning Agency for the Polk County Transportation Disadvantaged program pursuant to Rule 41-2 of the Florida Administrative Code (~~FAS~~ **FAC**).

B. Membership

1. The TPO Board shall elect a voting member to serve as Chairperson of the Local Coordinating Board concurrently with its annual elections of officers. The chairperson shall serve until his or her term has expired, or he or she are otherwise replaced by the Designated Official Planning Agency.
2. The TPO Board shall **ratify** members of the Local Coordinating Board who are local representatives of state agencies.
3. In accordance with Chapter 427, Florida Statutes, the TPO Board shall **appoint** all other members of the Local Coordinating Board.

Section 11: TPO Executive Director

- A. The TPO Executive Director is responsible to the TPO Board and will oversee and coordinate all aspects of the transportation planning and programming process.
- B. The TPO Executive Director will act as liaison between the TPO and TAC.
- C. The TPO Executive Director shall assist the Chairperson for the TPO and TAC in preparation and dissemination of agendas, notices, correspondence and reports.

- D. The TPO Executive Director shall be authorized to take such actions as may be required consistent with applicable statutes, ordinances and agreements to enable the TPO to achieve its purposes.
- E. The TPO Executive Director shall be authorized to sign all Federal Transit Administration, Federal Highway Administration, Florida Transportation Disadvantaged Commission, and Florida Department of Transportation invoices for reimbursement of transportation planning expenses.
- F. The TPO Executive Director shall be authorized to grant time extensions to Consultant Services Authorizations for a time period not to exceed sixty (60) days.
- G. In the absence of the TPO Executive Director, the TPO Administrator shall be authorized to perform any duties of the TPO Executive Director including, without limitation, those duties authorized by this Section 11.

Section 12: Amendments

These Bylaws may be amended by a majority vote of the voting members of the TPO Board provided a copy of the proposed amendment is sent to every member at least seven calendar days before action is to be taken.

Section 13: Land Use and Transportation Forum

The purpose of the Land Use and Transportation Forum is set forth as follows:

- A. Provide a medium for an open discussion and exchange of ideas on land use and transportation issues.
- B. Promote consistency between land use and transportation plans and policies.
- C. Foster development of integrated land use and transportation policies.
- D. Provide a means of education on related issues.

The Land Use and Transportation Forum will be convened on a periodic basis by the TPO staff in consultation with its participants. All meetings will be open to the public and noticed as such. TPO staff shall maintain a mailing list to be used to send notice of meetings. This list shall include area land use and transportation planners, past attendees, and the media.



Polk County

Transportation Planning Organization (TPO) Technical Advisory Committee

Agenda Item 6.

10/3/2024

SUBJECT

Review/Approve Amendments to FY 2024/25 - 2028/29 Transportation Improvement Program (TIP)

DESCRIPTION

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

RECOMMENDATION

Recommend Approval to the TPO Board at the October 10, 2024 meeting.

CONTACT INFORMATION

Angela Kaufman, Polk TPO



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N Broadway Ave
Bartow FL 33830

JARED W. PERDUE, P.E.
SECRETARY

August 29, 2024

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

RE: Request for Amendments to the Polk Transportation Planning Organization's FY 2024/2025 – 2028/2029 Transportation Improvement Program (TIP)

Dear Mr. Kordek:

The purpose of this letter is to request the Polk TPO approve the following amendment to the Transportation Improvement Program (TIP) FY 2024/2025 - 2028/2029 at the next TPO board meeting.

- **446294-1: MAINE AVE SIDEWALK FROM COMBEE RD TO PARK ST & IOWA RD TO WANDA WAY**
Additional Federal funding added for construction in fiscal year 2025 more than 20% and \$2 million.
- **453504-1: NORTH LAKE FITNESS TRAIL**
New project, design programmed in fiscal year 2025 with Federal funding.
- **449659-1: SR 25 (US 27) AT VARIOUS LOCATIONS**
Project limit decrease from 15.737 to 0.971 more than ½ mile and 20%.
- **455183-1: FTA SECTION 5339 LAMTD POINCIANA SMALL URBAN CAPITAL ASSISTANCE**
New Transit project programmed in fiscal year 2025 with Federal Grant and Local funding.
- **455184-1: FTA SECTION 5339 LAMTD FOUR CORNERS SMALL URBAN CAPITAL ASSISTANCE**
New Transit project programmed in fiscal year 2025 with Federal Grant and Local funding.

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

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

Edith D. Perez, FCCM

Edith Perez

FDOT District One Community Liaison

EDP:ep:

Enclosure

cc: Wayne Gaither, FDOT
Kristi Smith, FDOT
Carlos Gonzalez, FHWA

FY 2024-25 through FY 2028-29 TIP Amendments #2 October 10, 2024 TPO Board Meeting

HIGHWAYS							
Project Description: MAINE AVE SIDEWALK FROM COMBEE RD TO PARK ST & IOWA RD TO WANDA WAY Item Number: 446294 1 County: POLK Type of Work: SIDEWALK Project Length: 0.120MI District: 01 L RTP page 4-9							
Fiscal Year							
Phase / Responsible Agency	<2024	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY POLK CO A POLITICAL SUBDIVISION							
Fund Code:	ACSU-ADVANCE CONSTRUCTION (SU)		45,537				45,537
	CARU-CARB FOR URB. AREA > THAN 200K		899,255				899,255
	SU-STP, URBAN AREAS > 200K		2,055,447				2,055,447
	TALU-TRANSPORTATION ALTS- >200K		229,204				229,204
	Phase: CONSTRUCTION Totals		3,229,443				3,229,443
	Item: 446294 1 Totals		3,229,443				3,229,443
	Project Totals		3,229,443				3,229,443
Project Description: NORTH LAKE FITNESS TRAIL Item Number: 453504 1 County: POLK Type of Work: BIKE District: 01 L RTP page 4-41 PATH/TRAIL Project Length: 0.000							
Fiscal Year							
Phase / Responsible Agency	<2024	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY POLK CO A POLITICAL SUBDIVISION							
Fund Code:	TALU-TRANSPORTATION ALTS- >200K		382,940				382,940
	Item: 453504 1 Totals		382,940				382,940
	Project Totals		382,940				382,940
	Grand Total		382,940				382,940
Project Description: SR 25 (US 27) AT VARIOUS LOCATIONS *SIS* Item Number: 449659 1 County: POLK Type of Work: SAFETY District: 01 L RTP pages 1-4 and 2-7 PROJECT Project Length: 0.971MI							
Fiscal Year							
Phase / Responsible Agency	<2024	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		5,000				5,000
CONSTRUCTION / MANAGED BY FDOT							
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)						2,909,423
	Item: 449659 1 Totals		5,000				2,909,423
	Project Totals		5,000				2,909,423
FLP: TRANSIT							
Project Description: FTA SECTION 5339 LAMTD POINCIANA SMALL URBAN CAPITAL ASSISTANCE Item Number: 455183 1 County: POLK Type of Work: CAPITAL FOR District: 01 L RTP page 4-35 FIXED ROUTE Project Length: 0.000							
Fiscal Year							
Phase / Responsible Agency	<2024	2024	2025	2026	2027	>2027	All Years

CAPITAL / MANAGED BY LAKELAND							
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION			13,761			13,761
	LF-LOCAL FUNDS			3,440			3,440
Phase: CAPITAL Totals				17,201			17,201
Item: 455183 1 Totals				17,201			17,201
Project Totals				17,201			17,201

Item Number: 455184 1
Project Description: FTA SECTION 5339
 LAMTD FOUR CORNERS SMALL URBAN
 CAPITAL ASSISTANCE
District: 01
County: POLK
L RTP page 4-35
Type of Work: CAPITAL FOR
 FIXED ROUTE
Project Length: 0.000

Phase / Responsible Agency	Fiscal Year					All Years
	<2024	2024	2025	2026	2027 >	

CAPITAL / MANAGED BY LAKELAND							
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION			3,865			3,865
	LF-LOCAL FUNDS			966			966
Phase: CAPITAL Totals				4,831			4,831
Item: 455184 1 Totals				4,831			4,831
Project Totals				4,831			4,831



Polk County

Transportation Planning Organization (TPO) Technical Advisory Committee

Agenda Item 7.

10/3/2024

SUBJECT

Review/Approve Draft Goal, Objectives, Performance Measures and Indicators for the Long-Range Transportation Plan Update - Envision 2050

DESCRIPTION

TPO staff and the project consultant will provide an overview of the Draft Goal, Objectives and Performance Measures (GOPs) for the 2050 Long Range Transportation Plan. These GOPs are based the GOPs that were adopted as part of Momentum 2045 and have been updated pursuant to the latest state and federal transportation planning requirements.

RECOMMENDATION

Staff is requesting the committee to make a recommendation that the TPO Board approve the Draft Goal, Objectives, Performance Measures and Indicators for the 2050 LRTP Update.

CONTACT INFORMATION

Ryan Kordek, Polk TPO Staff and Project Consultant

POLK TPO

2050

GOALS AND OBJECTIVES





GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

Transportation planning in Polk County and the central Florida region has been undergoing significant changes due to many factors, including record population growth and increasing safety concerns. Historically, agencies like the Polk Transportation Planning Organization (TPO) have focused on auto-oriented performance measures, prioritizing roadway capacity and car mobility. While this approach has served large-scale infrastructure, it often overlooked the needs of other modes of transportation --such as bicycles, pedestrians, and public transit --and failed to address smaller, community-level projects. The shift in priorities reflects the growing demand for more balanced, multi-modal solutions.

As such, there is a growing recognition of the need for a more inclusive planning framework that prioritizes diverse transportation needs and integrates various modes of travel into the overall transportation strategy. This shift aims to create a more balanced and equitable transportation system that serves all community members effectively.

Many projects have focused on outer metropolitan areas or capacity improvements that may not align with the evolving needs and context of local populations. Recognizing these imbalances, the Polk TPO remains committed to developing a more holistic approach to transportation projects and programs.

The Polk TPO Goal, Objectives, Performance Measures, and Performance Indicators align with the current federal and state transportation planning requirements. This includes policies established in the Bipartisan Infrastructure Law (BIL), which is the reauthorization of the FAST Act, as well as 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.
- **Climate Change and 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.

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 are elements of the goal, with federally required Performance Measures indicated in bold and related Performance Indicators. The relationship between the TPO’s Goal, Objectives, and Performance Measures and Indicators reflects a more comprehensive and forward-looking approach to transportation planning in Polk County.

GOALS AND OBJECTIVES

The driving goal 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
 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.





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% Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)

Performance Measure:

0 Nonmotorized Fatalities and Serious Injuries

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.



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/Target:

Interstate Level of Travel Time Reliability (LOTTR)/75% of Reliable Person-Miles (2-year target)

Performance

Measure/Target:

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/Target:

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

Measure/Target:

Interstate Truck Travel Time Reliability (TTTR)/1.75 TTTR Ratio (2-year target)

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.

Performance Indicator:

Incorporate future-ready technology when improving or building new system facilities.



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:

75% of senior residents (age 65+) with high or moderate access to fixed-route transit services based on the Transit Connectivity Index

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

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



ECONOMY

Drive growth through efficient transportation

OBJECTIVE 4.1

Enhance transportation infrastructure and services to support economic vitality and job creation.

Performance Indicator:

Do major commercial centers and employment centers support multiple modes of transportation?

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)



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/Target:
≥ 60.0 % Interstate Pavements in Good Condition

Performance Measure/Target:
≥ 50.0% NHS Bridges Condition

Performance Measure/Target:
≥ 40.0% Non-Interstate NHS Pavements in Good Condition

Performance Measure/Target:
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)?



IMPLEMENTATION

Transform plans into impactful actions

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 as the County's Metropolitan Planning Organization (MPO) as set forth in federal law and regulations. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), 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.

To secure federal transportation funding, the Polk TPO must address the performance measurement requirements established by the IIJA, as well as those from previous legislation, including the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. These laws collectively mandate that transportation planning be data-driven and focused on achieving specific performance outcomes.

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.

PERFORMANCE STANDARD REQUIREMENTS AND GUIDANCE

Infrastructure Investment and Jobs Act (IIJA)

The IIJA/BIL provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA/BIL builds upon and expands programs included in the Fixing America's Surface Transportation (FAST) Act. This legislation continues to support a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. It emphasizes addressing climate change, improving equity, and enhancing safety across all modes of transportation.

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) Goal

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.
- **Resilience and Climate Change:** To improve the resilience and reliability of the transportation system and reduce the climate impact of transportation assets.
- **Equity:** To ensure the fair distribution of transportation benefits and mitigate disparate impacts on disadvantaged communities.

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 the Envision 2050 LRTP and include the following:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase **accessibility and mobility** of people and freight.
5. 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.
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
7. Promote **efficient** system management and operation.



8. Emphasize the **preservation** of the existing transportation system.
9. Improve the **resiliency and reliability** to improve preparedness and response to natural disasters and other emergencies.
10. Enhance travel and **tourism**.
11. **Reduce carbon** emissions and mitigate the effects of climate change.
12. Address **equity** and barriers to opportunity in transportation planning and investment.

A matrix showing consistency between the LRTP Goals and the twelve planning factors from the IIJA is shown in Table 1.

Table 1: Goals and IIJA Planning Factors Comparison

Envision 2050 Goals	Economic Vitality	Safety	Security	Movement of People and Freight	Environment and Quality of Life	Integration/Connectivity	Efficiency	System Preservation	Resiliency	Tourism	Carbon Reduction	Equality and Opportunity
Safety	◆	◆		◆	◆				◆	◆		◆
Sustainable Resources	◆	◆		◆	◆	◆	◆	◆	◆			◆
Economy	◆	◆		◆	◆	◆	◆	◆	◆	◆		◆
Livability	◆	◆		◆	◆	◆			◆	◆	◆	
Mobility	◆	◆		◆	◆	◆						◆
Implementation	◆	◆		◆	◆	◆	◆	◆	◆	◆	◆	

FDOT Guidance

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

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

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

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



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

Table 2: Goals and Florida Transportation Plan Goals Comparison

Envision 2050 Goals	Safety & Security	Infrastructure	Mobility	Accessibility and Equity	Economy	Communities	Environment
Safety	◆	◆	◆	◆		◆	
Sustainable Resources	◆	◆	◆	◆	◆	◆	◆
Economy	◆	◆	◆	◆	◆	◆	◆
Livability	◆	◆	◆	◆	◆	◆	
Mobility	◆	◆	◆	◆	◆	◆	
Implementation	◆	◆	◆	◆	◆	◆	◆

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)

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 MPOs 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 13, 2024 reestablishes the TPO’s support of the FDOT Performance targets as follows:

Safety Performance Targets 1 (PM 1)

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, 2023, FDOT established statewide safety performance targets for calendar year 2024. The TPO supports the FDOT's Safety Performance Targets of a Vision Zero policy. The Polk TPO and statewide PM 1 targets are listed in Table 3.

Table 3: Polk TPO Safety Performance Measures and Targets

Performance Measure	Florida Statewide Baseline Performance (Five-Year Rolling Average, 2019-2023)	FDOT Statewide Targets	Polk County Conditions (Five-Year Rolling Average, 2019-2023)	Polk TPO Safety Targets (Calendar Year 2023)
Number of Fatalities	3,441.8	0	146.8	0
Number of Serious Injuries	16,380.6	0	434.2	0
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	1,543	0	1.856	0
Rate of Serious Injuries per 100 million VMT	7,334	0	5.488	0
Total number of nonmotorized fatalities and nonmotorized serious injuries	3,148.2	0	85.0	0

Bridge and Pavement Condition Performance Targets (System Preservation) (PM 2)

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:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. 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 13, 2023. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. Table 4 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 4: Polk TPO Bridge and Pavement Condition Performance Measures and Targets

Performance Measure	Statewide Baseline Performance (2023)	Florida 2-year Targets (2023)	Florida 4-year Targets (2025)	Polk County Conditions (2023)	Polk County 4 year Targets (2025)
PAVEMENT PERFORMANCE AND MEASURES					
Percent of Interstate NHS pavements in good condition	67.6%	≥60%	≥60%	77.3%	≥60%
Percent of Interstate NHS pavements in poor condition	0.2%	≤5%	≤5%	0%	≤5%
Percent of non-Interstate NHS pavements in good condition	50.8%	≥40%	≥40%	36.2%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.5%	≤5%	≤5%	0.6%	≤5%
BRIDGE TARGETS AND MEASURES					
Percent of NHS bridges by deck area in good condition	55.3%	≥50%	≥50%	66.9%	≥50%
Percent of NHS bridges by deck area in poor condition	0.6%	≤10%	≤10%	0%	≤10%



System Performance Target (Travel Time Reliability) (PM 3)

The third set of Performance Measures were established in January 2017 by the USDOT. These measures assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS). Federal rules require MPOs to establish four-year performance targets for the Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR) performance measures.

LOTTR is the percent of person-miles on the Interstate system that are reliable. It is defined as the ratio of longer travel times (80th percentile) to normal travel times (50th percentile) during four time periods throughout the day. TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods throughout the day.

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

The Polk TPO agreed to support FDOT’s PM3 targets on April 13, 2023. By adopting FDOT’s targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. Table 5 presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

Table 5: Polk TPO System Performance Measures and Targets (PM 3)

Performance Measure	Statewide Baseline Performance (2023)	Florida 2-year Targets (2023)	Florida 4-year Targets (2025)	Polk County Conditions (2023)
Percent of person-miles on the Interstate system that are reliable – Level of Travel Time Reliability (Interstate LOTTR)	82.80%	75%	70%	80.50%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	89.10%	50%	50%	96.00%
Truck travel time reliability (TTTR)	1.48	1.75	2.00	1.78

Transit Asset Management Targets

The transit asset management performance targets and measures for all of the Polk TPO are listed in Table 6 through Table 8.

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

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. 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. The Citrus Connection has established the transit asset targets identified in Table 6, Table 7, and Table 8.

Table 6: Performance Measures for Transit Vehicles, Lakeland Area Mass Transit District (LAMTD)

Asset Category	Asset Class	% that have met or exceeded Useful Life Benchmark (ULB)					
		Current Asset Conditions	FY 2023 Target	FY 2024 Target	FY 2025 Target	FY 2026 Target	FY 2027 Target
Revenue Vehicles	Bus	37%	40%	35%	30%	30%	25%
	Cutaway Bus	55%	30%	30%	25%	25%	25%



Table 7: Performance Measures for Transit Equipment, Lakeland Area Mass Transit District (LAMTD)

Asset Category	Asset Class	Asset Name	Age (Yrs)	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Custom 1	Diesel Tank	16	40	No
	Custom 1	Fuel Island Canopy	16	25	No
	Custom 1	Gas Tank	12	20	No
	Custom 1	Rolling Security Gate	17	15	Yes

Table 8: Performance Measures for Transit Facilities, Lakeland Area Mass Transit (LAMTD)

Asset Category	Asset Class	Current Condition Assessment – TERM Rating	% of Facilities with a TERM Rating below 3.0 on the FTA Transit Economic Requirements Model (TERM Scale)				
			FY 2023 Target	FY 2024 Target	FY 2025 Target	FY 2026 Target	FY 2027 Target
Facilities	Administration	3.0	1%	1%	1%	1%	1%
	Maintenance	2.0	1%	1%	1%	1%	1%
	Parking Structures	5.0	1%	1%	1%	1%	1%
	Passenger Facilities	2.5	1%	1%	1%	1%	1%

OTHER PERFORMANCE-BASED PLANNING CONSIDERATIONS

Florida Freight Mobility and Trade Plan

There is growing recognition of the importance of freight movement at the national, state, and regional level. Most notably, the need to place an increased focus on the nation’s freight system is evident in the inclusion of freight provisions and requirements in the last two federal transportation bills. In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) developed a national freight policy to improve the condition and performance of the national freight network. This included the designation of a national freight network and the development of a national freight strategic plan. These goals and objectives were further reinforced with the implementation of the FAST Act, implemented in 2015. A key provision contained in the FAST Act is the requirement that State Departments of Transportation (DOTs) such as FDOT develop a state freight plan to comprehensively address the State’s short- and long-term freight issues and needs. Development of state freight plans is required to be eligible to receive funding under the National Highway Freight Program (23 U.S.C. 167).

In 2013 and 2014, FDOT developed the first Freight Mobility and Trade Plan (FMTP) designed to set the stage for freight planning in Florida, raise awareness, and energize the freight community. FDOT recently updated the FMTP which was released in April 2020 and is included in Technical Appendix 2-A. This new document built upon the foundation set by the previous FMTP by using tactical and strategic approaches to implement immediate opportunities while also positioning Florida for future possibilities. One key recommendation from both FMTP efforts was that freight issues and needs shall be given emphasis in all appropriate transportation plans including the TPO/MPO LRTPs.

The TPO supports the state freight planning process and will work with FDOT to set appropriate performance targets for the measurement of Truck Travel Time Reliability (Truck travel time reliability ratio (TTR) on the Interstate system).



Table 9 illustrates the relationship between Envision 2050 goals and the new FMTP objectives which were developed in context of the FTP goal areas (also shown for reference).

Table 9: Envision 2050 Relationship to FMTP Objectives

2045 Florida Transportation Plan (FTP) Goals											
Envision 2050 Goal Elements	Safety and Security	Infrastructure	Mobility	Transportation Choices	Economy	Communities	Environment				
	Leverage multisource data and technology to improve freight system safety and security	Create a more resilient multimodal freight system	Ensure the Florida freight system is in a State of Good Repair	Drive innovation to reduce congestion, bottlenecks and improve travel time reliability	Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains	Improve last-mile connectivity for all freight modes	Continue to forge partnerships between the public and private sectors to improve trade and logistics	Capitalize on emerging freight trends to promote economic development	Increase freight-related regional and local transportation planning and land use coordination	Promote and support the shift to alternatively fueled freight vehicles	
	Economy	◆	◆	◆	◆	◆	◆	◆	◆		
	Safety	◆	◆	◆				◆		◆	
	Mobility		◆	◆	◆	◆	◆		◆		
	Intermodal		◆	◆	◆	◆	◆	◆	◆		
	Livability		◆	◆	◆		◆	◆	◆	◆	
	System Preservation		◆	◆	◆		◆	◆	◆	◆	
	Implementation		◆	◆	◆						

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.) MPOs then have 180 days to establish transit safety targets for the MPO planning area. Once the public transportation provider establishes targets, it must make the targets available to MPOs 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.

On February 11, 2021, the Polk TPO approved Resolution 2021-02 which adopted the Lakeland Area Mass Transit District (LAMTD)/Citrus Connection’s PTASP and accompanying Safety Performance Targets.

The Safety Performance Targets are listed below in Table 10.

Table 10: Citrus Connection 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	5	0.16	10	0.32	12,500
ADA/ Paratransit	0	0	5	0.16	10	0.32	25,000



Transportation Planning Organization (TPO)
Technical Advisory Committee

Agenda Item 8.

10/3/2024

SUBJECT

Review/Approve the Use of TMA-SU Funds for State Infrastructure Bank (SIB) Loan Reimbursement for State Road 33 Widening (FPN: 430185-4) from Old Combee Road to Firstpark Boulevard

DESCRIPTION

The State Road 33 widening project from Old Combee Road to Firstpark Boulevard has been a TPO priority project for more than 10 years and was recently included with the Exit 38 Interstate 4 Interchange reconstruction and Governor DeSantis Moving Florida Forward Initiative. The Florida Department of Transportation (FDOT) has indicated the low bid for the Interstate 4 at State Road 33 project came in approximately \$19M over budget. In order to award the project and establish a financial path forward, District One had to obtain a \$10M dollar State Infrastructure Bank (SIB) loan for the State Road 33 widening project. District Leadership had some conversations with the TPO staff regarding participation in the payback because this is the priority for the TPO. Based on that discussion and this being a priority for the TPO, District One is seeking the TPO's support for paying back the SIB loan at \$1M per year in SU funds for five years starting in Fiscal Year 2031.

Currently, the TMA-SU funding per year is \$8,698,097 and is broken down to \$4,550,991 and the Lakeland Urbanized Area (X15) and \$4,147,106 for the Winter Haven Urbanized Area.

RECOMMENDATION

Recommend the TPO Board approve the use of TMA-SU Funds in support of the payback of the State Infrastructure Bank (SIB) Loan for the State Road 33 widening project (FPN: 430185-4) at \$1M per year for five (5) years beginning in Fiscal Year 2031.

CONTACT INFORMATION

FDOT and TPO Staff

Transportation Planning Organization (TPO)
Technical Advisory Committee

Agenda Item 9.10/3/2024

SUBJECT

Recognition of Mobility Week and Greenways and Trails Month

DESCRIPTION

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 along with Mobility Week in Polk County 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.

The Committee will also hear an update from Polk County on the status of the Fort Fraser Trail Extension which is underway.

An update regarding the Lake Hancock Trails Master Plan will be provided.

RECOMMENDATION

Recommend approval of Draft TPO Proclamation 2024-01

CONTACT INFORMATION

Ryan Kordek, Polk TPO Executive Director

ATTACHMENTS:

1. Draft TPO Proclamation 2024-01
2. Mobility Week Flyer
3. Lake Hancock Trails Master Plan Map

DRAFT TPO PROCLAMATION 2024-01

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

Mobility Week

WHEREAS, Mobility Week is a cooperative effort by FDOT and its partner agencies to promote awareness of safe multimodal transportation choices by hosting an annual collection of outreach events; and

WHEREAS, Mobility Week is an ideal time for counties, cities and transportation agencies to highlight transportation achievements, roll out new initiatives and/or implement new policies; and

WHEREAS, Mobility Week is also an opportunity for individuals to explore the various transportation choices available to them and think about how multimodal transportation reduces traffic congestion, benefits the environment, and improves community health; and

WHEREAS, Greenways and Trails Month and Mobility Week are 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 and Mobility Week supports the Polk TPO's Pledge to Slow Down 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 2024 as Greenways and Trails Month and October 25th, 2024, through November 2nd, 2024, as Mobility Week in Polk County.

ADOPTED THIS 10th Day of October 2024.

Signed:

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

October 10, 2024

Date

TPO Proclamation 2024-01
October 10, 2024
Page Three

ATTEST:

Ryan Kordek, TPO Director

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

Randy Mink, TPO Attorney

DRAFT

MOBILITY WEEK INFORMATION GUIDE



What is Mobility Week?



Mobility Week is a cooperative effort by the Florida Department of Transportation (FDOT) and its partner agencies to promote awareness of safe, multimodal transportation choices. During Mobility Week, counties, cities, and transportation agencies host events and offer special promotions to encourage Floridians to try new transportation options. It is an ideal time for agencies to highlight transportation achievements, roll out new initiatives, or implement new policies.

Mobility Week is also an opportunity for residents to explore the various transportation choices available to them. This grassroots initiative gives people an opportunity to explore how active and various travel choices like walking, biking, riding transit, or carpooling reduces traffic congestion and can be excellent alternative travel choices.

Frequently Asked Questions

When is Mobility Week 2024?

Mobility Week 2024 is being celebrated from October 25 through November 2, 2024.

What happened at last year's Mobility Week?

The eighth annual statewide Mobility Week was successfully held in 2023. Across Florida, **280 partners joined hands to host 184 events**, including a Virtual Conference Center to raise awareness of safety and transportation choices. Mobility Week events included free transit rides, group bike rides, bike helmet fittings, commuter travel events, walking tours, workshops, and other community events. Around 223 workplaces and 1,035 Floridians participated in the Ride Roll Stroll challenge, riding over 17,000 recorded trips.

A summary of 2023 events can be found at: www.MobilityWeekFL.com

What is the inspiration behind Mobility Week?

The inspiration for Mobility Week comes from an annual event, **European Mobility Week, which has been celebrated continent-wide in Europe since 2002.** The European Mobility Week is usually celebrated from September 16 (International Car Free Day) through September 22. The 2022 European Mobility Week had participation from 3,351 towns and cities in 45 countries. Participation in Mobility Week events is not limited to government entities but also includes businesses, non-governmental organizations, schools, and other non-municipal actors.



Are you interested in becoming a participating agency?

All agencies in the state of Florida are invited to participate in Mobility Week. To take part, each participating agency must meet one of the two criteria:

► Organize an event during Mobility Week.

During Mobility Week, join hundreds of statewide partners by hosting events. Events can take any form and can range from regularly hosted community celebrations, inauguration of new facilities, staff trainings, workshops, and more. Events must be related to promoting safe, multimodal transportation choices.

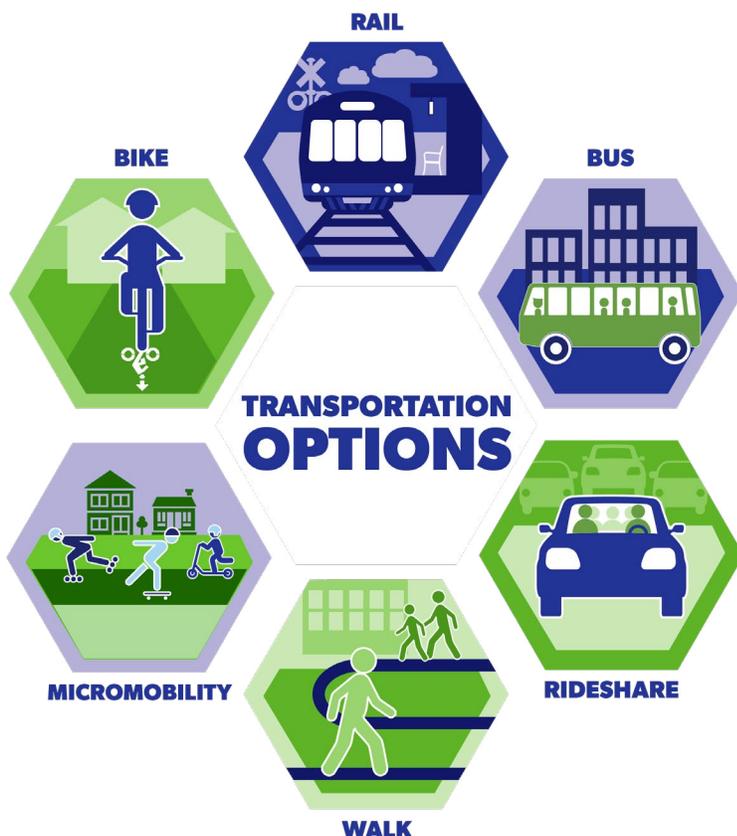
► Take a mobility action during Mobility Week and beyond.

Promoting mobility does not have to be limited to one week. You can take mobility actions anytime during the year. Examples include hosting transportation awareness at community events, testing pilot projects, adopting local government policies to encourage a switch from driving alone to other transportation modes, etc.

To host an event and register your agency, email us at Contact@MobilityWeekFL.com

What is FDOT's Role?

Similar to the European Mobility Week campaign team, **FDOT's role will be that of a campaign promoter and coordinator** rather than the organizer of each event. FDOT will organize some events as well but that is not intended to be the agency's primary role. FDOT will develop thematic and social media promotion materials and make it available to all participants for their use. All the partner agency events will be listed on the [Mobility Week website](#). The general public will be able to access information on events occurring in their city or county as well as participate in statewide challenges.

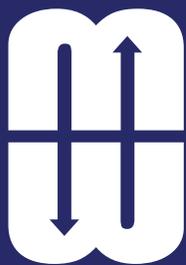


What are some of the activities that a participating agency or business can do during Mobility Week?

Mobility Week provides an opportunity to initiate a wide range of activities. Some possible ideas are provided below.

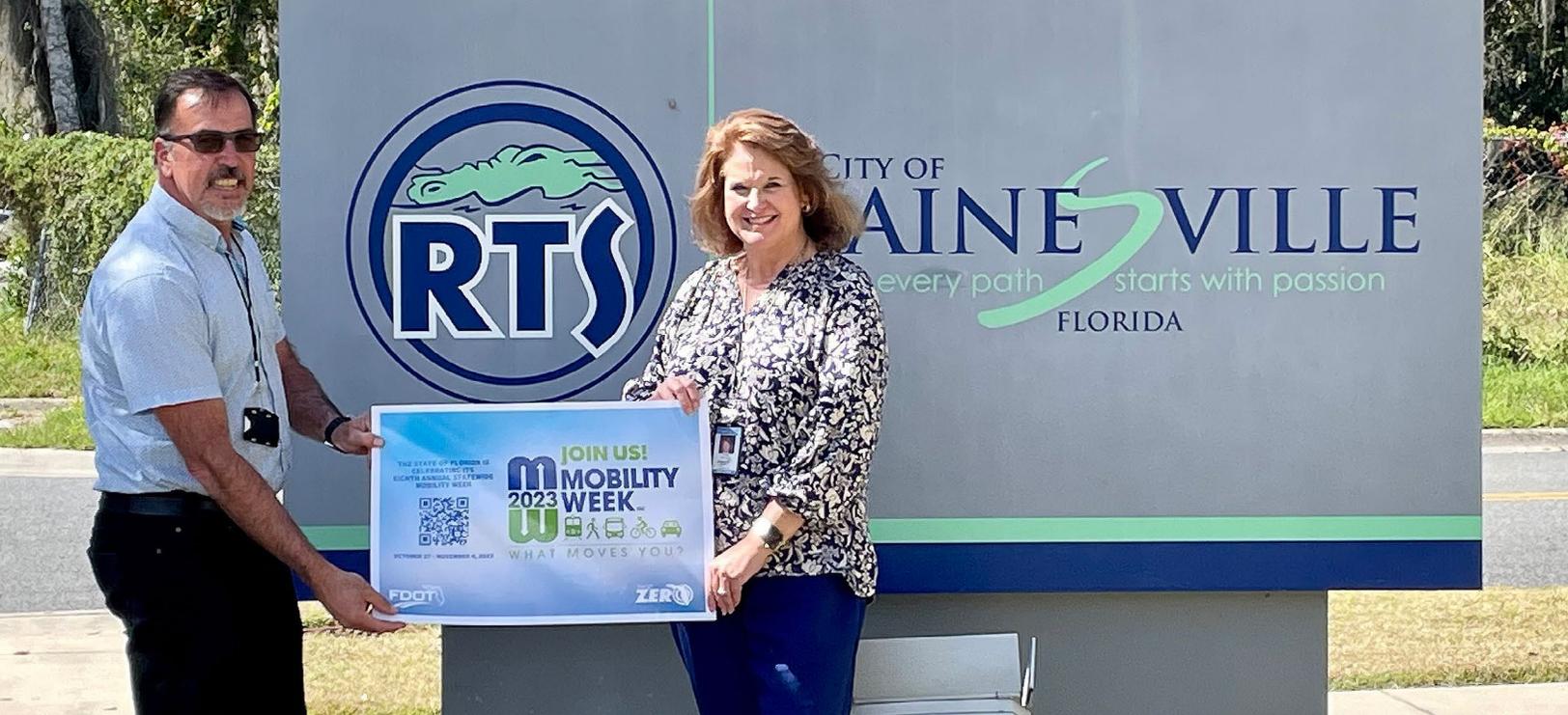
Local Governments

- Launch and promote programs or policies on multimodal mobility (e.g. bike to work days, incentives for using alternative transportation, etc.).
- Partner with transit agencies to build bicycle racks at high frequency stops.
- Organize contests that encourage employees to leave their cars at home and try other transportation choices to get to work.
- Conduct pedestrian and bicycle safety reviews of major corridors.
- Implement measures that promote the use of bicycling, walking, transit, or ridesharing.
- Partner with businesses and retailers to offer rewards and incentives for bicycling, walking, and transit events.
- Adopt reduced parking requirements.
- Launch new walking or bicycling mobile applications, proclamations, etc.
- Organize informational fairs about safe bicycling, walking, and transit use.
- Distribute bicycle and pedestrian route maps.



MOBILITY WEEKSM





Transit Agencies

- Offer special fares for one or more days during Mobility Week.
- Offer free rides for riders wearing transportation-safety themed costumes.
- Distribute promotional items on highly frequented routes.
- Offer free rides, travel trainings, maps, etc. on highly frequented routes to encourage new riders.
- Partner with local governments to advance projects that make bus stops accessible (low floor buses, lifts, and ramps).
- Celebrate new infrastructure that supports transit (e.g. new bus route, mobile applications, etc.).

Employers/Businesses

- Organize a Commuter Challenge to encourage employees to try bicycling, walking, transit, and/or ridesharing.
- Set up mentoring opportunities where new cyclists ride to the workplace with his/her mentor and then share the experience with others.
- Organize a Bike to Work day and offer incentives for employees.
- Distribute cycling information on safe routes to work.
- Partner with your local commuter services agency to discuss commuter benefits such as transit passes, ride matching, etc.
- Designate special parking spaces for employees that carpool or vanpool.
- Offer a shuttle service for employees that ride transit to work.
- Organize information sessions for employees to determine connections from home to work via local bus and rail services.

Who is the intended target audience for Mobility Week?

While the Mobility Week campaign will serve to promote multimodal transportation choices and safety among the general public. The campaign specifically targets public agencies and other transportation partners by **providing a platform for collaboration and collective action** during a concentrated period to heighten visibility of the core message.

We encourage partners to employ outreach strategies to support populations that can benefit from having alternative travel choices such as transit users, aging road users, children, and other lower automobile ownership communities.



What are the goals of the Mobility Week initiative?

GOAL 1

Commit as a region to advancing a culture of safety and multimodal transportation by encouraging various active travel choices like walking, biking, and riding transit.

GOAL 2

To work cooperatively with partner agencies to adopt policies that promote mobility and implement a system that promotes active transportation and supports livable communities.

IMPLEMENTATION OBJECTIVES

OBJECTIVE 1

Conduct at least 30 events in each FDOT district that provide opportunities to share information on transportation mobility choices and safety by 2025.

Measure of Success | Number of events organized per year

Strategy 1.1

Coordinate with district champions to identify potential partner agencies in their area.

Strategy 1.2

Leverage existing resources by identifying planned community events that can be used to disseminate information on the various transportation options available in an area.

Strategy 1.3

Disseminate information related to laws, rights, and responsibilities of various roadway users.

Strategy 1.4

Offer education and training opportunities to teach safe practices to bicyclists, pedestrians, drivers, and transit riders.

Strategy 1.5

Target events that spread awareness of the challenges of vulnerable populations such as persons with disabilities, aging road users, visually impaired users, etc.





OBJECTIVE 2

Work with partners to host in person or virtual events in all 67 counties each year.

Measure of Success | Number of counties participating in Mobility Week

Strategy 2.1

Establish partnerships with each of the major transit providers within each district to promote transit services during Mobility Week.

Strategy 2.2

Establish partnerships with counties, municipalities, and MPO/TPOs to organize events that promote safe, multimodal transportation during Mobility Week.

Strategy 2.3

Encourage partner agencies to highlight their mobility achievements during Mobility Week to increase visibility.

Strategy 2.4

Offer informational workshops on trending transportation topics to partners and industry professionals.

Strategy 2.5

Offer safety education and training opportunities to partners and industry professionals.

Strategy 2.6

Encourage partner agencies to create forums for sharing best practices and success stories to advance the culture of safe, multimodal transportation.

Strategy 2.7

Work with stakeholders and community partners to promote the benefits of active transportation for all ages.

Strategy 2.8

Leverage resources of existing safety programs (such as Target Zero, Alert Today Florida, Safe Mobility for Life, CarFit, etc.) to host safety events.

Strategy 2.9

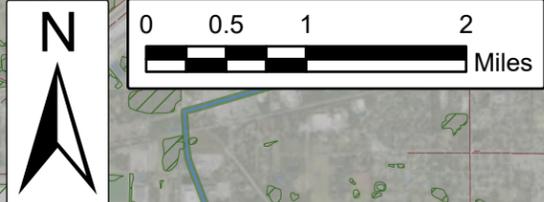
Encourage partners to adopt resolutions supporting Mobility Week.





Lake Hancock Trails Master Plan

Agenda Item 9
Attachment 3
TAC Meeting
10/3/2024



Lakeland

Winter Haven

Eagle Lake

Bartow

Study Corridors

- A – Lost Bridge Trail (Circle B Bar Reserve to Marshall Hampton Reserve)
- B – Panther Point Connector Trail
- C – Future Collier to Polk SUN Trail Connections
- D – Lakeland Connector Trail
- E – Highlands Connector Trail
- F – Central Polk Parkway Trail
- G – US Highway 17 Corridor (SR 60 to Crossover Rd)
- H – Winter Haven Connector Trail

Existing Network

- Existing Un-Paved Trail
- Existing On-Street Bicycle Facility
- Existing Paved Trail
- Existing Sidewalk
- Future Central Polk Parkway
- Wetlands
- 📍 Existing Trailhead
- 📍 Proposed Trailhead

**Figure 1
Feasible Alignment Alternatives
Overview**

2024
Sources: Maxar





Polk County

Transportation Planning Organization (TPO) Technical Advisory Committee

Agenda Item 10.

10/3/2024

SUBJECT

Review/Approve Draft Amendments to the Fiscal Years 2024/25 - 2025/26 Unified Planning Work Program (UPWP)

DESCRIPTION

TPO staff is proposing amendments to the TPO's FY 2024/25 - 2025/26 Unified Planning Work Program (UPWP).

Additional Funding - The TPO is requesting an amendment to the UPWP to add \$20,809 of additional PL allocation to Task 3.1 in FY 2024/25. These funds are being allocated to the 2050 Long Range Transportation Plan Update.

SunRail Extension (Transit Supportive Planning) - The TPO is requesting an amendment to the UPWP to decrease FY 2025/26 SU funds in the amount of \$200,000 from Task 3.1 as these funds have already been allocated to FPID # 453731-1. The project isn't being deleted, simply FDOT is leading the project instead of the TPO.

RECOMMENDATION

Staff is seeking a recommendation from the TAC for the Board to approve the Draft Amendments as presented.

CONTACT INFORMATION

Ryan Kordek, Polk TPO



Polk County

Transportation Planning Organization (TPO) Technical Advisory Committee

Agenda Item 11.

10/3/2024

SUBJECT

Polk TPO's New Website

DESCRIPTION

Brittany Silva, TPO/Communications Staff, will provide an update on the new TPO website.

CONTACT INFORMATION

Brittany Silva, Communications Specialist, PIO



Polk County

Transportation Planning Organization (TPO) Technical Advisory Committee

Agenda Item 13.

10/3/2024

SUBJECT

Preview of October 10, 2024 TPO Meeting

DESCRIPTION

TPO staff will provide a preview of the Polk TPO Board meeting which will include a Transportation Safety forum featuring Polk County Sheriff Grady Judd and Polk County School Superintendent Frederick Heid.

CONTACT INFORMATION

Ryan Kordek, Polk TPO Executive Director

TPO BOARD MEETING OCTOBER 10

FEATURING
SPECIAL
PRESENTATIONS



TRANSPORTATION SAFETY

PRESENTATIONS BY POLK SHERIFF GRADY JUDD
AND PCPS SUPERINTENDENT FREDERICK HEID



Polk County

Transportation Planning Organization (TPO) Technical Advisory Committee

Agenda Item 14.

10/3/2024

SUBJECT

Priority Projects Update

CONTACT INFORMATION

Ryan Kordek, Polk TPO Executive Director