

Polk Transportation Planning Organization

Board Meeting



Polk Transportation
Planning Organization

August 28, 2025



1. Call to Order

Commissioner Trish Pfeiffer, TPO Chair



2. Confirmation of Quorum



3. Opportunity for Public Comment



4. Agenda Review

Ryan Kordek, Polk TPO



TAB 1 – Consent Agenda

Items 5 - 10



TAB 2: Action Items



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

TIP Amendments – Roll-Forward Report

The Roll Forward Amendment is an annual amendment to the TIP that ensures consistency with FDOT’s Work Program. FDOT’s Work Program is incorporated into the TIP and approved by the Board in June and becomes effective on October 1st. The “roll forward” amendment is needed to account for any project changes that occur between June and October.

No changes or amendments have been made regarding funds or overall scheduling of these projects.

FY 2024/25 – 2028/29 Transportation Improvement Program

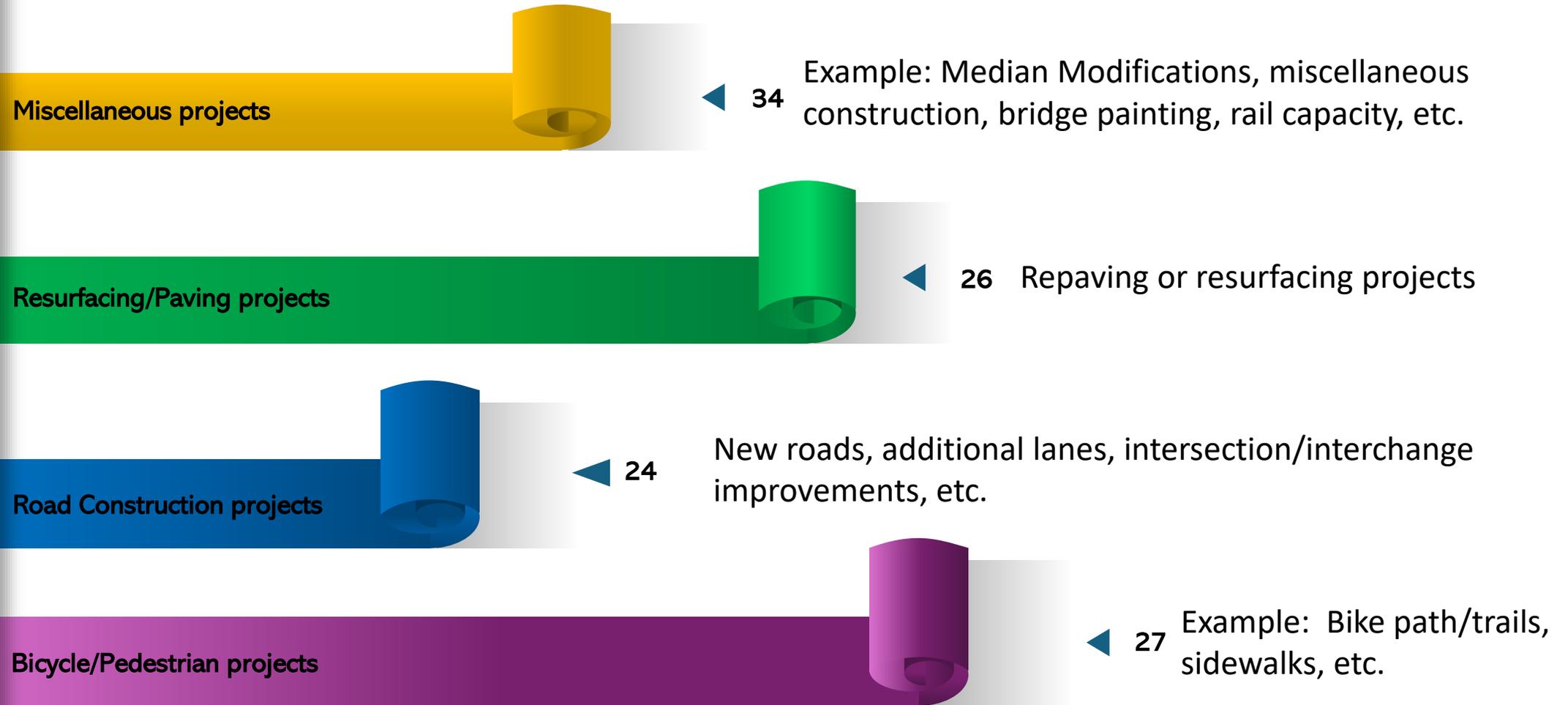


FY 2025/26 – 2029/30 Transportation Improvement Program



TIP Amendments – Roll-Forward Report

111 Roll Forward Projects included in this Amendment



TIP Amendments – Roll Forward Report

Public Hearing

In accordance with the Polk TPO's adopted Public Participation Plan and in compliance with federal requirements involving public involvement, a legal ad was placed in the Polk News Sun on July 16, 2025, to notice this public hearing.

The TPO holds all public hearings in compliance with Title VI of the Civil Rights Act. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Public Hearing

The Polk Transportation Planning Organization (TPO) has scheduled a public hearing for Thursday, August 28, 2025. Public hearings take place during TPO Board meetings held at the Polk County Administration Building in the Board Room, located at 330 W. Church St., Bartow, beginning at 9:00 a.m., or soon thereafter. The hearing will consider amendments to the current Adopted Transportation Improvement Program (TIP) for Fiscal Years 2025/26-2029/30 TIP. The Polk TPO announces the 30-day public comment and review period for these amendments will continue through August 28, 2025. Written comments may be provided through email, polktpo@polk-county.net or by mailing Polk TPO, P.O. Box 9005, Drawer TS-05, Bartow, FL 33831-9005. Comments may be made at the Public Hearing prior to the Board taking action on the amendments of the current FY 2025/26-2029-30 TIP.

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 in writing with the TPO at the address above.

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 located at 330 W. Church Street, Bartow by telephone (863)534-6490 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.

Un traductor del idioma español estará disponible.
7/16/25 188837



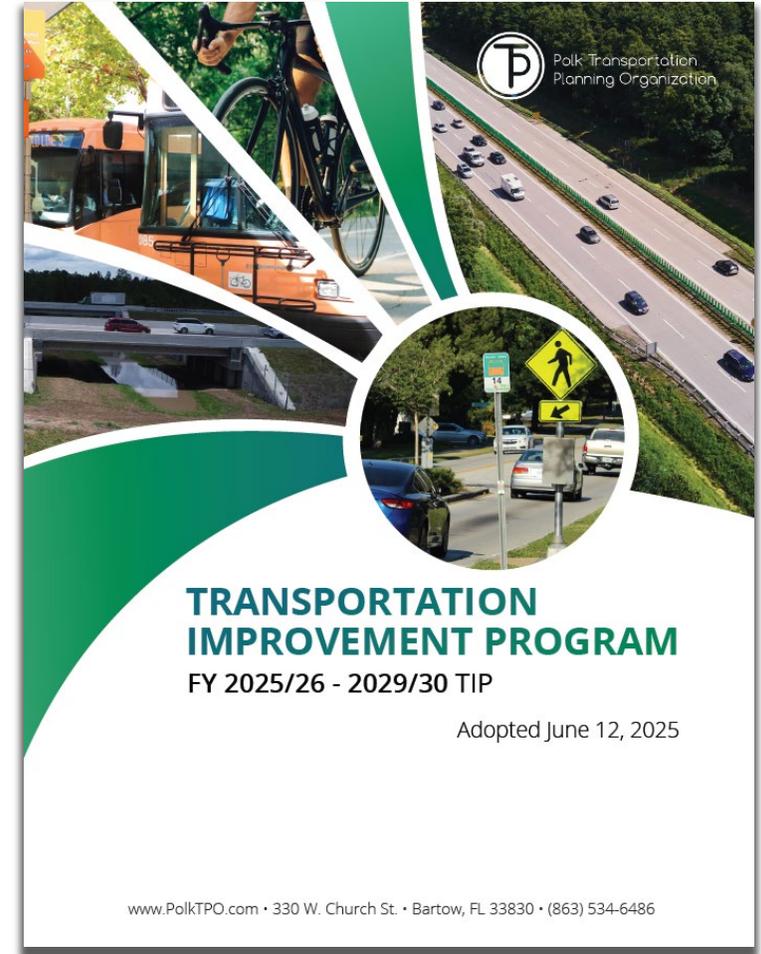
TIP Amendments – Roll Forward Report

Public Hearing Format (TPO Chair)

1. Open Public Hearing
2. Public Comments
3. Close Public Hearing
4. Board Action (Roll Call Vote Required)

Recommended Action

The TPO's TAC recommends the TPO Board approve the Roll-Forward Report as an Amendment to the FY 2025/26 – 2029/30 Transportation Improvement Program (TIP).





12. Interstate 4 Intermodal Passenger Rail Station Feasibility Study



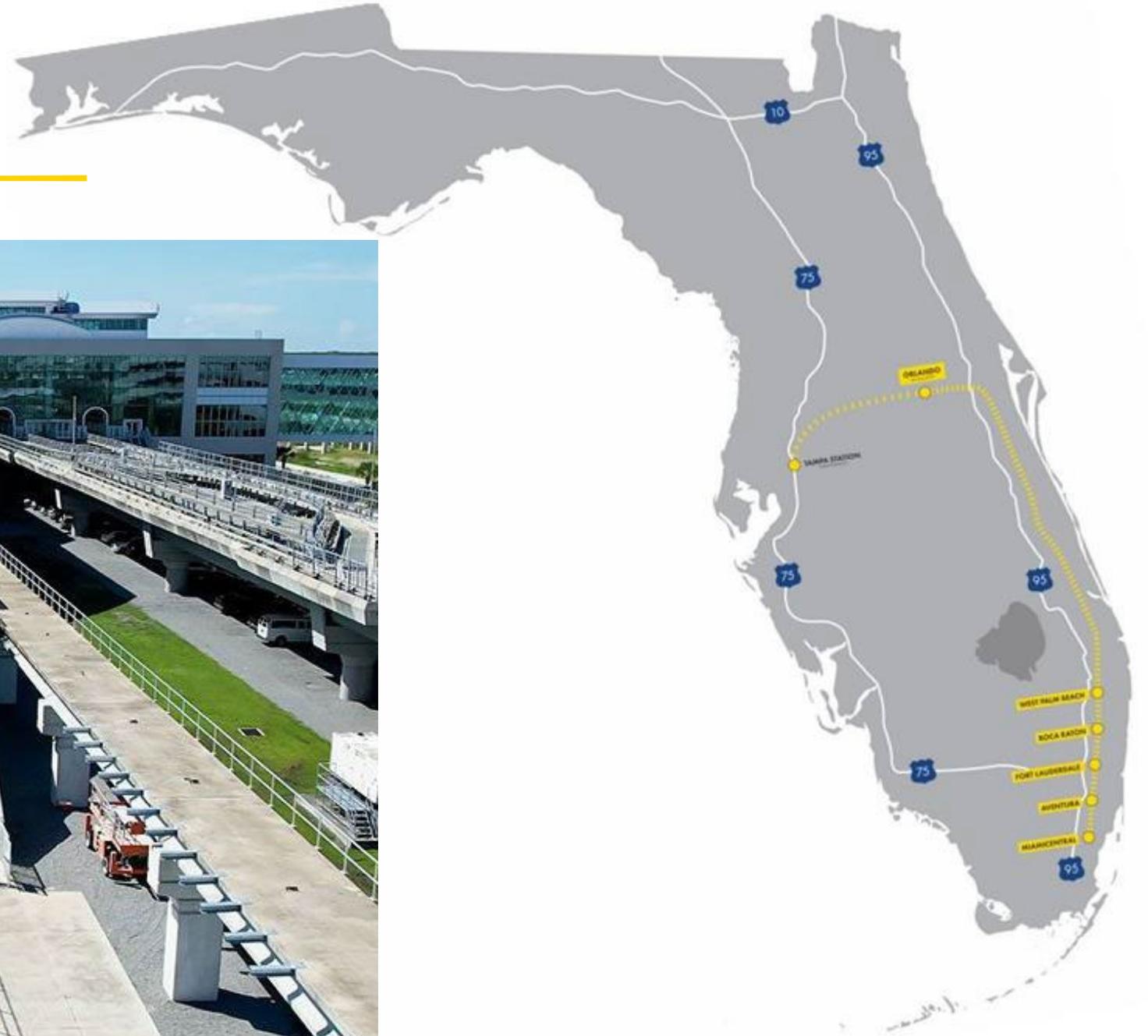
Polk TPO Presentation - August 28, 2025

**61-mile/17 station
Commuter Rail System Map**

- Stations
- P Parking Provided
- ★ Maintenance Facility Option
- L Layover Facility Option
- Phase 1 Commuter Rail Alignment
- Phase 2 Commuter Rail Alignment



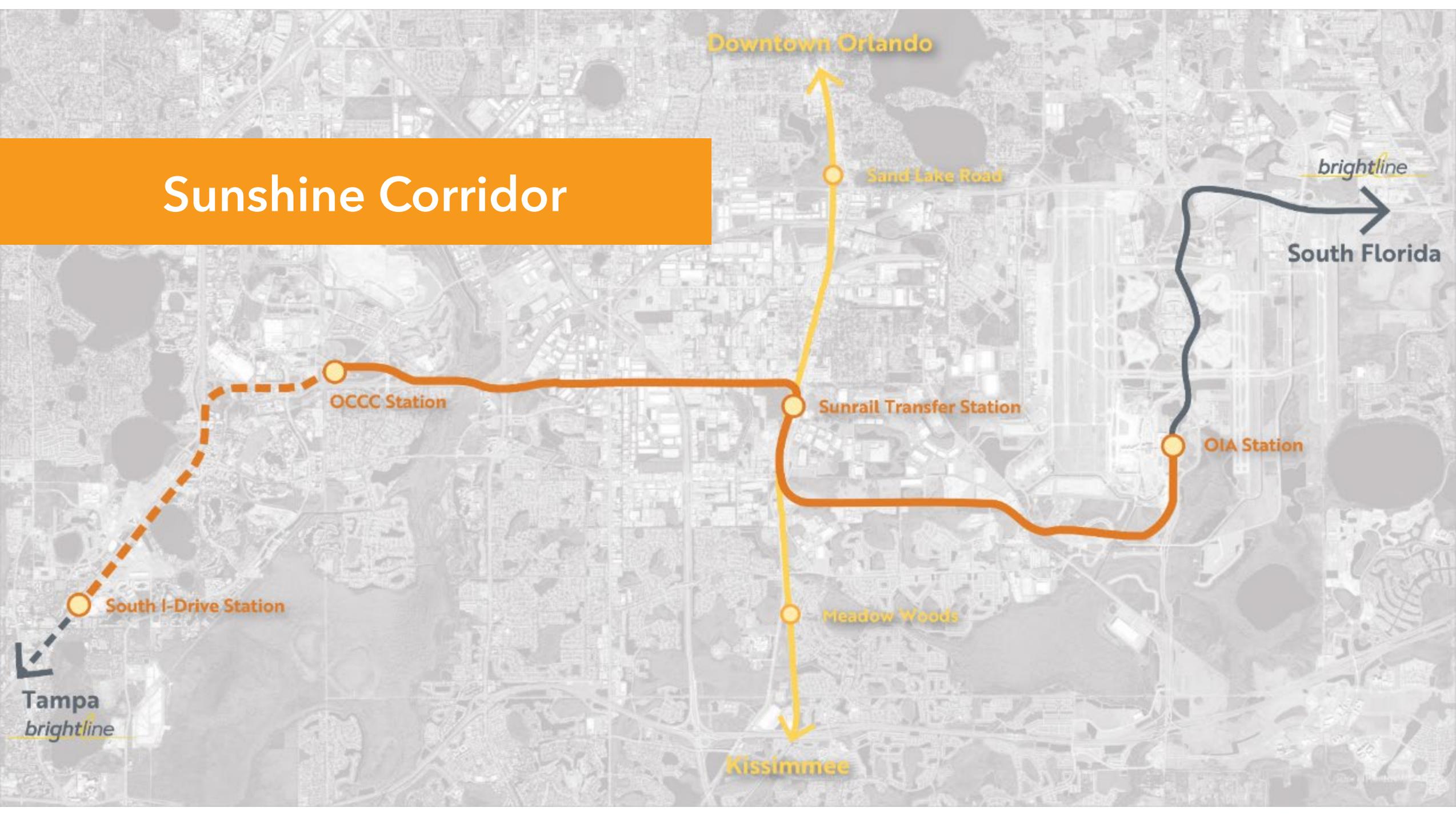
brightline





East–West Expansion

Sunshine Corridor



Downtown Orlando

Sand Lake Road

brightline

South Florida

OCCC Station

Sunrail Transfer Station

OIA Station

South I-Drive Station

Meadow Woods

Tampa
brightline

Kissimmee



Strong Ridership Potential

Orlando International Airport

- 57 million annual passengers
- 25,000+ employees at MCO
- Multimodal terminal adjacent to Terminal C

Orange County Convention Center

- 1.5 million+ annual attendees
- 100,000+ employees around I-Drive
- Adjacent to Catchlight Crossings
- Proximity to Universal Epic Universe

Disney Area

- Exact location TBD
- 75,000+ employees at Disney parks

OCCC Multi-Modal Transit Station

- Establishes a regional node for mobility integration and connectivity.
- Provides a seamless end-to-end experience with multi-modal options for a wide diversity of regional mobility customers.
- Leverages mobility planning to generate economic development, housing, and jobs.
- Enables flexibility to integrate future mobility technologies.



OCCC Station



Private Sector Partnership

- Established a Community Development District (CDD) to support the development and operation of the Sunshine Corridor.
- The CDD boundary includes Epic Universe, which will enable the entity to issue up to \$125 million in private activity bonds to fund the rail corridor and the Convention Center station.
- The CDD will support the operation and maintenance of the station so there is no cost to Orange County taxpayers.
- Universal Orlando has pledged 13 acres of land at no cost to be used for a convention center station with inter-modal capability and a substantial section of the rail corridor.
- Universal and other I-Drive partners will contribute to and collectively guarantee \$13 million in annual ticket sales for the new Sunshine Corridor through the CDD. This amount is the current estimated operating cost for seven-day/365-day a year operation of this corridor.
- Private sector partners has pledged to contribute to the cost of a PD&E study of the corridor, positioning it for funding through FTA's "New Starts" program.





ORLANDO
ECONOMIC
PARTNERSHIP

Questions?

Bob O'Malley
Orlando Economic Partnership
(407) 803-3969
bob.omalley@orlando.org



High Speed Rail

Envisioned for the I-4 corridor connecting Tampa to Orlando for more than 50 years

- ❑ TPO's Long Range Transportation Plan – since 2002

- ❑ Brightline currently operates service Orlando - Miami

 - ❑ City Pairs “Too long to drive, too short to fly”

 - ❑ Invested \$4B in extending service from West Palm Beach to Orlando Int. Airport (2023)

 - ❑ Capture the value that is created around the stations

- ❑ Brightline currently evaluating service between Orlando and Tampa

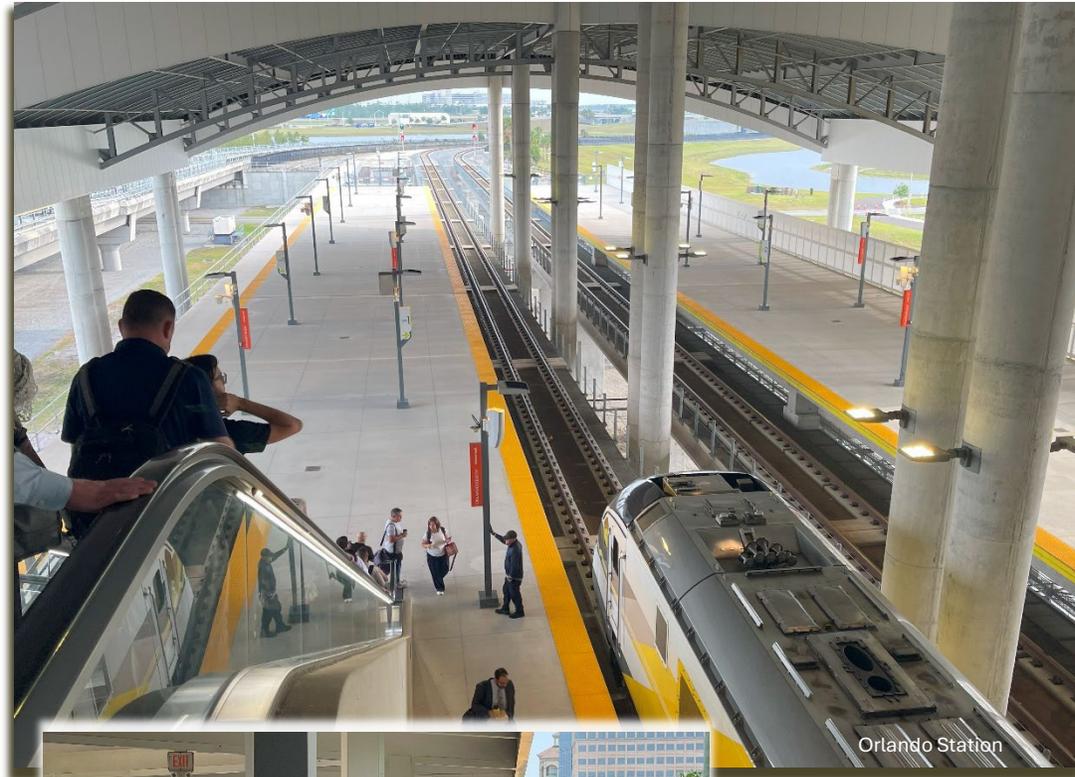
 - ❑ Orlando-Tampa Service envisions a stop in Polk County



Model of High Speed Rail proposed by FL Gov. Askew - 1974

Existing and Planned Service

Florida
brightline



Orlando Station



West Palm Beach Station

6
total
stations



235 mi

of track between Miami
and Orlando.



Top speeds up to

125 mph



Approximately

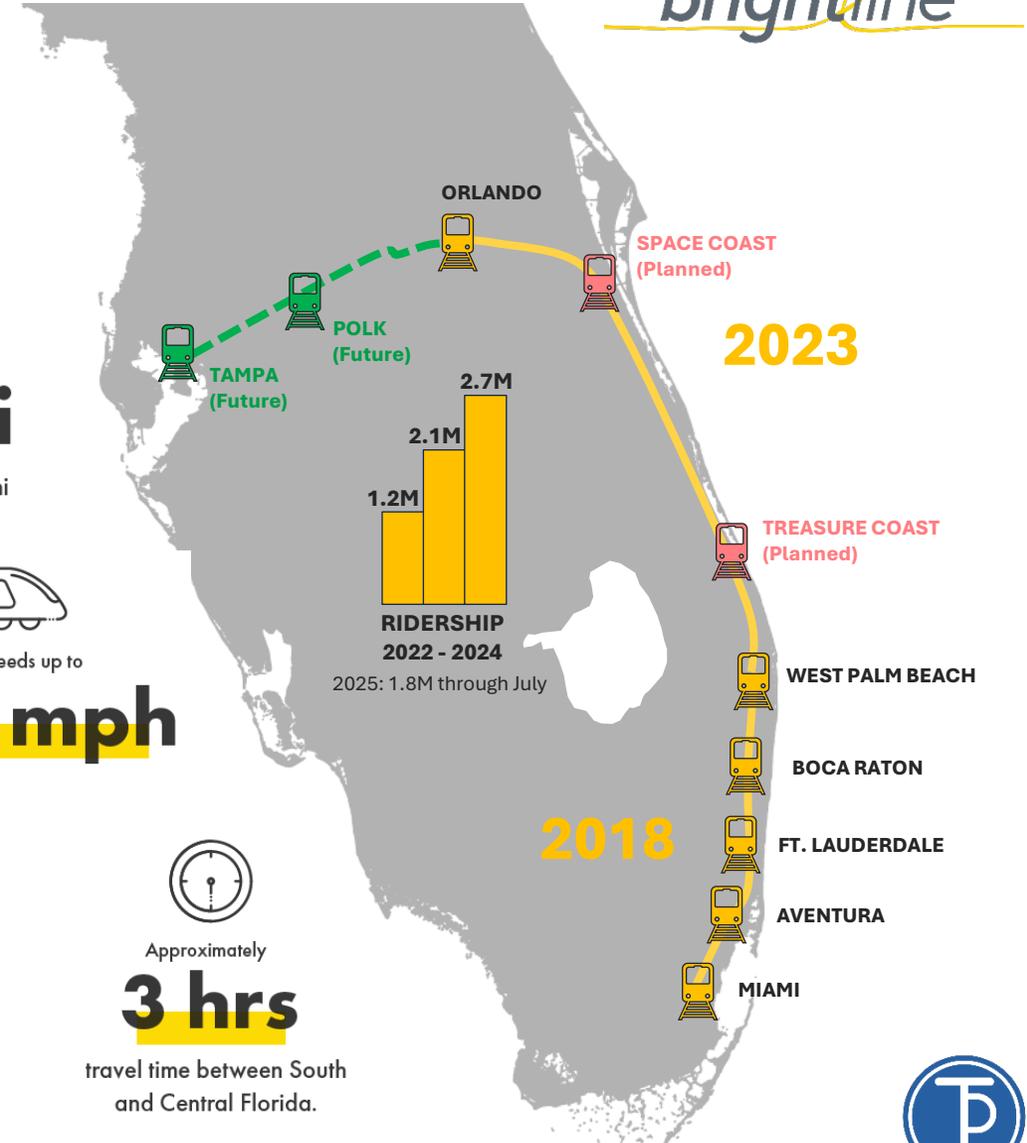
3 hrs

travel time between South
and Central Florida.

Source: Brightline



Brightline became the nation's first private passenger rail to launch in a century when it started its 67-mile service between Miami and West Palm Beach in 2018.



Sunshine Corridor



How do you get to Polk County and Tampa from Orlando International Airport?

☐ Sunshine Corridor

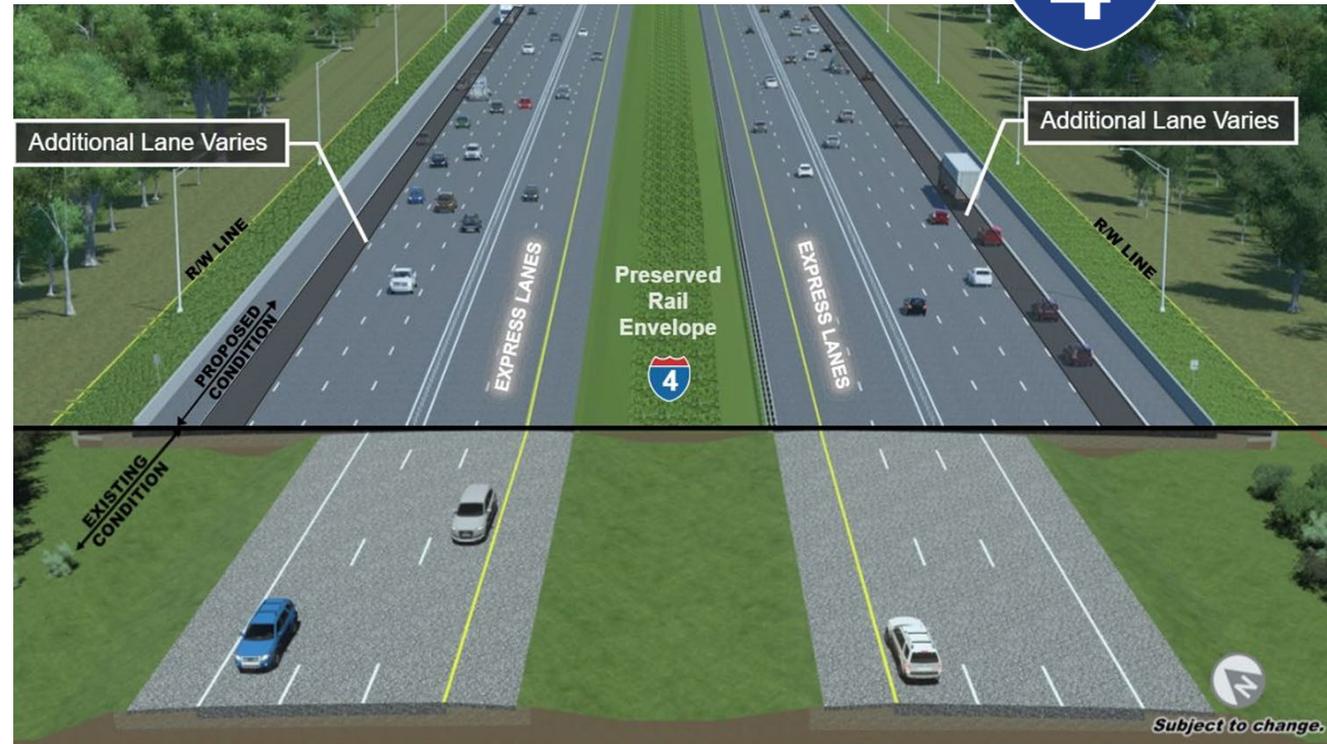
- ☐ SunRail & Brightline Service
- ☐ Access to Major Attractions & I-4

☐ Project Development and Environmental (PD&E) Study

- ☐ Central Florida Commuter Rail Commission announced the PD&E Study will begin later this summer

☐ I-4 Corridor

- ☐ Median “preserved” for rail service



Stations

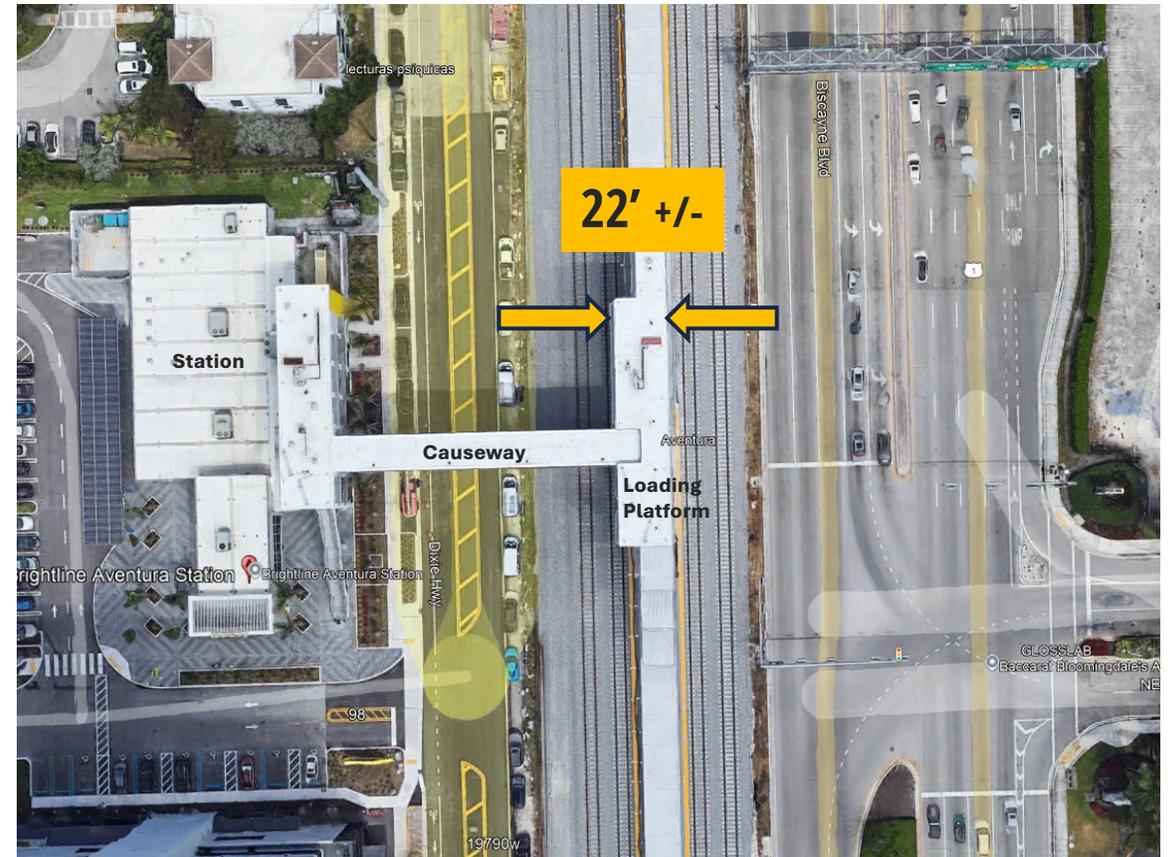
brightline



Source: Brightline



Aventura Station



Source: Google Earth



Planned Stations

Expansion - New Stations (2024)

❑ Space Coast (Cocoa, FL)

- ❑ Estimated cost to build Station - \$80.1M
- ❑ \$25.5M in TPO & local funds (Cocoa & Brevard)
- ❑ \$47.2M Federal/State Partnership Intercity Passenger Rail State Program (Request)



Recent TPO Studies

❑ Space Coast TPO

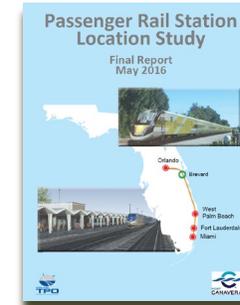
- ❑ Passenger Rail Station Location Study (2016)
- ❑ Intermodal Station Feasibility Study (2024)

❑ St. Lucie TPO

- ❑ Fort Pierce Passenger Rail Station/Mobility Hub & Station Concept Plan (2024)

❑ Hillsborough TPO

- ❑ Brightline Station Area Study (2025)
- ❑ Identify potential users, multimodal access needs and infrastructure improvements
- ❑ Develop an early action plan for funding, planning and stakeholder coordination



UPWP Amendment

Task 3.1 Long Range Transportation Planning

❑ I-4 Intermodal Passenger Rail Station Planning & Feasibility Study

- ❑ Identify Viable Candidate Station Locations
- ❑ Passenger Rail Market and Catchment Analysis
- ❑ Access – proximity to major roads/interchanges, local transit service
- ❑ Infrastructure/Land Development Needs (Costs)
- ❑ Land-Use Planning/Transit-Oriented Development (TOD) Readiness
- ❑ Economic Development Analysis
- ❑ Public Engagement
- ❑ Conceptual Planning
- ❑ Implementation Plan

❑ \$500,000 Fiscal Year 2025/26

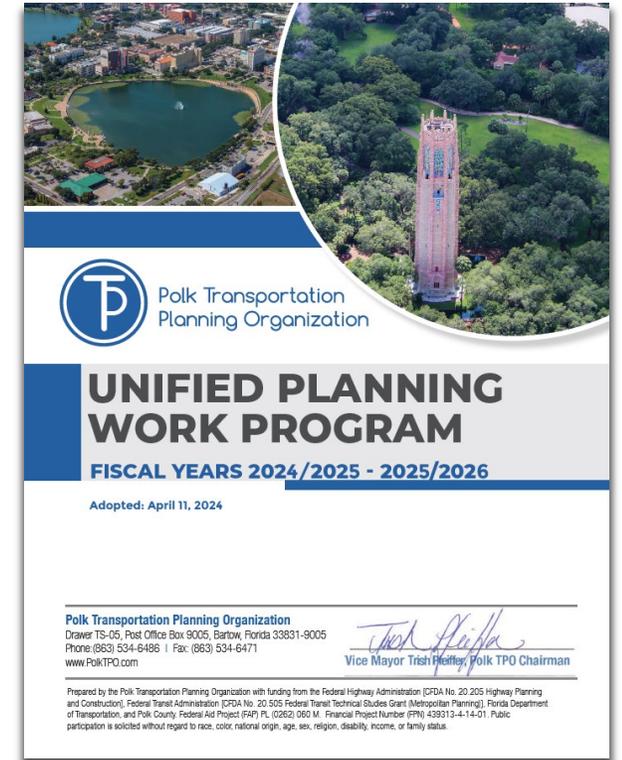


13. Draft TPO Resolution 2025-05
Amended FY 2024/25-2025/26 Unified
Planning Work Program (UPWP) and
Authorizing the TPO Chair to Execute
the Amended Metropolitan Planning
Organization Funding Agreement

UPWP Amendments

Proposed Consultant Service Projects for FY 2025/26

- ❑ Task 1.1A Communication & Support
 - ❑ Safety and Transportation Dashboards for PolkTPO.com
- ❑ Task 2.1 Travel Data & Strategies
 - ❑ Assign Context Classification for the TPO's Roadway Network Database
- ❑ Task 3.1 Long-Range Transportation Planning (Item 12)
 - ❑ I-4 Intermodal Passenger Rail Station Planning & Feasibility Study
- ❑ Task 3.2 Short-Range Transportation Planning
 - ❑ Grant Preparation in support of TPO Priority Projects





TAB 3: Presentations & Status Reports



14. Envision 2050 Update

ENVISION
2050



Envision 2050

Update

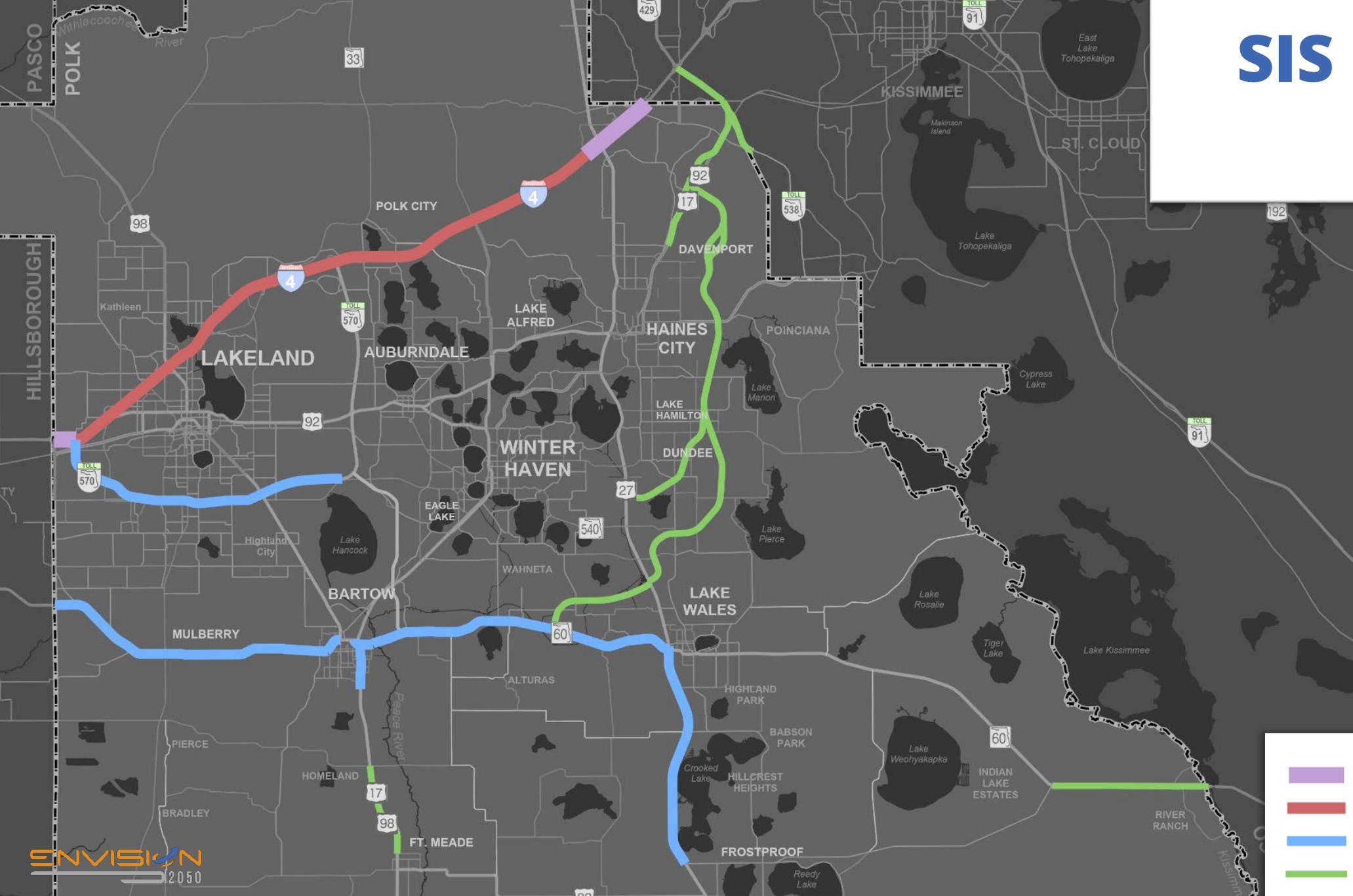
Polk TPO Board

August 28, 2025



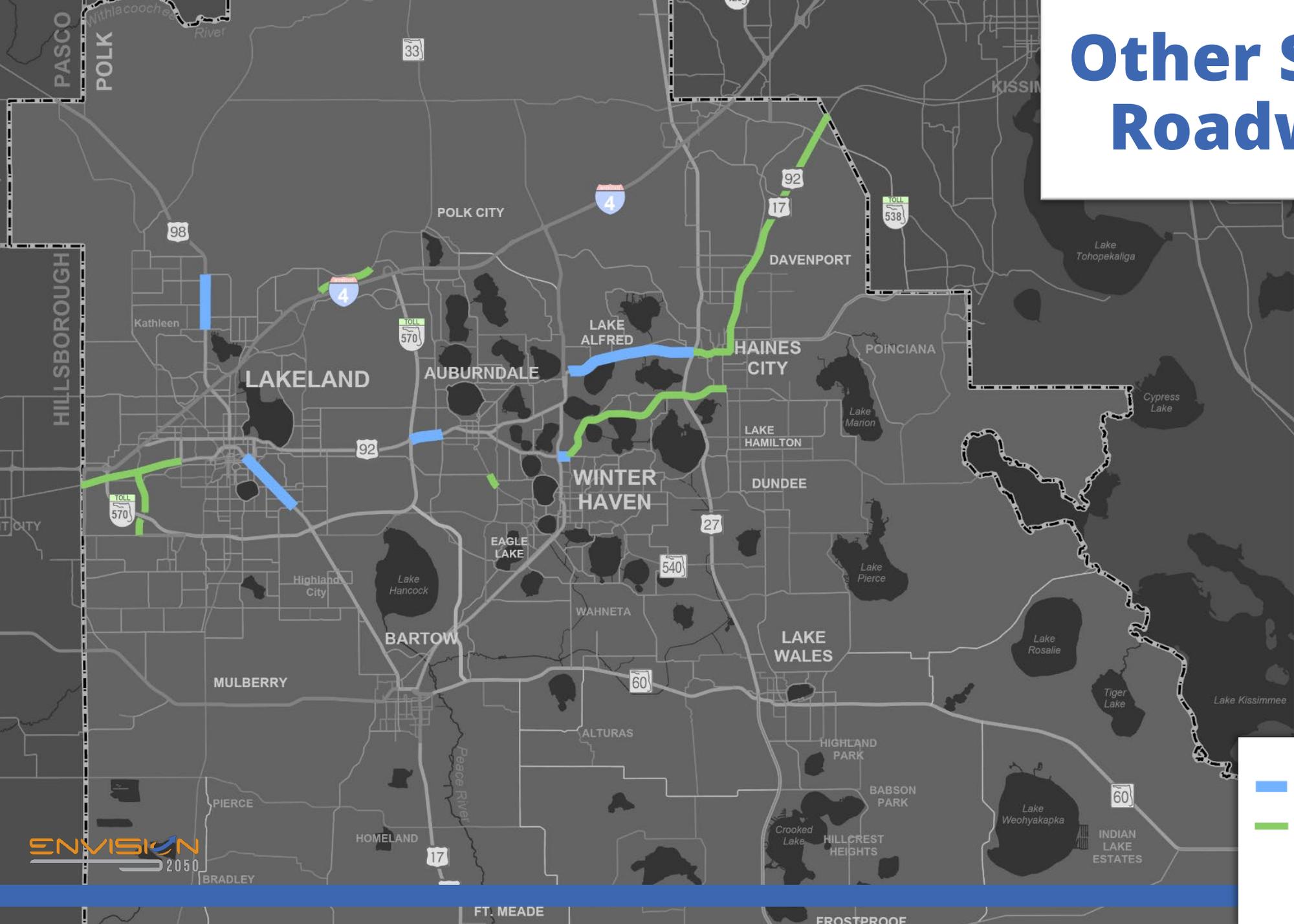
“The Needs Plan/Assessment considers current and future transportation needs without consideration of fiscal constraints.”

SIS Roadway Needs



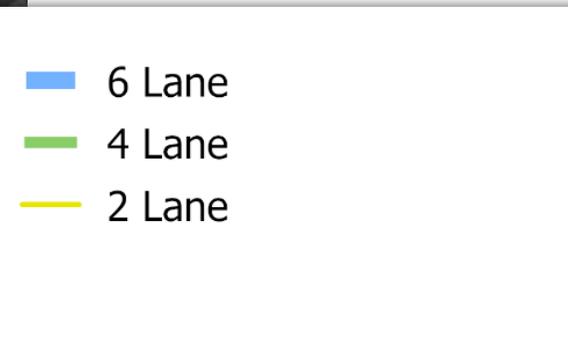
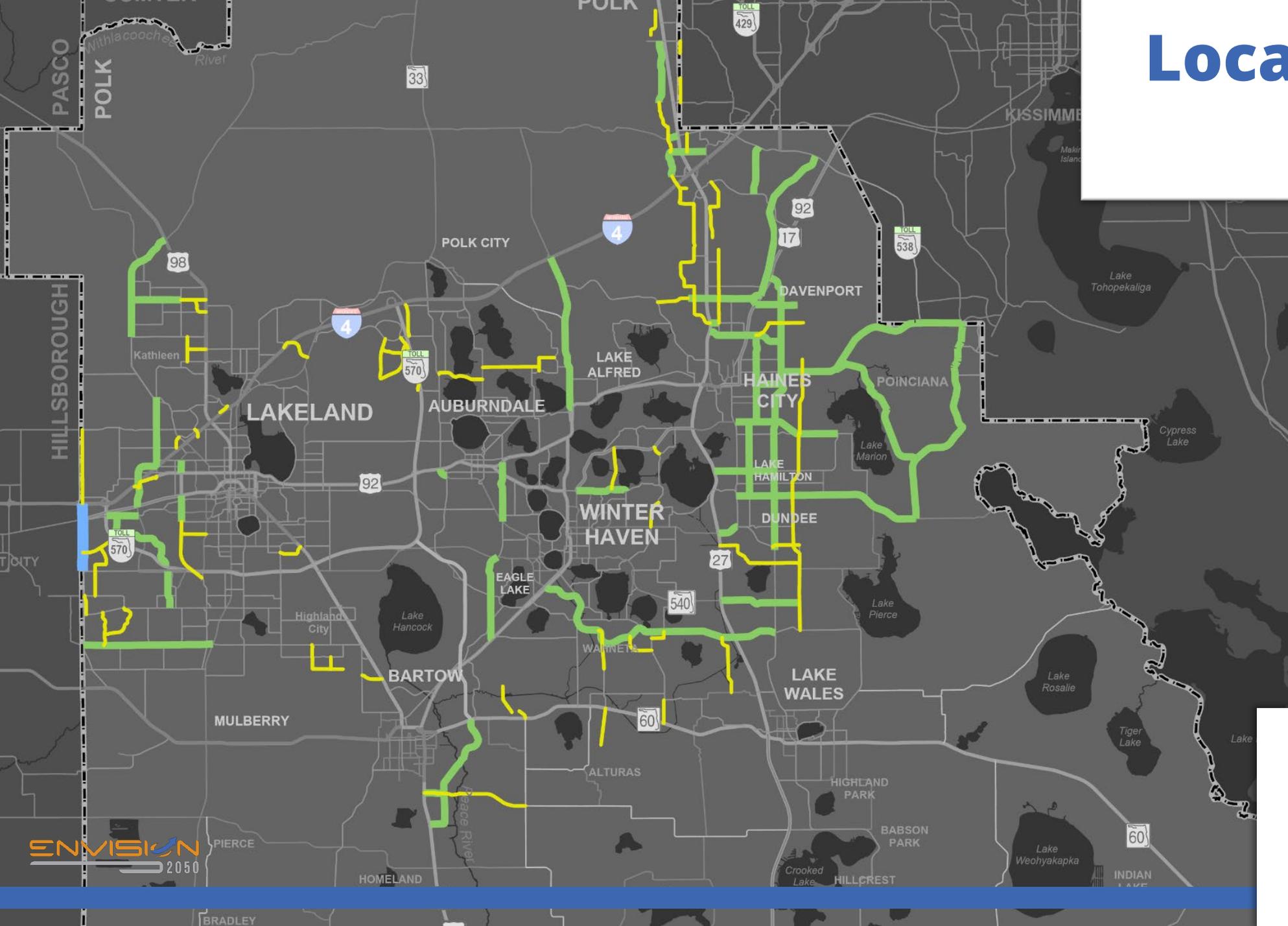
- 12 Lane
- 10 Lane
- 6 Lane
- 4 Lane

Other State Road Roadway Needs



- 6 Lane
- 4 Lane

Local Roadway Needs



Federal/State Revenues (Capital Only)

Revenue Estimates Specific to Polk TPO	2050 LRTP (FY2031-2050) (YOE)
Surface Transportation Block Grant – Urbanized Area (SU)/TMA Funds	\$135,120,000
Transportation Alternatives – Urbanized Area (TALU)	\$24,680,000
State Highway System (non-SIS)	\$88,590,000
Other Roads (non-SIS/non-SHS) – “Off System”	\$58,470,000
Subtotal	\$306,860,000
Districtwide Level Forecasts* – Estimated Polk TPO Allocations (based on population projections)	
Surface Transportation Block Grant (SN, SM, SL)*	\$56,176,000
Transportation Alternatives (TALT, TALN, TALM, TALL)*	\$32,969,000
Transportation Regional Incentive Program (TRIP)*	\$37,922,000
Subtotal	\$127,067,000
Total	\$433,927,000

*Estimated allocation of Districtwide funding based on Polk TPO’s proportion of projected total population within Districtwide



Local Revenues (Capital, Operations & Maintenance)

Polk County Revenue Source	Capital % Distribution	County Revenues for Capital Projects (FY2030/31-FY2049/50)	O&M % Distribution	County Revenues for O&M (FY2030/31-FY2049/50)	Total County Revenues (FY2030/31-FY2049/50)
Gas Taxes	60%	\$497,446,200	40%	\$331,630,800	\$829,077,000
Transportation Millage Fund	50%	\$2,002,567,000	50%	\$2,002,567,000	\$4,005,134,000
Impact Fees	100%	\$528,770,000	0%	\$-	\$528,770,000
Totals		\$3,028,783,200		\$2,334,197,800	\$5,362,981,000

Local Revenues shown in Present Day Value (PDV) (2025\$)



2050 Draft Roadway Needs Revenues for Capital Projects

Federal and State Revenue Estimates Specific to Polk TPO*	2050 LRTP (FY2031-2050) (PDV)	2050 LRTP (FY2031-2050) (YOE)
Strategic Intermodal System (SIS)	\$ 298,872,500	\$ 505,563,000
State Highway System (non-SIS)	\$ 53,984,800	\$ 88,590,000
Other Roads (non-SIS/non-SHS) – “Off System”	\$ 35,627,900	\$ 58,470,000
Subtotal	\$ 388,485,200	\$ 652,623,000
Local Revenue Estimates		
Gas Taxes (60%)	\$ 497,446,200	\$ 836,953,400
Transportation Millage Fund (50%)	\$ 2,202,567,000	\$ 3,454,158,800
Impact Fees (100%)	\$ 528,770,000	\$ 561,634,000
Subtotal	\$ 3,228,783,200	\$ 4,852,746,200
Total	\$ 3,617,268,400	\$ 5,505,369,200

* State and Federal Revenue estimates do not include assumed 22% Product Support allocation for Preliminary Engineering activities



Roadway Needs Cost Estimates

Transportation Need Costs (Highways)					
Present Day Value					
Agency	Project Type		Project Length		Project Cost*
	New Roads Segments	Road Widenings/ Pavings	Miles	Lane Miles	
SIS	10	18	78.5	169.6	\$7,022,188,477
FDOT	0	20	21.5	457.3	\$561,853,356
LOCAL	77	61	104.2	229.5	\$3,502,599,696
TOTALS	87	99	204.2	856.4	\$11,086,641,529

**Working planning-level estimates; Subject to change
 Draft as of July 23, 2025*



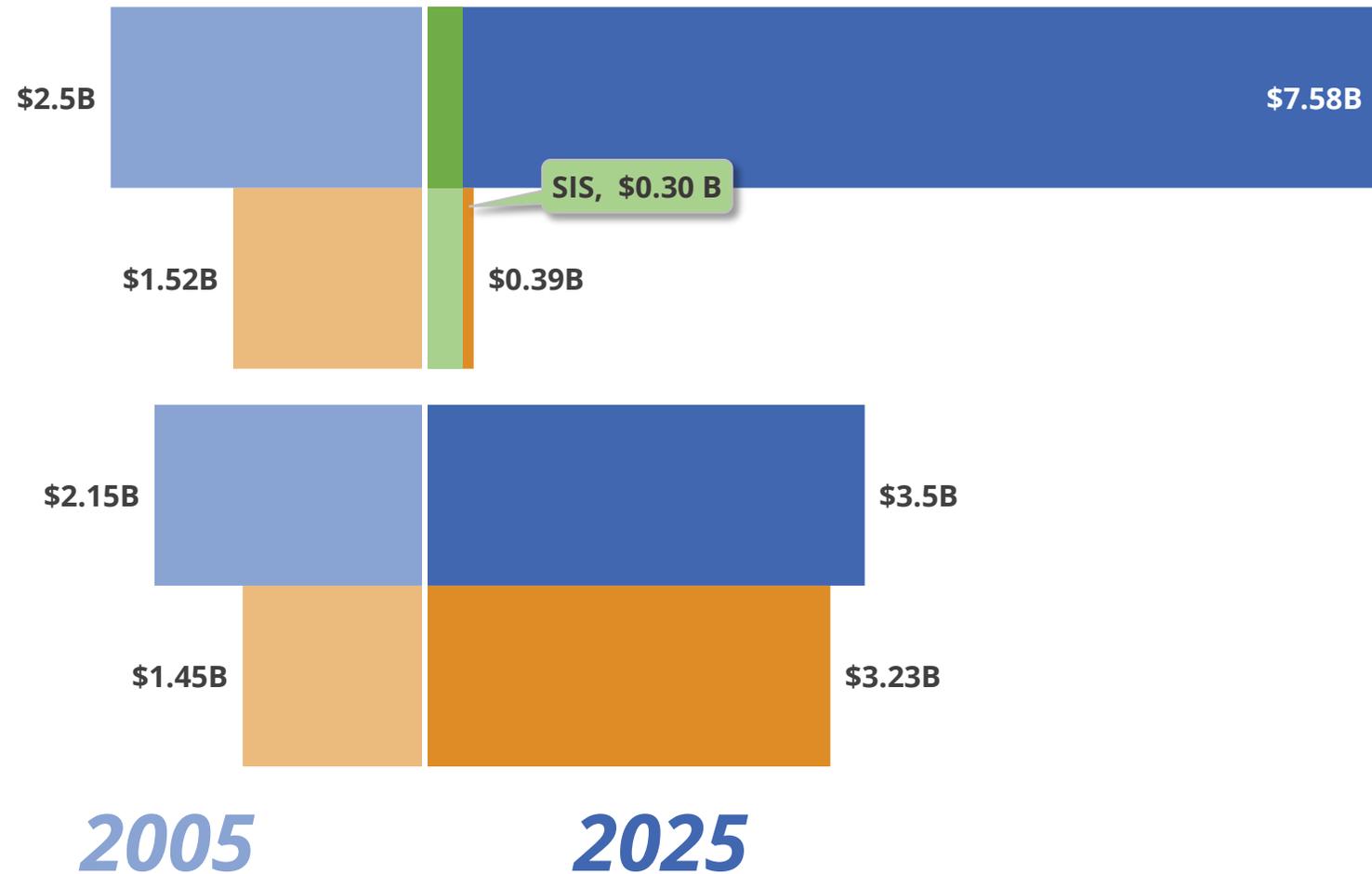
Roadway Needs vs Revenues

State Needs

State Revenues

Local Needs

Local Revenues



Upcoming Milestones

- **September 25 TAC Meeting**
Draft Cost Feasible Plan
- **October 9 TPO Board Meeting**
Approve Adoption Report/Open Public Comment
- **October 15 Public Workshop**
- **December 4 TAC Meeting**
- **December 9 TPO Board Meeting**
Plan Adoption





Live Public Forum with Q/A

Live Streamed on June 20, 2025



Live Streamed on Facebook

Polk Transportation Planning Organization

@polktpo

Polk County Government

@polkcountygovfl

Analytics

Views
5,192

Reach (# of unique users who have saw the content)
1,466

Impressions (total # of times content has been displayed)
1,609

Interactions 
64

Reactions 14

Comments 15

Shares 35

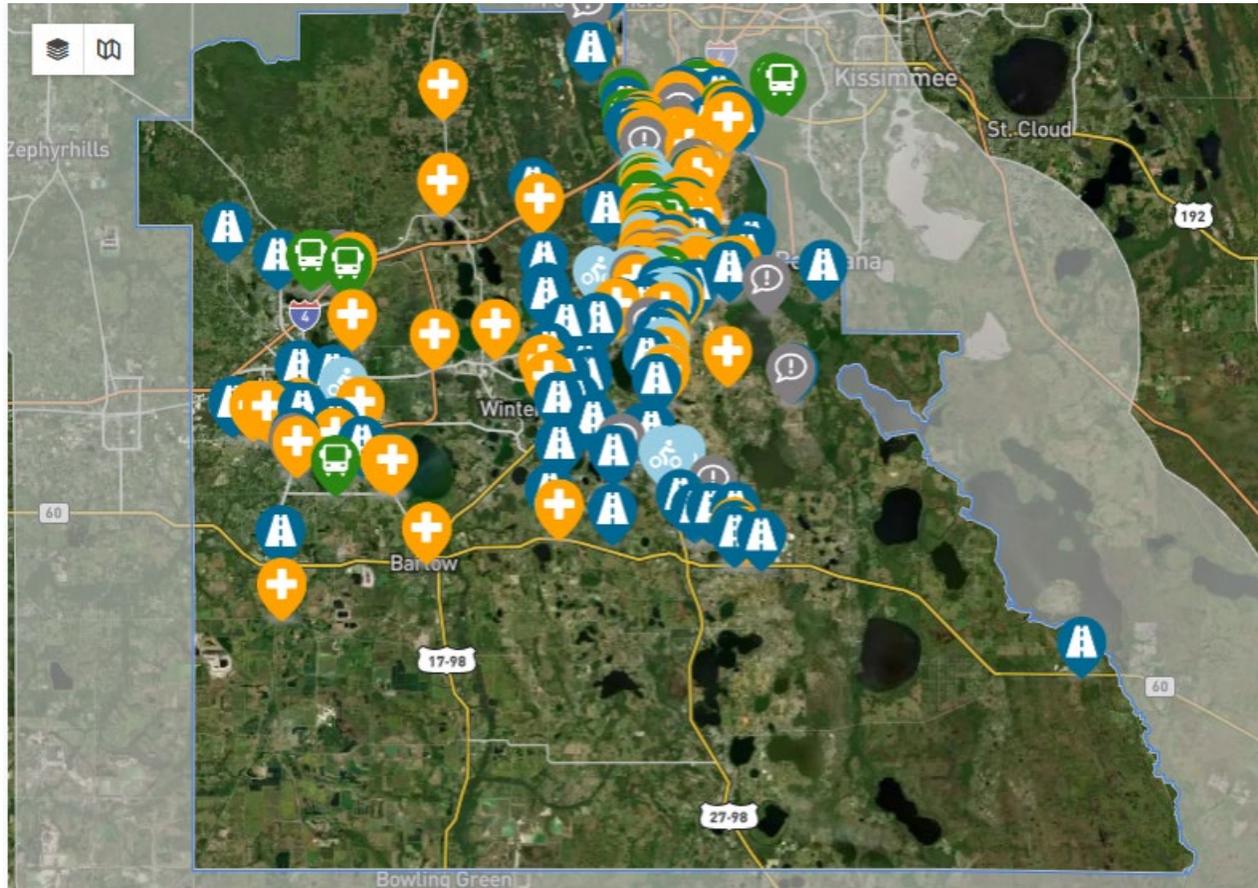
GENERAL COMMENTS

Jean Reed

“What is the makeup of the 23 member TPO Board? Are Davenport, Haines City, Lake Alfred, Poinciana and other NE Polk populations areas fairly represented now?”

EMERGE Lakeland

“What types of projects are achievable most immediately (“quick wins”) given the current funding??”



Private Citizen

“What’s happening with the corridor vision plans FDOT completed in Winter Haven for Cypress Gardens Blvd. and US 17? When will any of the recommended improvements be made?”

Facebook User

“When is the realignment on Thompson Nursery Road expected to be finished?”

Unspecified User

“Could Airport Road be four laned from Publix Corp Pkwy to Drane Field Road? As traffic increases in this area, and the airport grows its commercial operations, this would be a great addition and fix issues at Carillon Blvd.”

Denise Badolato

“They're a big concerns for Bok Tower Gardens and historic Lake Wales being impacted by proposed intermodal highway 60 I-4 Corridor through Scenic Highway / Highway 17. This would greatly impact The view lines of horizon from Iron Mountain and the Singing Tower.”

Zach Whaley

“Overdevelopment in North Polk near 27/192 interchange is concerning, have studies been done one how much more development 27 in Far North Polk can handle before being over-saturated like the 1-4/27 intersection near Posner? Consider remediation before it becomes a problem with expanded lanes on 27 or designated alternate routes.”

Anna Britt

“Is part of the plan to connect with Hillsborough and Osceola counties (and their budgets) to strengthen travel/public transit throughout Central Florida?”

COMMENT HIGHLIGHTS



Roadway
•Traffic Congestion, Road Expansion, Lane Additions, Unsafe Conditions



Intersections
•Poor Visibility, Confusing Layouts, Signal Requests & Redesign Suggestions



Transit
•Suggestions for Additional Bus Routes, BRT, SunRail & Commuter Rail



Funding
•Cost Conscious Planning, Infrastructure Priorities, Project Feasibility



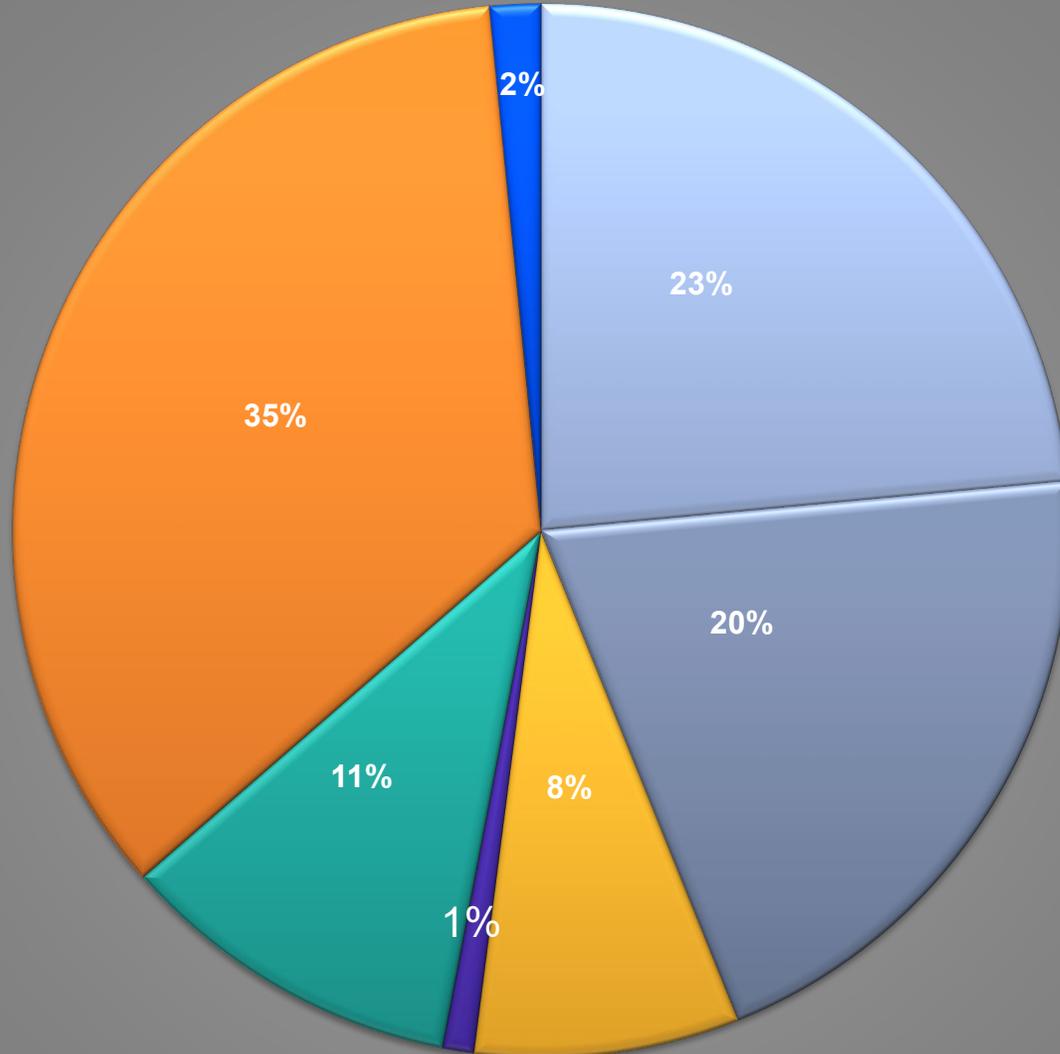
Sidewalks & Pedestrians
•Sidewalk Gaps, Lack of Sidewalks, Pedestrian Experience & Lighting



Safety
•Mentions of Accident-Prone Areas, Traffic Backups, Visibility Issues, Enforcement Issues, Speeding, Unsafe Road Conditions

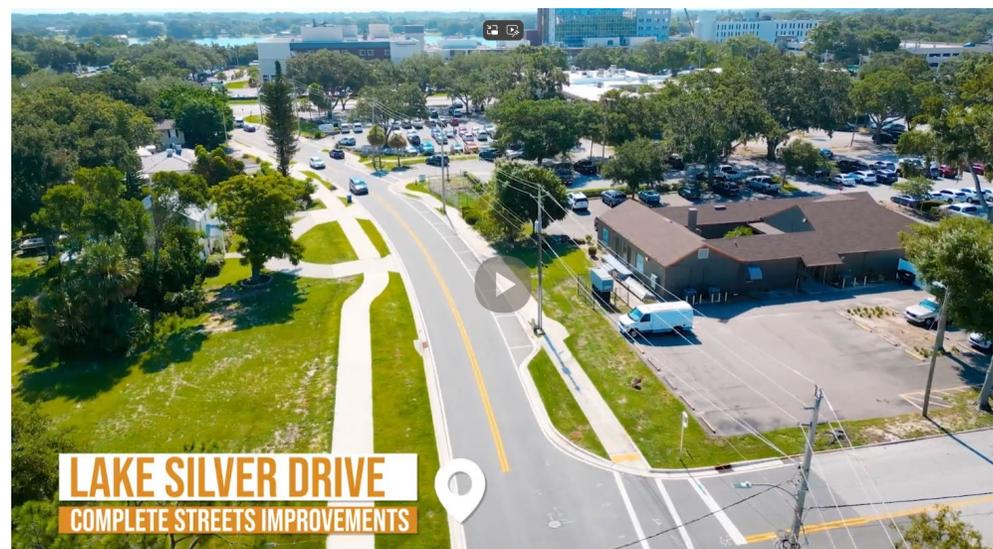


Other
•Environmental Preservation, Overdevelopment, Governmental Regulations, Public Representation & Bike Lane Needs



- Roadway (122) 23%
- Intersections (106) 20%
- Transit (42) 8%
- Funding (5) 1%
- Sidewalks & Pedestrians (55) 11%
- Safety (181) 35%
- Other (8) 2%

Video Series - LRTP Projects





15. FDOT Presentation on Congestion
Management Multimodal Planning
(C3MP) Initiative

C3MP



FLORIDA DEPARTMENT OF TRANSPORTATION — DISTRICT 1

CONGESTION MANAGEMENT MULTIMODAL PLANNING (C3MP) INITIATIVE

C3MP INITIATIVE



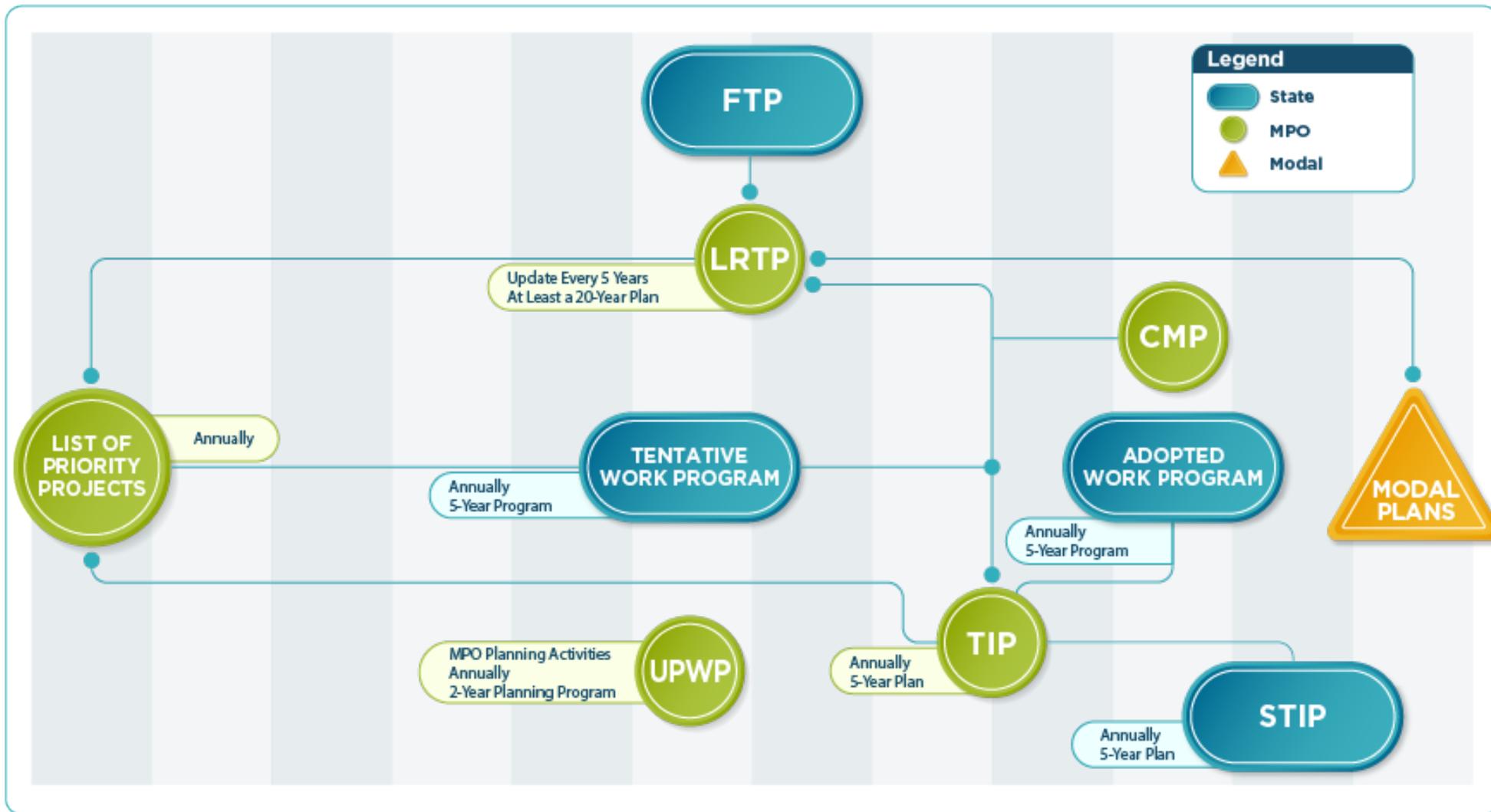


VISION

Planning for and accommodating **various modes of transportation** will be routinely carried out in all FDOT projects and processes and will help achieve congestion mitigation.

MISSION

To improve the safety and efficiency of our transportation network through innovative **multimodal solutions**, technology, and partnerships and to provide reliable mobility choices that reduce congestion in our communities.





“Think outside the box for practical solutions and without financial limitations.”

- Consider/include multimodal strategies to increase mobility choices and to reduce congestion into the MPO and transit planning processes.
- Analyze connectivity between modes and develop solutions to increase efficiency of the existing transportation system.
- Consider/include previous plans, as appropriate, to bridge the gap between plans and the LRTP.
- Incorporate and prioritize multimodal strategies into the Congestion Management Process (CMP).
- Identify potential pilot project(s).



1

Develop relationships with MPOs, modal agency partners, and other FDOT Offices.

2

Encourage/promote and incorporate multi-modal congestion management strategies into planning processes and project development.

3

Provide guidance and support to modal agencies/MPOs/FDOT Offices.

4

Link planning documents and schedules.

5

Integrate modal solutions into everything we do.

6

Incorporate Technology.



1

District Secretary meets with modal agencies' leadership within the District.

2

FDOT Modal Development meets with agencies and MPOs.

3

FDOT hosts joint coordination meetings:

- FDOT/Transit Agency/MPO.
- FDOT/ Airport/MPO.

4

C3MP attends plan development (TDP, modal master plans, LRTP) meetings.

5

Identify/Develop opportunities and procedures to incorporate modal solutions into FDOT's processes.



- SR 789 Bay Runner Trolley and Ringling Bridge Shared Bus Bike Shoulder (SBBS)
- Sarasota-Bradenton International Airport Ground Transportation Center
- Transit Risk Assessment/Safety Study Pilot
- SR 33 Construction Lakeland Hills Microtransit
- Advanced Air Mobility (AAM) Preparedness Coordination

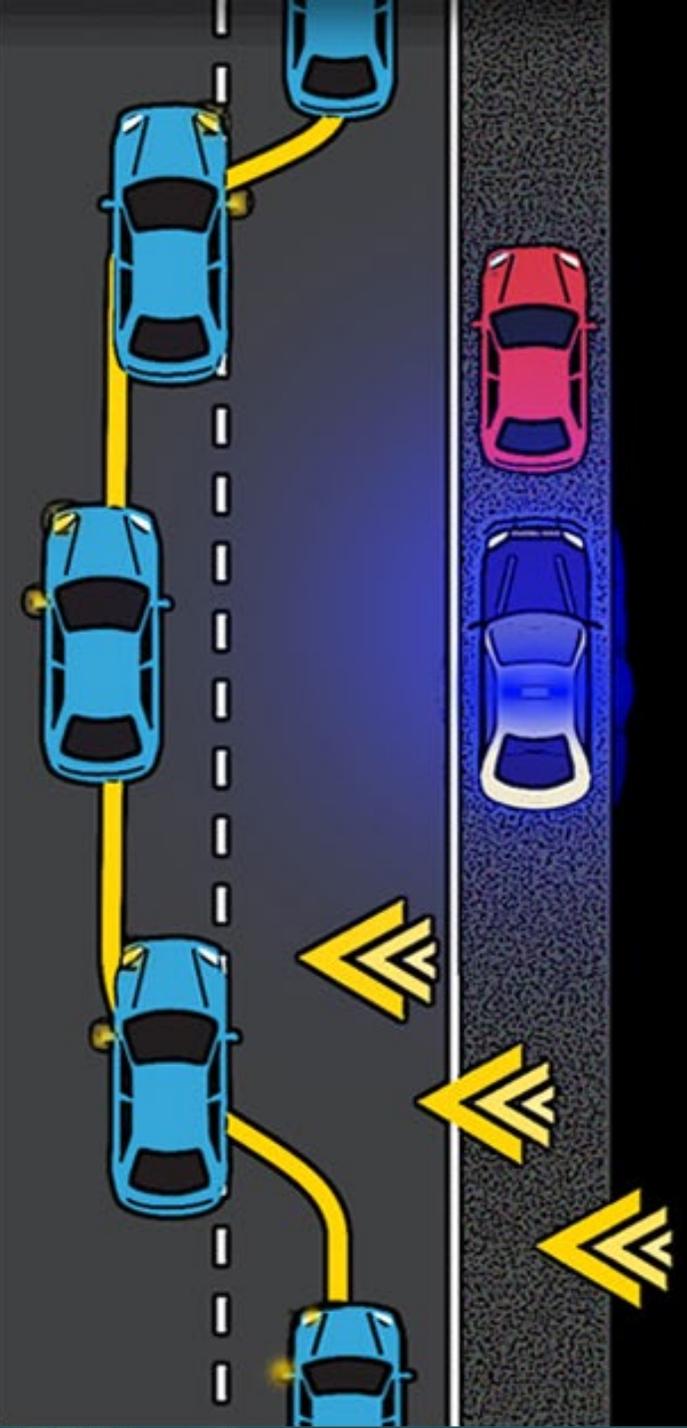


MOVE OVER



[flhsmv.gov/moveover](https://www.flhsmv.gov/moveover)

FLHSMV



C3MP



FLORIDA DEPARTMENT OF TRANSPORTATION — DISTRICT 1

CONGESTION MANAGEMENT MULTIMODAL PLANNING (C3MP) INITIATIVE



TAB 4 – Reports



16. Executive Director's Report

Executive Director's Report

Best Foot Forward

❑ Crosswalk Enforcement

- ❑ Lakeland – W 4th St & MLK Jr. Ave
- ❑ Winter Haven – Ave M NW & United Way NW
- ❑ Bartow – Shumante Dr. & E. Clower St.



Executive Director's Report

Upcoming Meetings

❑ Southport Connector – PD&E Public Hearing

- ❑ September 18th 5:30 – 7:30 pm
- ❑ Poinciana Community Center (Marigold Ave)



❑ US 27 Public Visioning Workshop

- ❑ September 18th 5:30 – 7:30 pm
- ❑ South Lake Wales Church of God, 210 Presidents Drive, Lake Wales



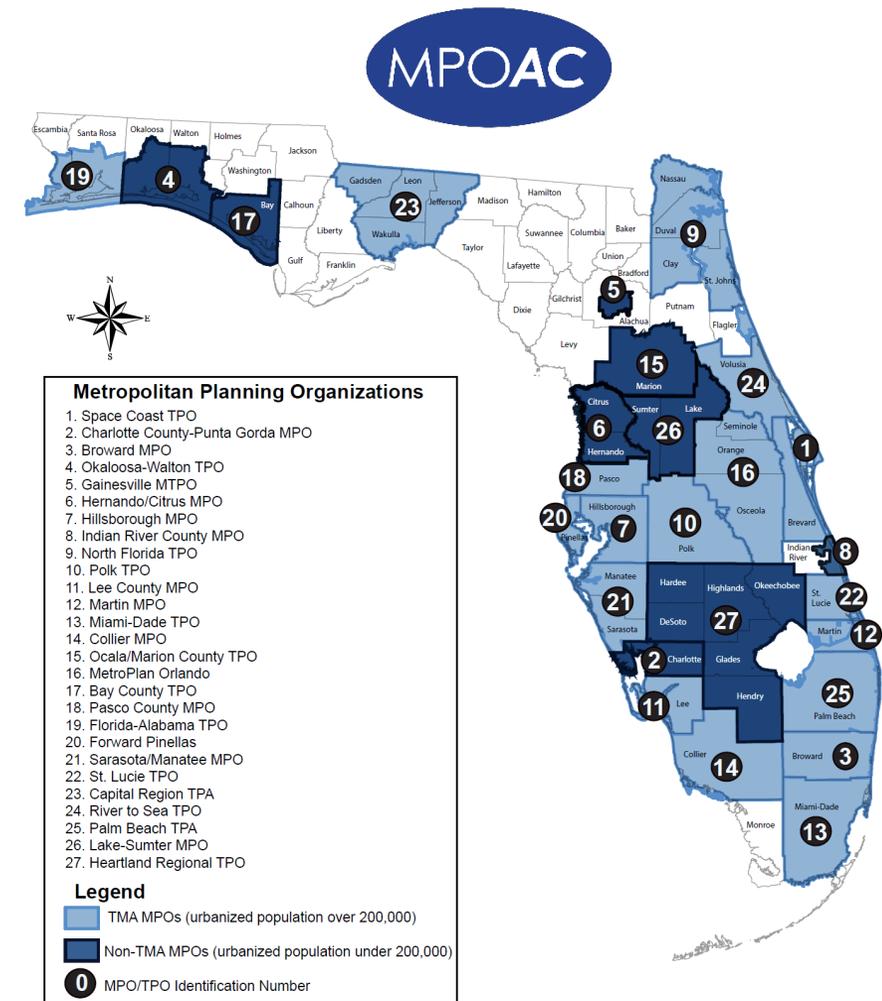
Executive Director's Report

Upcoming Meetings

☐ MPOAC

☐ Next TPO Board Meeting – October 9th

☐ Tom Phillips, General Manager, Citrus Connection





17. Florida Department of Transportation (FDOT) Report



18. Opportunity for Public Comment



19. Board Member Comments



20. Adjournment

Next TPO Board Meeting is scheduled
for October 9, 2025