

Polk Transportation Planning Organization

Board Meeting



Polk Transportation
Planning Organization



October 9, 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 - 8



TAB 2: Action Items



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

Introduction



- ❑ **Endorse Draft Envision 2050 (Cost-Feasible Plan) for the purpose of public review and comment.**
- ❑ **Open the public comment period**
 - ❑ **October 9th through December 9th**
 - ❑ **Final Adoption & Public Hearing – December 9, 2025**

The Cost Feasible Plan identifies projects that can be funded by revenues that are reasonably expected to be available to carry out the plan.

Introduction – Key Themes



- ❑ **2050 Population and Employment Forecast**
 - ❑ TPO's Population and Employment Forecast – 1.1M Residents by 2050
- ❑ **Transit Development Plan (TDP)**
 - ❑ Citrus Connection/Polk TPO
- ❑ **Transportation Needs Analysis (Multimodal)**
 - ❑ Coordination with Cities/County & FDOT, Turnpike, adjacent MPO/TPOs
 - ❑ Northeast Polk Subarea Study
 - ❑ Revenue Forecast: Cost of projects are more than the available revenue
- ❑ **The 2045 Plan is the basis for the 2050 Plan (Envision 2050)**
 - ❑ What has changed in the last 5 years?



Introduction – 2045 vs 2050



❑ Growth

- ❑ Since 2020, Polk has added 127,832 residents (through 2024)¹
- ❑ Average annual increase of 32,000 residents a year (88 people per day)

❑ Significant Investment Underway

- ❑ Moving Florida Forward, Florida's Turnpike Enterprise & Polk County
- ❑ Other State Roads - Investment Maintenance/Safety vs. New Capacity
 - ❑ Less Federal/State Funding available for new capacity
- ❑ Plan is positioned to allow several major projects to move forward should funding become available
 - ❑ I-4, CPP East, State Road 60
 - ❑ Needs are not the same throughout the County...

1. U.S. Census

Introduction – Draft Document

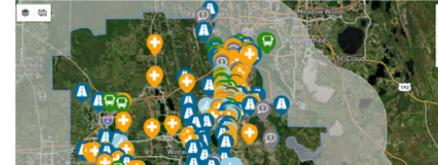


Go to Page 4-3

6.1 SUMMARY OF PUBLIC INPUT

INTERACTIVE MAP

The public involvement effort included an interactive online map, where participants were able to place points at locations of concern. Participants were able to attach comments to points, allowing them to highlight their concerns or suggestions for improvements at specific locations. **Figure 6-1** illustrates the map showing the locations of the 292 contributions received to date.



COMMENT WALL

The comment wall was formed to highlight the development. comments were

SURVEY

The survey asked county's transportation on a daily basis to be addressed

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

4.3 ROADWAY PLAN

PHASING OF PROJECTS

Roadway and Highway projects in Envision 2050 are grouped into one of six different tiers. These tiers identify the relative level of priority and funding status as indicated in **Figure 4-2** below.

	TIER 1	TIER 2	TIER 3	TIER 4	TIER 5	TIER 6
Existing and Committed Roadway (Inventory)	Yes	Yes	Yes	Yes	Yes	Yes
Needs Assessment	Yes	Yes	Yes	Yes	Yes	Yes
High Priority	Yes	Yes	Yes	Yes	Yes	Yes
Cost Priority	Yes	Yes	Yes	Yes	Yes	Yes

Figure 4-2. Phasing Tiers

PRIORITIZATION CONSIDERATIONS

The selection of projects for the cost feasible plan was consistent with the prioritization criteria identified in **Figure 4-3**. A detailed summary of the cost feasible projects is provided in Appendix B and Appendix C. Appendix B presents project costs in terms of Year of Expenditure and Appendix C presents project costs in terms of Present Day Value (PDV). The total unfunded needs include nearly \$6.2 billion of roadway improvements in YOE costs. These tables ensure that the Cost Feasible Plan and the proposed improvements are described in sufficient detail to develop cost estimates per 23 C.F.R. 400.322(f)(6).



FATAL FLAW	No projects were selected for inclusion in the plan if they presented significant adverse impacts to the environment or communities they pass through.
PIPELINE PROJECT	Projects which have already been partially funded (preliminary planning, design, or right-of-way) received a higher priority for selection.
FUTURE CONGESTION	Projects are prioritized based on the time to complete in the future or to reduce congestion on adjacent corridors.
REGIONAL FREIGHT	Projects are designated primary freight corridors.
PROVIDES CONNECTIVITY	Projects that significantly improve connectivity, especially between major highways and/or activity centers.
ECONOMIC DEVELOPMENT	Projects that enhance economic development potential, especially for freight and goods movement.
PUBLIC SUPPORT	Projects with public support.
HIGH CRASHES	Projects on corridors with higher than average crashes.

POTENTIAL 2050 COST FEASIBLE PLAN PROJECTS

Figure 4-3. Prioritization Criteria

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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



Commuter Trends



Polk County residents spend more time in their cars commuting compared to other counties in Florida.

Polk ranks second in the State for longest commute time to work.

Table 4 - Florida Counties Ranked by Travel Time to Work, 2023

Rank	County	Minutes
1	Osceola County	36.3
2	Polk County	32.4
2	Walton County	32.4
4	Pasco County	31.9
5	Lake County	31.7
6	Hernando County	31.6
7	Charlotte County	31.5
8	Clay County	31.3
9	Miami-Dade County	30.9
10	St. Lucie County	30.2
11	Nassau County	29.8
12	Putnam County	29.7
13	Lee County	29.6
14	Broward County	29.5
14	Hillsborough County	29.5
14	Santa Rosa County	29.5
17	Manatee County	28.8
18	Volusia County	28.4
19	Citrus County	28.2
20	Orange County	27.8
21	Martin County	27.6
22	Flagler County	27.3

Rank	State	Minutes
22	Okaloosa County	27.3
22	St. Johns County	27.3
25	Pinellas County	27.2
26	Palm Beach County	26.7
27	Marion County	26.5
28	Sumter County	26.1
29	Seminole County	25.6
30	Collier County	25.3
31	Columbia County	25.1
31	Sarasota County	25.1
33	Highlands County	24.9
34	Duval County	24.5
35	Escambia County	24.4
36	Brevard County	24.3
37	Bay County	23.8
38	Indian River County	22.0
39	Leon County	21.7
40	Alachua County	21.6
41	Monroe County	19.7
	Florida	28.5
	United States	26.8

Data Source: Commuting Trends in Florida 2023 & Google Maps

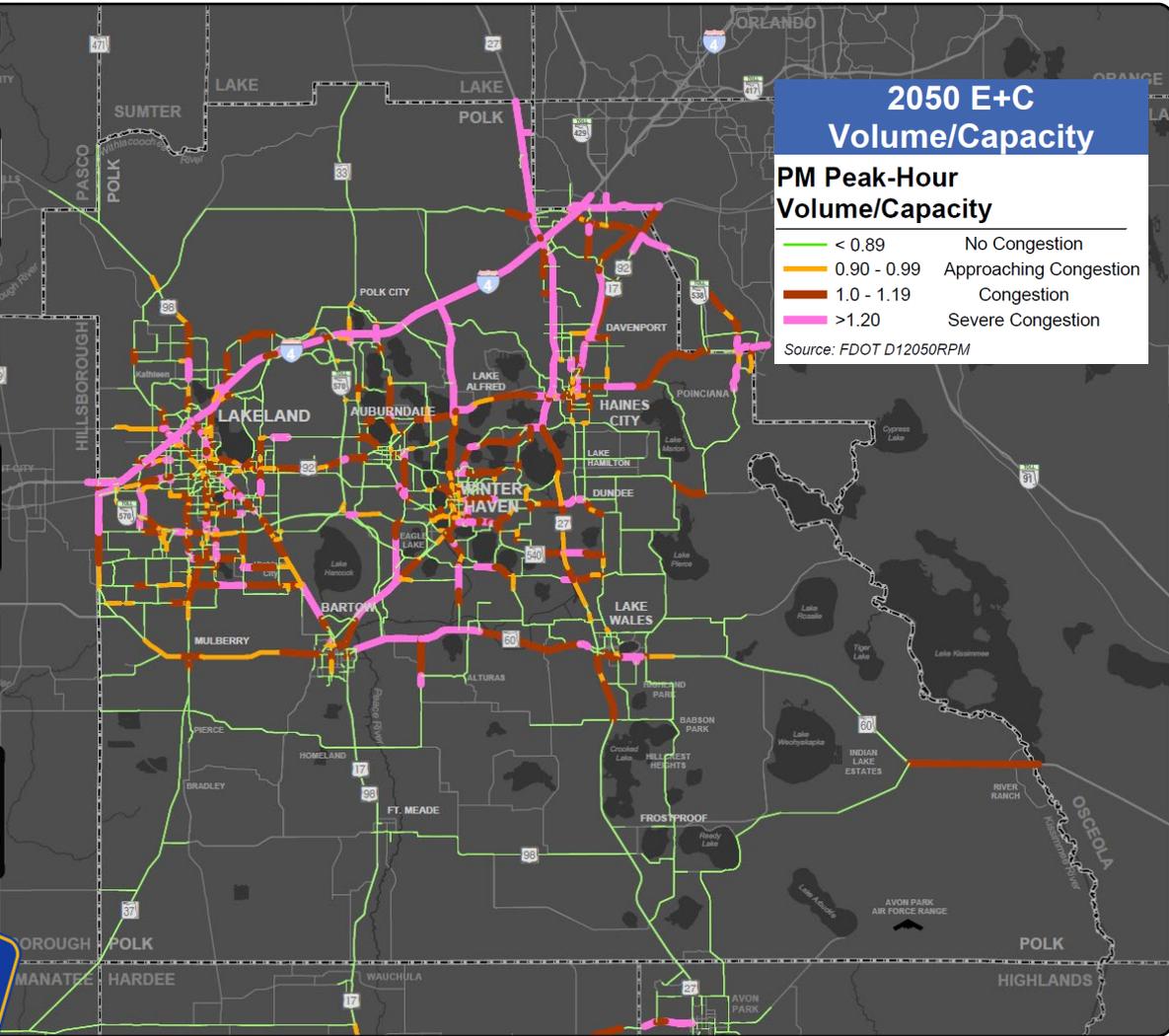
2050 Future Traffic Conditions



Volume-to-Capacity (V/C)

Traffic demand or volume (V) is compared to the estimated capacity (C) of each roadway during the evening peak period

- Looking out to the year 2050 and with only committed (funded) improvements implemented, significant congestion is expected



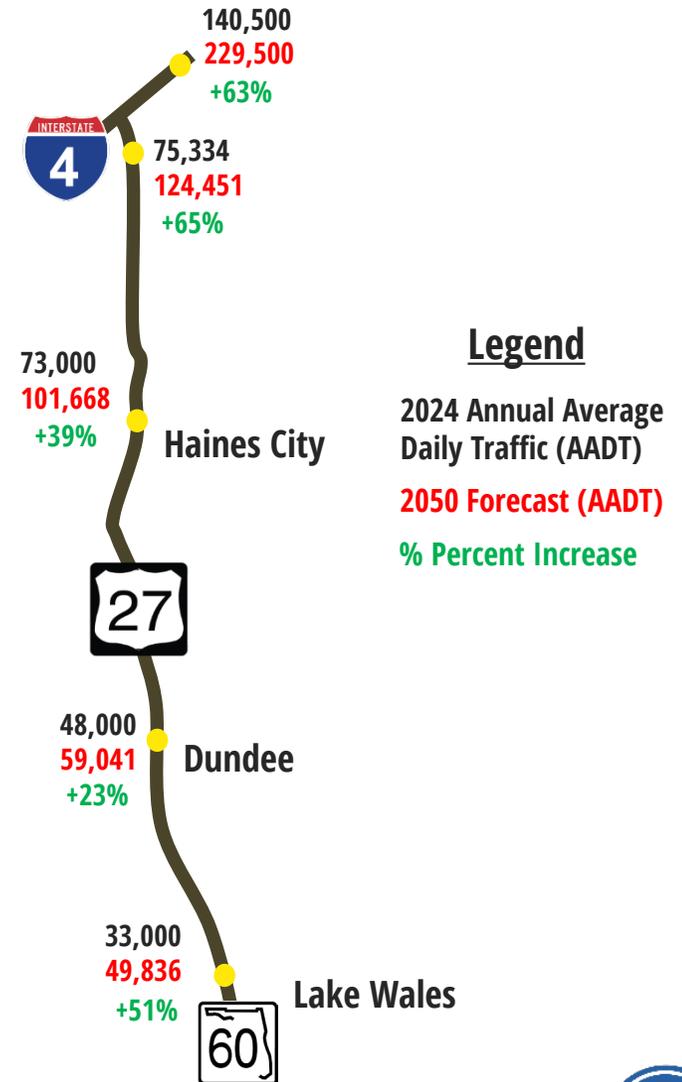
US 27 Traffic - Existing and Forecast



US 27 Traffic

- ❑ Portions of US 27 in Northeast Polk County have experienced significant increases in traffic and congestion in recent years.
- ❑ The highest traffic volumes on US 27 occur between Haines City and I-4
 - ❑ Currently, US 27 experiences traffic congestion between Haines City & I-4 (6.4 miles). By 2050, these conditions could extend south to Dundee with portions of US 27 experiencing similar conditions to Lake Wales (22 miles)

i Annual Average Daily Traffic, or AADT, is the average number of vehicles that pass a specific point on a roadway over the course of a year, calculated by dividing the total annual traffic volume by 365. AADT is a simple, but useful, measurement of how busy the road is.

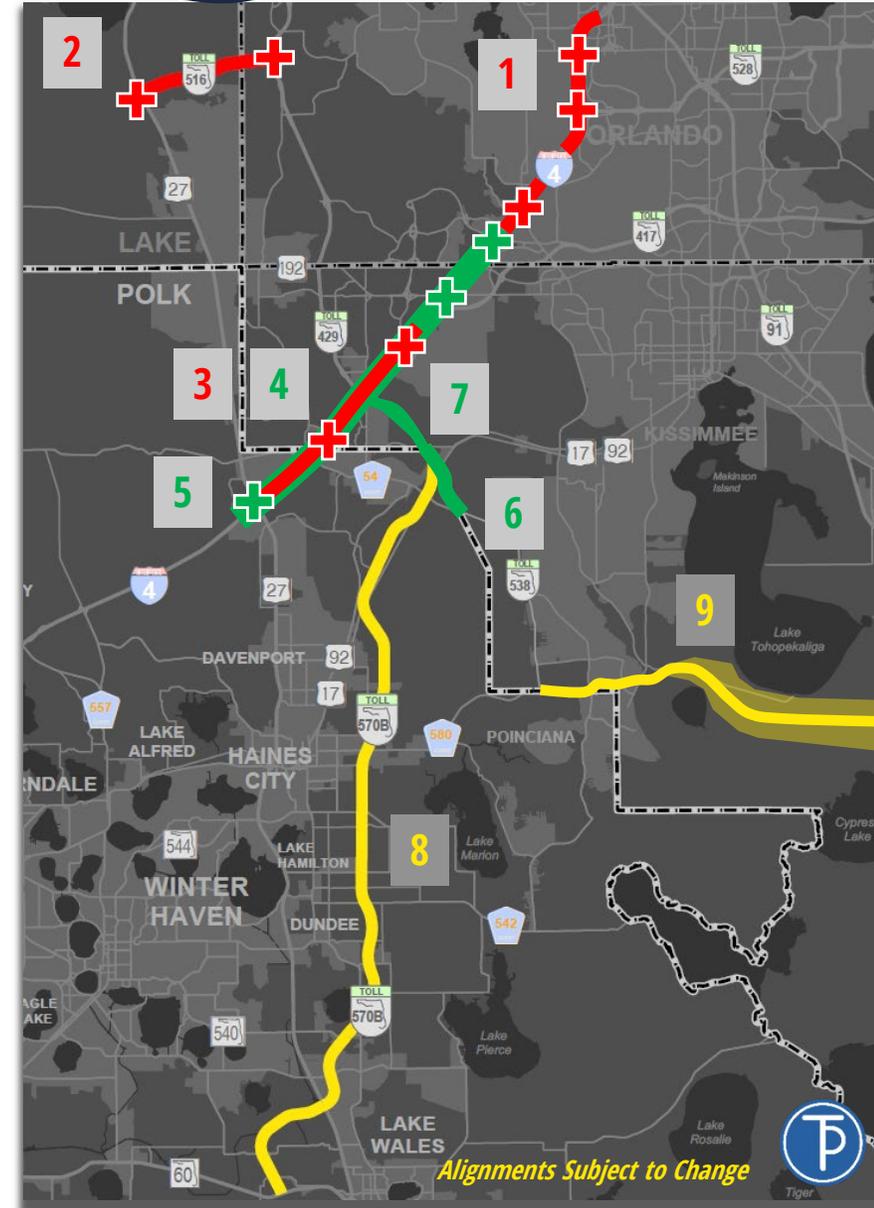


NE Polk County – Regional Roads



Committed and Planned Projects

- 1 I-4 “Beyond the Ultimate” (Orange County)** 
- 2 Lake/Orange Expressway (SR 516 – Toll)** 
- 3 Moving I-4 Forward (Accelerated Project)** 
- 4 Moving I-4 Forward (Polk/Osceola)** 
- 5 US 27 Interchange** 
- 6 Poinciana Parkway Extension (Part I)** 
- 7 Poinciana Parkway Extension (Part II)** 
- 8 Central Polk Parkway (East)** 
- 9 Southport Connector** 



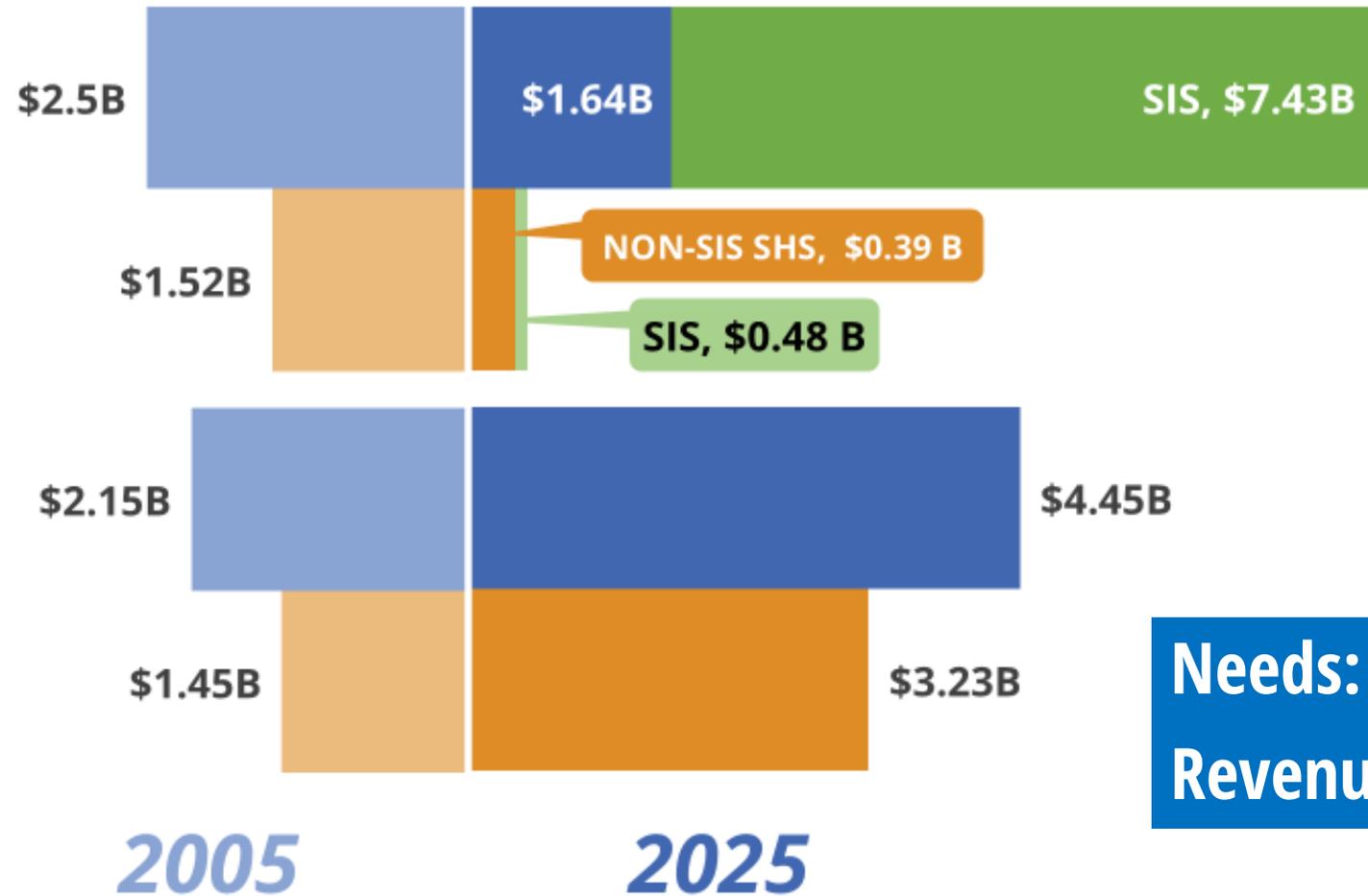
Roadway Needs vs Revenues

State Needs

State Revenues

Local Needs

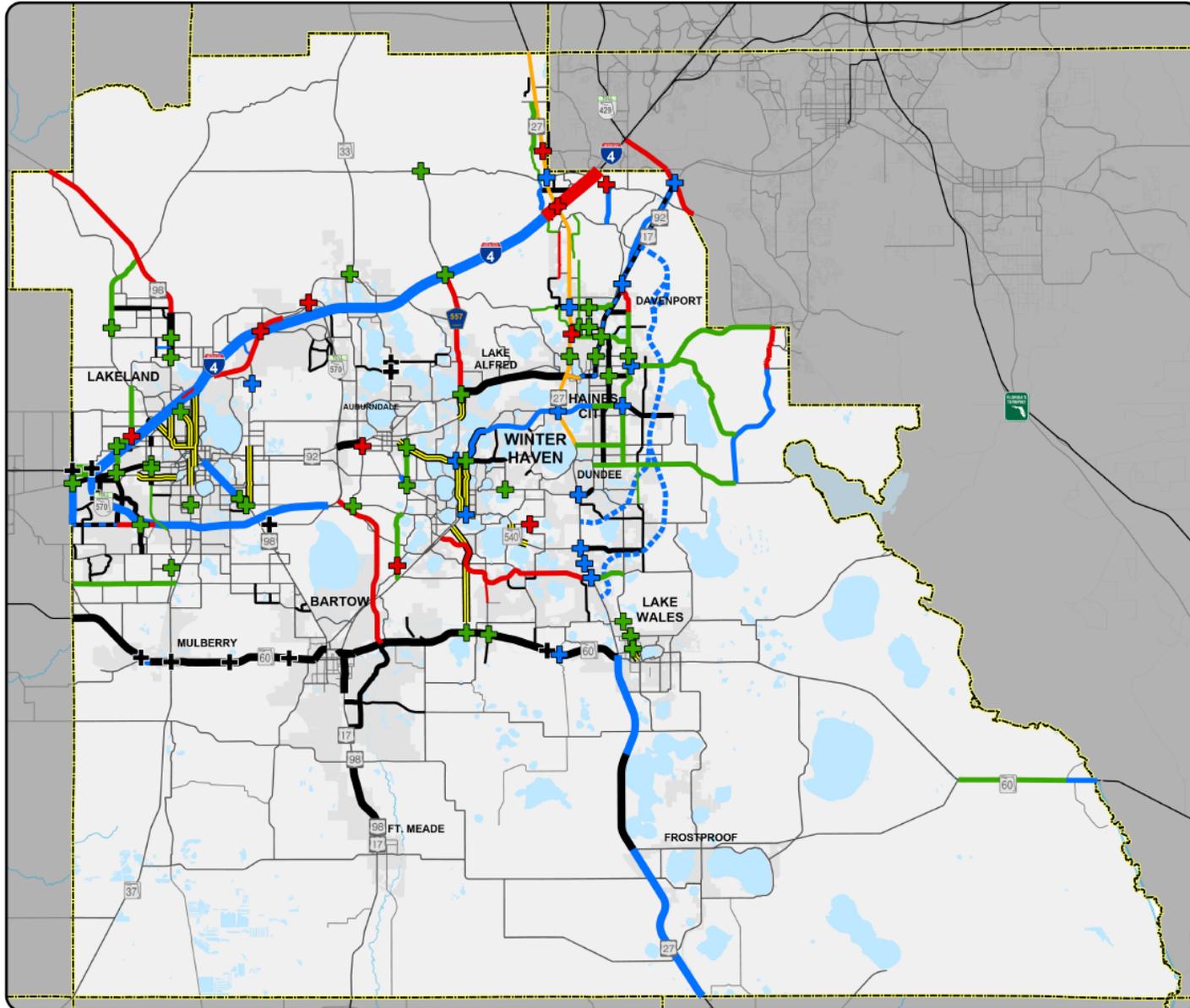
Local Revenues



Needs: \$13.5B
Revenue: \$4.1B



Cost Feasible Plan - Highways



ENVISION
2050

2050 Cost Feasible Roadway Projects

Tier I - Committed Highway Network 2025 - 2030

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- 12 Lanes

- + Interchange/Intersection Improvement

Tier II & III - Cost-Feasible Highways 2030 - 2050

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- 12 Lanes

- + Interchange/Intersection Improvement

- Powerline Road Study Area

Tier IV & V - Illustrative Projects or Partially Funded through 2050

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- 6 Lanes
- 10 Lanes
- + Interchange/Intersection Improvement

- - - Central Polk Pkwy East Potential Alignments

- Complete Street Corridor

- Operational Improvements

Tier VI & VII - Unfunded Needs or Visionary Roads 2030 - 2050

Improved Number of Lanes

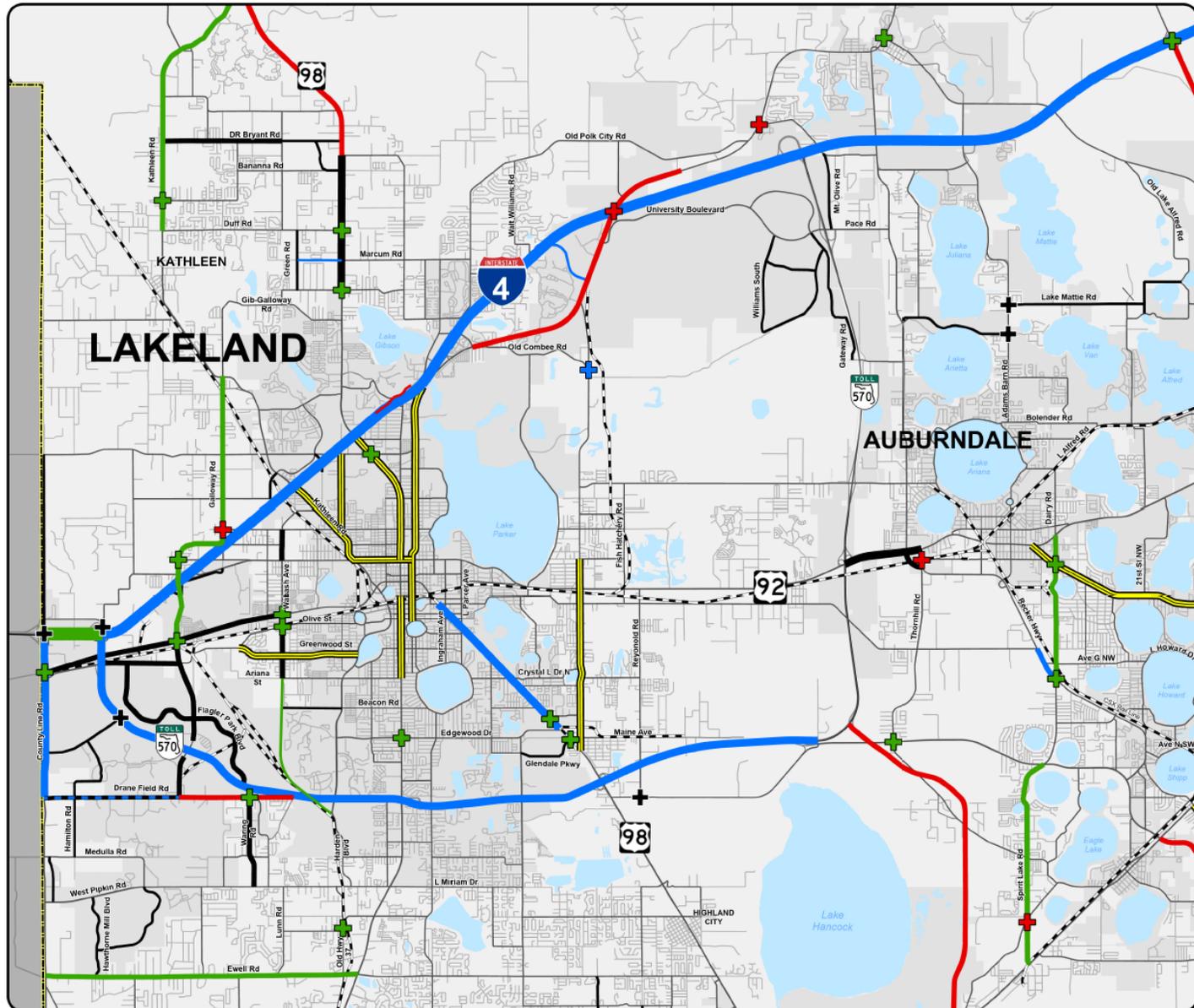
- 2 Lanes
- 4 Lanes
- 6 Lanes

- Complete Street Corridor

- + Interchange Improvement

ENVISION
2050

Cost Feasible Plan - Lakeland



ENVISION
2050

2050 Cost Feasible Roadway Network

Tier I - Committed Highway Network 2025 - 2030

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- + 12 Lanes

- + Interchange/Intersection Improvement

Tier II & III - Cost-Feasible Highways 2030 - 2050

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- + 12 Lanes

- + Interchange/Intersection Improvement

- Powerline Road Study Area

Tier IV & V - Illustrative Projects or Partially Funded through 2050

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- 6 Lanes
- 10 Lanes

- + Interchange/Intersection Improvement

- - - Central Polk Pkwy East Potential Alignments

- Complete Street Corridor

- Operational Improvements

Tier VI & VII - Unfunded Needs or Visionary Roads 2030 - 2050

Improved Number of Lanes

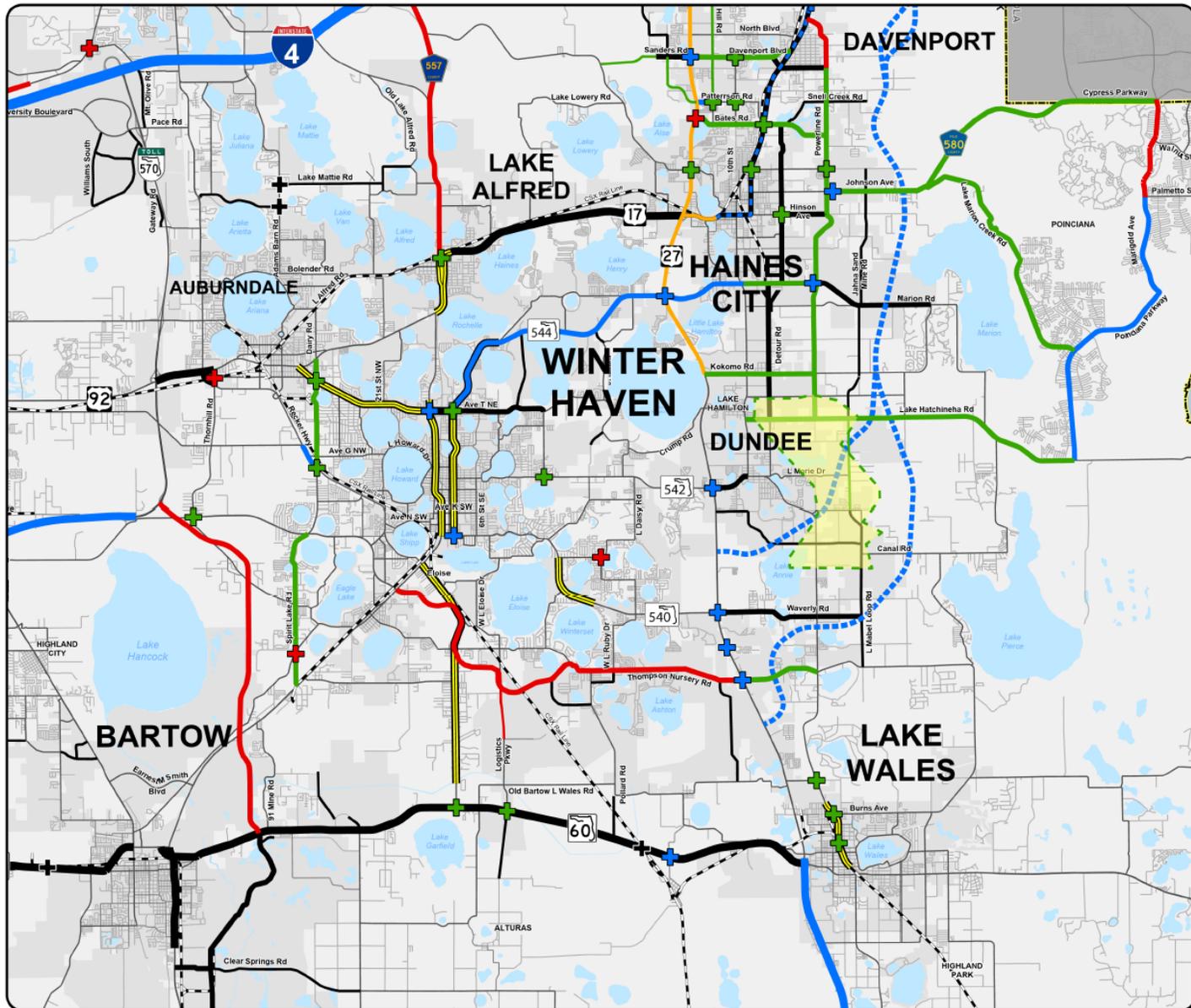
- 2 Lanes
- 4 Lanes
- 6 Lanes

- Complete Street Corridor

- + Interchange Improvement

ENVISION
2050

Cost Feasible Plan – Winter Haven



ENVISION
2050

2050 Cost Feasible Roadway Network

Tier I - Committed Highway Network 2025 - 2030

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- + 12 Lanes

+ Interchange/Intersection Improvement

Tier II & III - Cost-Feasible Highways 2030 - 2050

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- + 12 Lanes

+ Interchange/Intersection Improvement

Powerline Road Study Area

Tier IV & V - Illustrative Projects or Partially Funded through 2050

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- 6 Lanes
- 10 Lanes

+ Interchange/Intersection Improvement

- - - Central Polk Pkwy East Potential Alignments

— Complete Street Corridor

— Operational Improvements

Tier VI & VII - Unfunded Needs or Visionary Roads 2030 - 2050

Improved Number of Lanes

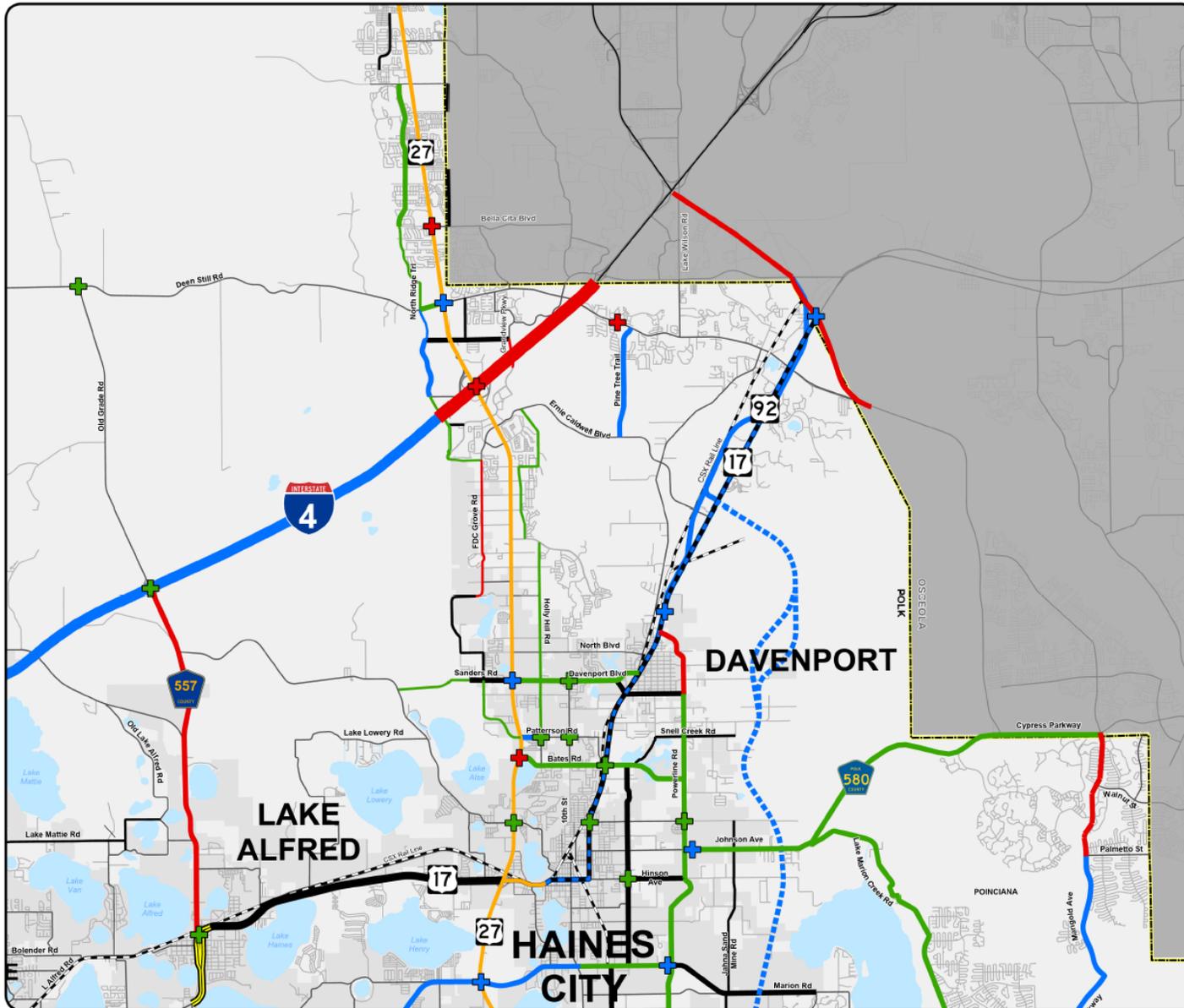
- 2 Lanes
- 4 Lanes
- 6 Lanes

— Complete Street Corridor

+ Interchange Improvement

ENVISION
2050

Cost Feasible Plan – NE Polk



ENVISION
2050

2050 Cost Feasible Roadway Network

Tier I - Committed Highway Network 2025 - 2030

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- + 12 Lanes
- + Interchange/Intersection Improvement

Tier II & III - Cost-Feasible Highways 2030 - 2050

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- + 12 Lanes
- + Interchange/Intersection Improvement
- Powerline Road Study Area

Tier IV & V - Illustrative Projects or Partially Funded through 2050

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- + Interchange/Intersection Improvement
- 6 Lanes
- + 10 Lanes

- + Central Polk Pkwy East Potential Alignments
- Complete Street Corridor
- Operational Improvements

Tier VI & VII - Unfunded Needs or Visionary Roads 2030 - 2050

Improved Number of Lanes

- 2 Lanes
- 4 Lanes
- + 6 Lanes
- Complete Street Corridor
- + Interchange Improvement

ENVISION
2050



ADOPTED 10-YEAR TRANSIT NEEDS

Existing Services

- Existing Transfer Facility
- Existing Park-and-Ride
- Unchanged Bus Routes
- Existing SunRail

New Transit Services

- Florida Avenue BRT
- US 98 BRT
- I-4 Hopper
- Lakeland to Tampa Express
- US 27 LX
- Polk City to Winter Haven LX
- Proposed Network Changes
- Proposed SunRail*

New App-Based On-Demand Services

- Davenport
- Dundee
- Lakeland Highlands
- Southeast

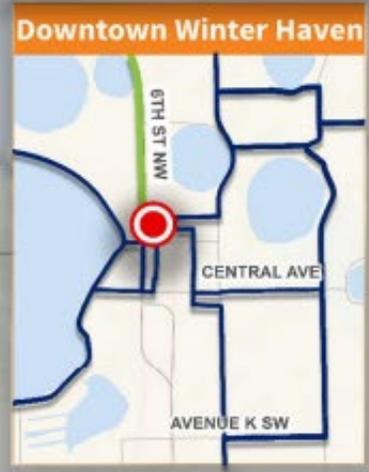
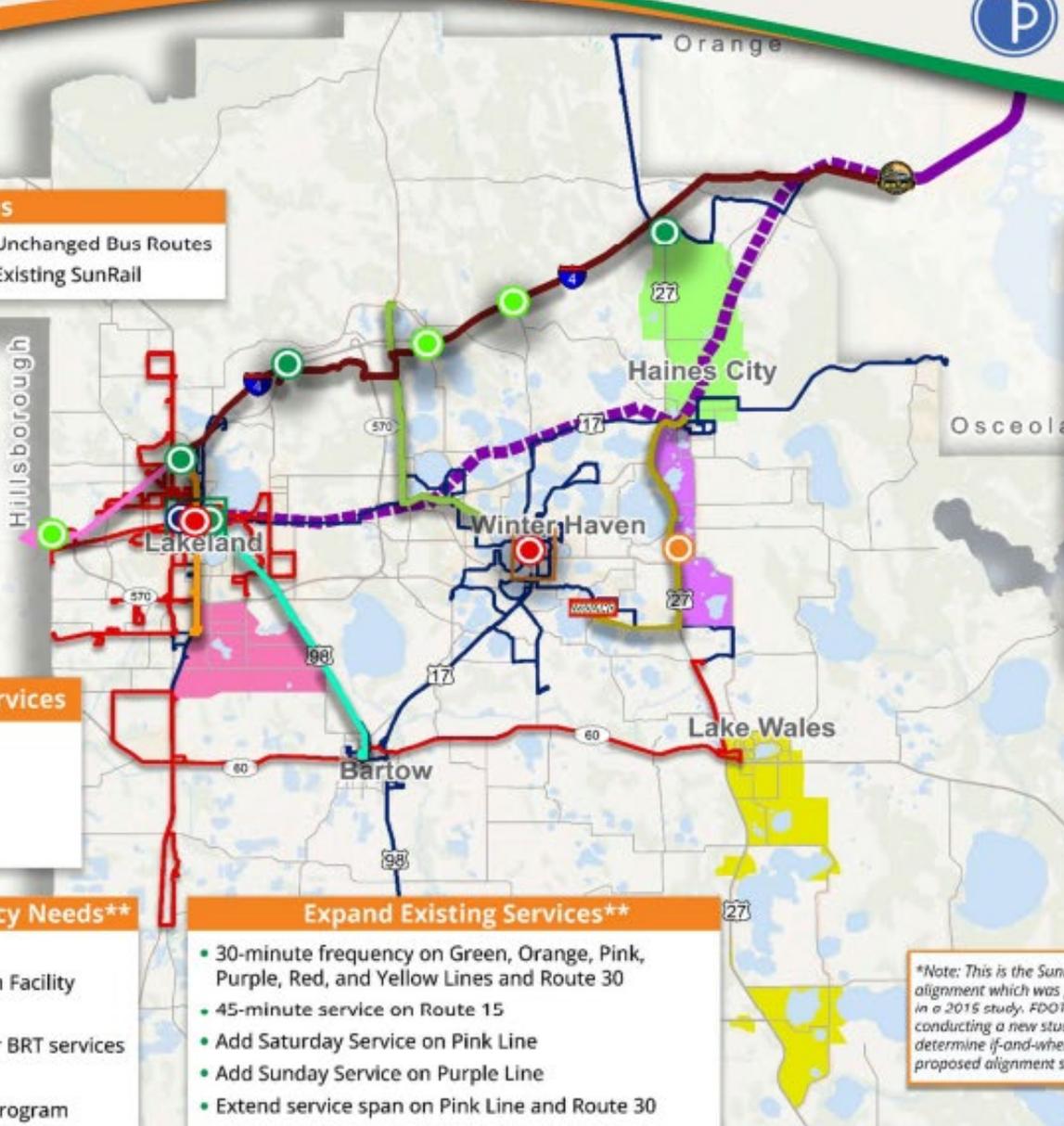
Infrastructure/Technology/Policy Needs**

- New Intermodal Center in Lakeland
- East Polk Transit Maintenance & Admin Facility
- New Park-and-Rides
- Transit Signal Priority/Queue Jumps for BRT services
- Electric Bus Vehicles
- Expand Universal Access Partnership Program
- Enhanced Marketing/Awareness Program

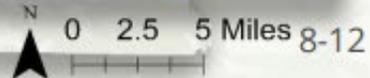
Expand Existing Services**

- 30-minute frequency on Green, Orange, Pink, Purple, Red, and Yellow Lines and Route 30
- 45-minute service on Route 15
- Add Saturday Service on Pink Line
- Add Sunday Service on Purple Line
- Extend service span on Pink Line and Route 30

**Not shown on map.



*Note: This is the SunRail alignment which was proposed in a 2015 study. FDOT is now conducting a new study to determine if-and-where proposed alignment should be.



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Regional Passenger Rail



brightline

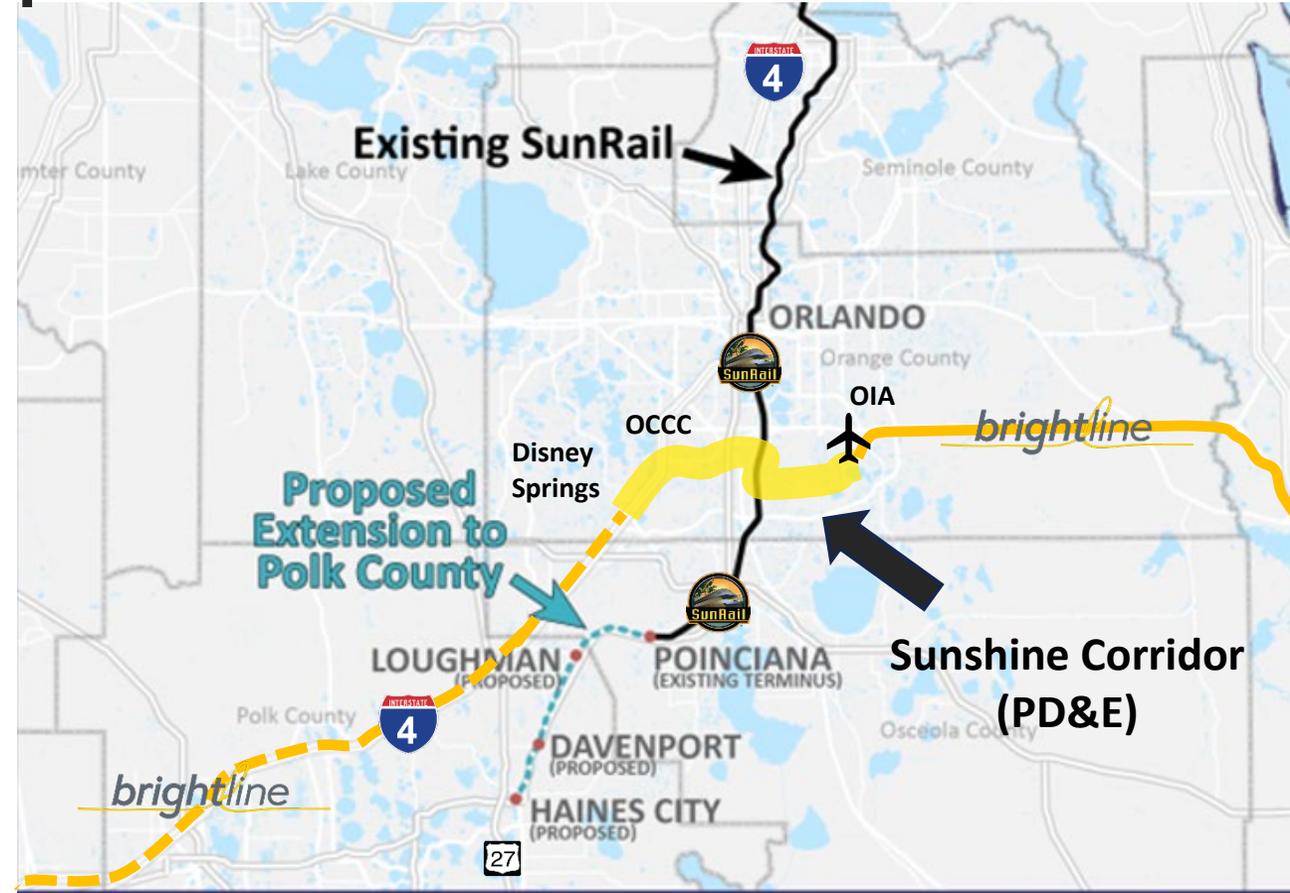
How do you get to Polk County and Tampa from Orlando International Airport?

☐ 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



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The Polk TPO has adopted a target of Zero (0) fatalities and serious injuries on Polk County roads.



ONE LIFE LOST IS **TOO MANY**

8 FATALITIES **49** SERIOUS INJURIES

ON FLORIDA'S ROADS **EACH DAY**

Fatality Count (146)

#7
▼

Ped/Bike Fatality & Serious Injury Count (86)

#13
▼

#17
▼

Fatality Rate* (1.86)

Serious Injury Rate* (5.53)

#45
▼

WORST

1

Polk's Rank – Florida Counties

67

BEST

Population **#9**

#12
▲

Serious Injuries Count (437)



Since 2021, the number of serious injuries and fatalities on Polk County's roads has decreased by 23%. 2021: 636 – 2024: 487



In 2024, the Lakeland-Winter Haven area was listed as the 21st most dangerous metro area in the country to be a pedestrian. Between 2019 and 2023 167 bicyclists & pedestrians have been killed on Polk County's roads. *Smart Growth of America - Dangerous by Design & Signal Four Analytics*

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2050 Bicycle & Pedestrian Needs

Go to Page 4-17

Legend

- High Priority Bike/Ped Corridor
- Other Priority Bike/Ped Corridors
- High Crash Corridor
- High Injury Intersections
- Existing Roadways
- City Limits

Data shown on the map comes from:
Polk TPO Bicycle and Pedestrian Safety Action Plan (2020)
Polk TPO Complete Street Action Plan (2016)



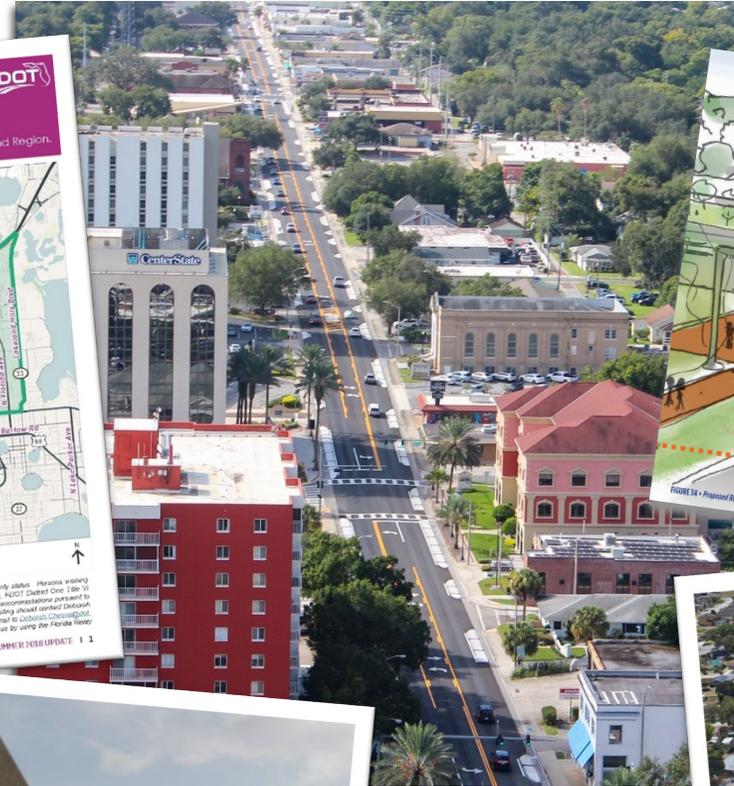
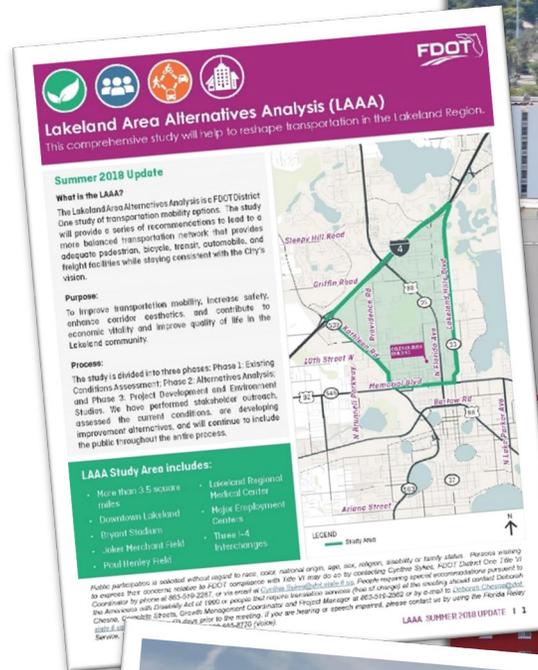
September 16, 2025



Complete Streets

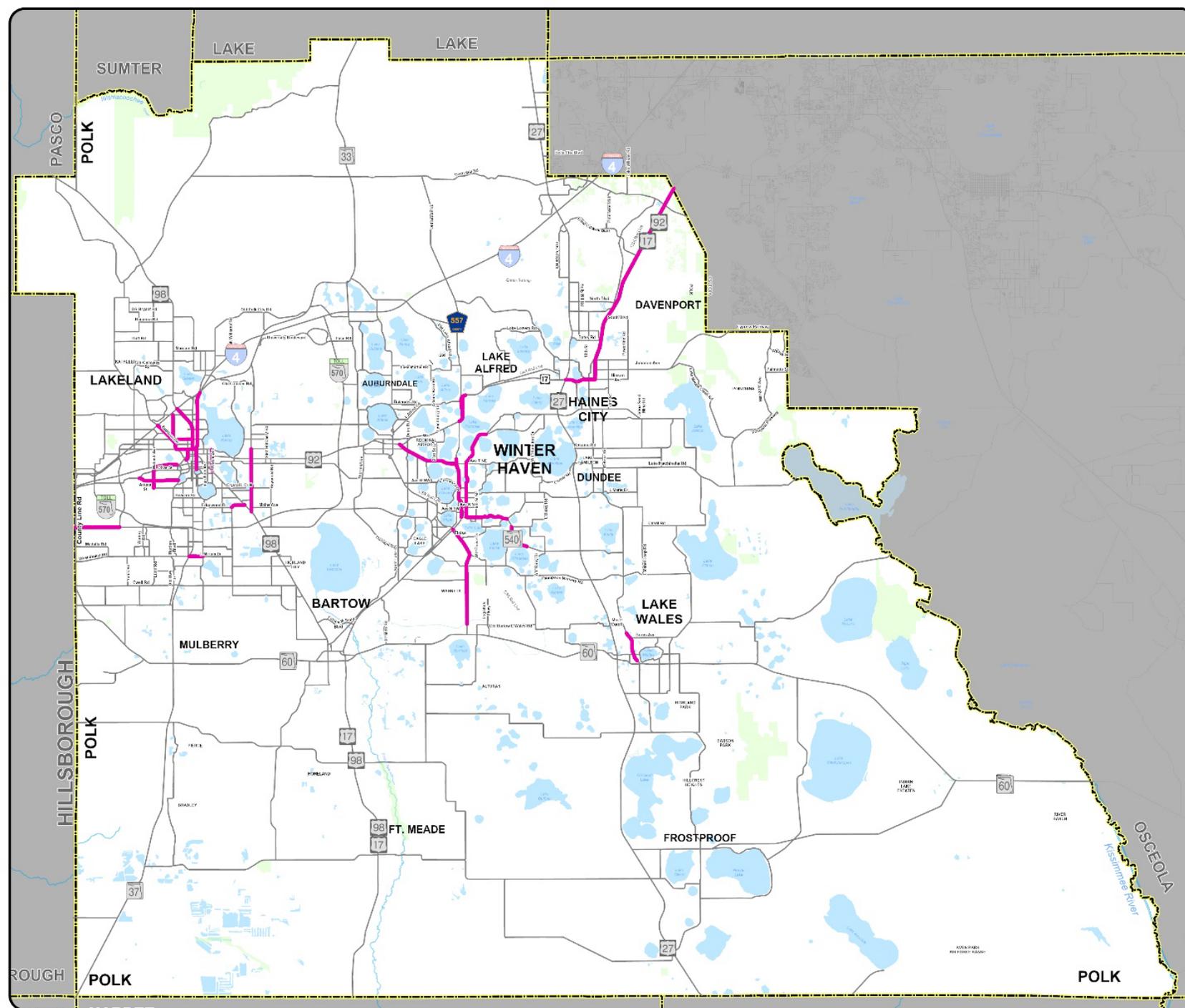


- Lakeland Area Alternative Analysis (AAA)
- US 17/92 - Lake Alfred
- US 17/92 Haines City/Davenport
- US 17 & Cypress Gardens Blvd – Winter Haven
- Lake Wales Connected (SR 17)



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2050 Complete Street Needs



Legend

-  Complete Street Needs
-  Existing Roadways



September 16, 2025



Complete Streets



\$41M of Investment in Complete Streets



Lake Silver Drive



2050 Polk County Multi-Use Trail Needs

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Legend

Multi-Use Trail Status

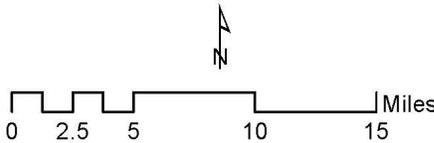
- Existing Multi-Use Trail (127.05 mi.)
- Multi-Use Trail - (23.16 mi.) Under Construction/Committed
- Proposed Multi-Use Trail (312.69 mi.)

Regional Multi-Use Trail Network

- Florida SUN Trail Network (146.10 Mi.)

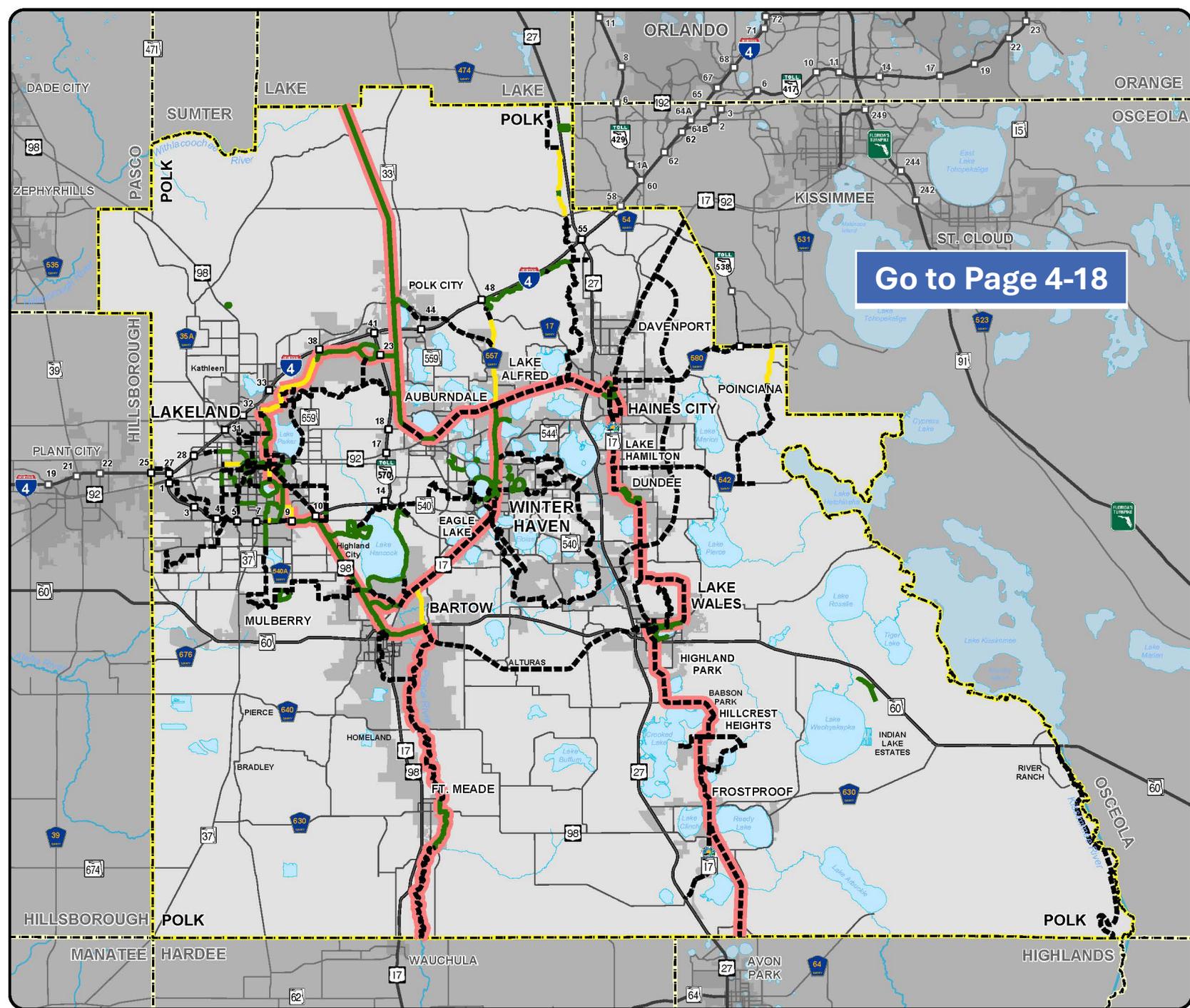
Other Map Features

- City Limits



Polk Transportation Planning Organization

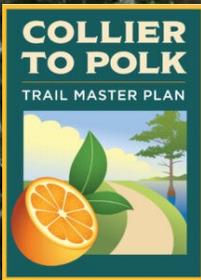
DRAFT
September 24, 2025



Multi-Use Trails



OLD DIXIE TRAIL



\$31M of Investment in Multi-Use Trails



Public Involvement Opportunities



Virtual Workshops

- June 20th
- October 15th @ Noon

Public Comment

PolkEnvision2050.com

Public Comment Period

- October 9 – December 9
- Public Hearing
December 9, 2025

We Need Your Input!

A Long Range Transportation Plan is shaped by public input, and Envision 2050 is no different. In order to shape a transportation system that suits our community, we need to hear from you: what is working, what isn't, and what are your aspirations for the future of the region. We are seeking your input to assist the Envision 2050 team in developing goals, objectives, and policies, and to understand community preferences and priorities for the future. We want Polk County's transportation system to meet the needs of all users.

So, share your ideas! We have numerous ways to get involved. Select a tab at the top of the page to take you to our interactive map, survey, or comment wall!

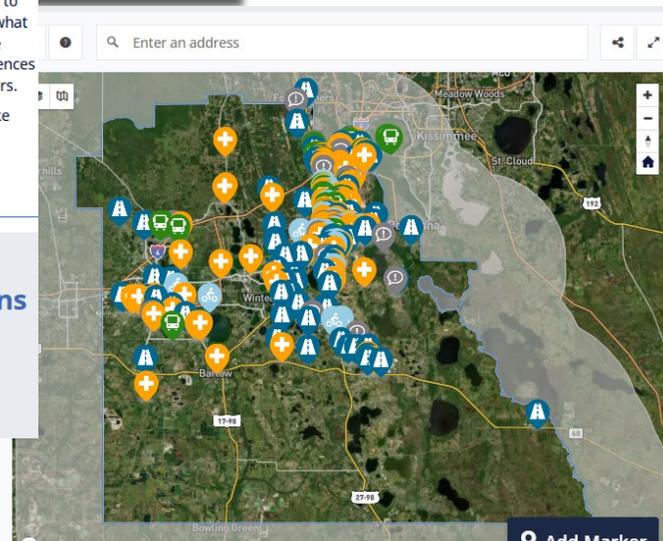
Interactive Map Comment Wall Survey Rank Our Themes

Open

Interactive Map - Show Us Where You Have Concerns or See Opportunity!

Please select the information icon in the map itself to view instructions on using the interactive map

295 contributions so far



Requested Action of the Board



- Endorse Draft Envision 2050 for the purpose of Public Review and Comment**
 - Open the Public Comment Period – October 9 through December 9**
 - Final Adoption & Public Hearing – December 9, 2025 (Tuesday)**
- The Polk TPO's Technical Advisory Committee (TAC) Recommend Approval**



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



**This is
where we
are
currently:**

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

- UPWP Approval
- Finalization of Language for the RFP
- **TPO Board to Review & Approve the Draft Request for Proposal and Direct TPO Staff to Commence the Procurement Process**
- Approval of The Selection Committee's Recommended List
- Authorize TPO Staff to Negotiate a Contract for the Study
- Finalize & Approve the Negotiated Contract





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

Overview of Polk CTC-redesignation process

- **CTD = Florida Commission for the Transportation Disadvantaged**
- **What's a CTC: a Community Transportation Coordinator -- a single organization designated in each county, responsible for determining eligibility and for arranging trips for eligible customers, with specific local, state, or federal funds.**
- **CTD designates a single CTC in each County in Florida**
- **Process to designate or re-designate a CTC takes place locally. It is guided by staff from the Polk TPO**
- **End result: a NEW Memorandum of Agreement (MOA) – the contract for Citrus Connection to be CTC in Polk, is between the CTD and LAMTD. It is a 5-year contract.**



Overview of Polk CTC-redesignation process

- **Several steps:**
 - **Check in between TPO Staff & CTC Staff – concluded in April 2025**
 - **Info-Announcements to Polk TD LCB, Polk TAC & TPO and LAMTD – June 2025**
 - **Obtain formal direction from LCB, TPO, LAMTD – September/October**
 - **Processing the formal local recommendation – December**
 - **Transmitting the local recommendation to the CTD – February 2026**
 - **The CTD Board meeting - March 2026**
 - **The MOA starts July 1, 2026**
 - **The new TDSP is due in 120 days. By October 30, 2026**



Timeline of Polk CTC Re-Designation

NOW:

September/
October

- Polk TD LCB commenced local designation process
- LAMTD Board voted to request to be re-designated as the CTC for Polk.
- TPO to approve commencement of process

Then:

November/
December

- LAMTD transmits request packet to TPO (November)
- TPO adopts Resolution recommending LAMTD d/b/a Citrus Connection as the designated Community Transportation Coordinator for Polk County

After That

- LAMTD's request goes to Polk LCB for ratification – December 15
- TPO staff forwards local recommendation packet to Commission for the Transportation Disadvantaged, (CTD)
- CTD reviews/approves local recommendation
- CTD enters into MOA with LAMTD July 1



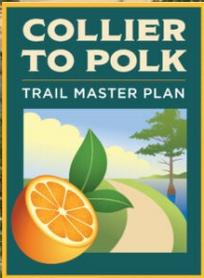


12. Proclamation of the Polk TPO Recognizing October as Greenways and Trails Month



Greenways and Trails Month: Florida Has more than 1,300 Trails located throughout the State, totaling 10,174 miles of Hiking, Bicycling, Equestrian and Shared-Use Trails, and over 5,000 miles of Paddling Trails...





Polk County has 120 Trails totaling nearly 400 miles. These Trails provide opportunities for Polk County residents and visitors for walking, jogging, hiking, skating, bicycling, horseback riding, canoeing and kayaking...



3 Parks Trail



Hollingsworth Trail



Downtown Lakeland

Ingraham Ave Trail
CST FY 2028/29



West L Parker Trail



Tenoroc Trail
Phase I CST 2026/27



Glendale Street Trail
FY 2026



Trail Construction



Holloway Park

Orlando Health
(Under CST)



Fort Fraser Trail Extension

Trail Construction



Sanlan RV & Golf Resort





Fort Fraser Trail Bridge
FPN: 440272-1 FY 2026
\$12.2M Construction



Fort Fraser Trail



SR 60 (Van Fleet Drive) Bartow



Proclamation 2025-01 – October is Greenways and Trails Month

Recommended Action

The TPO recommends the TPO Board approve the October 2025 Greenways and Trail Month Proclamation.





TAB 3: Presentations & Status Reports



13. Update on Polk County Projects

Major Project Update

- Fort Fraser Trail Extension (Hwy 98 to Glendale St)
- Thompson Nursery Road Extension (Hwy 17 in Eagle Lake to Hwy 27)
- CR 557 (Hwy 17/92 to I-4)
- Power Line Road (Hwy 17/92 to Scenic Hwy 17 in Dundee)

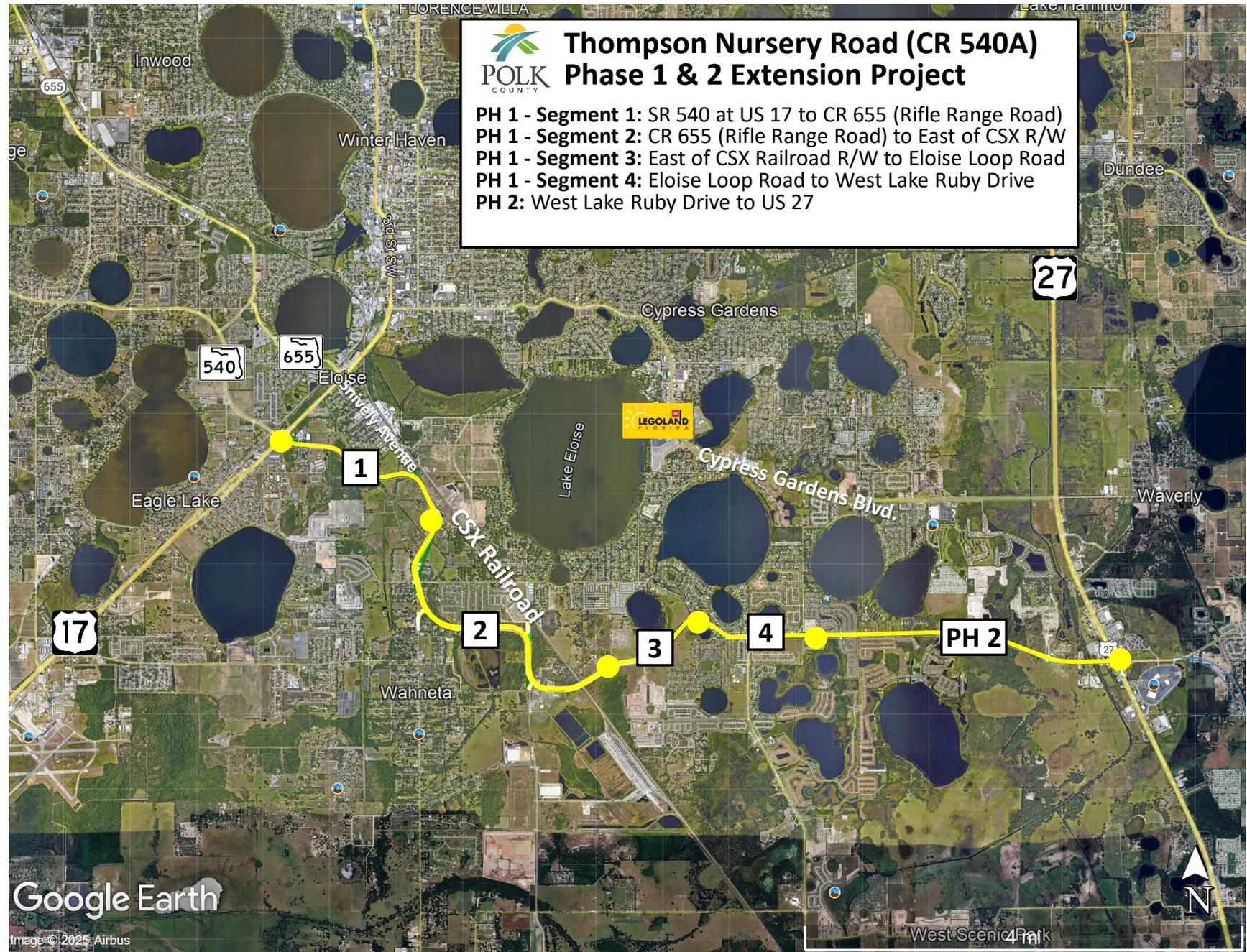
Fort Fraser Trail Extension/Holloway Family Trail



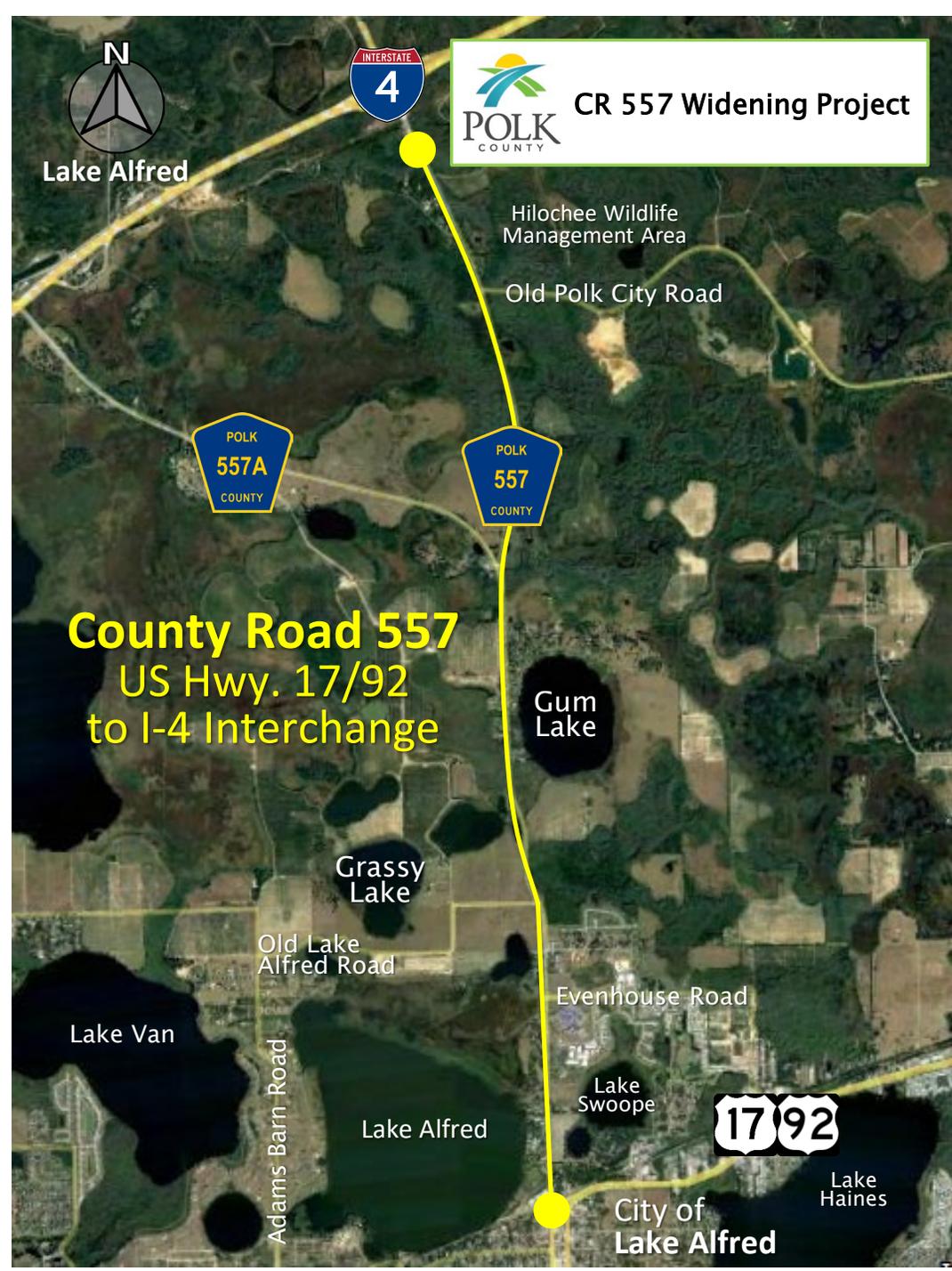




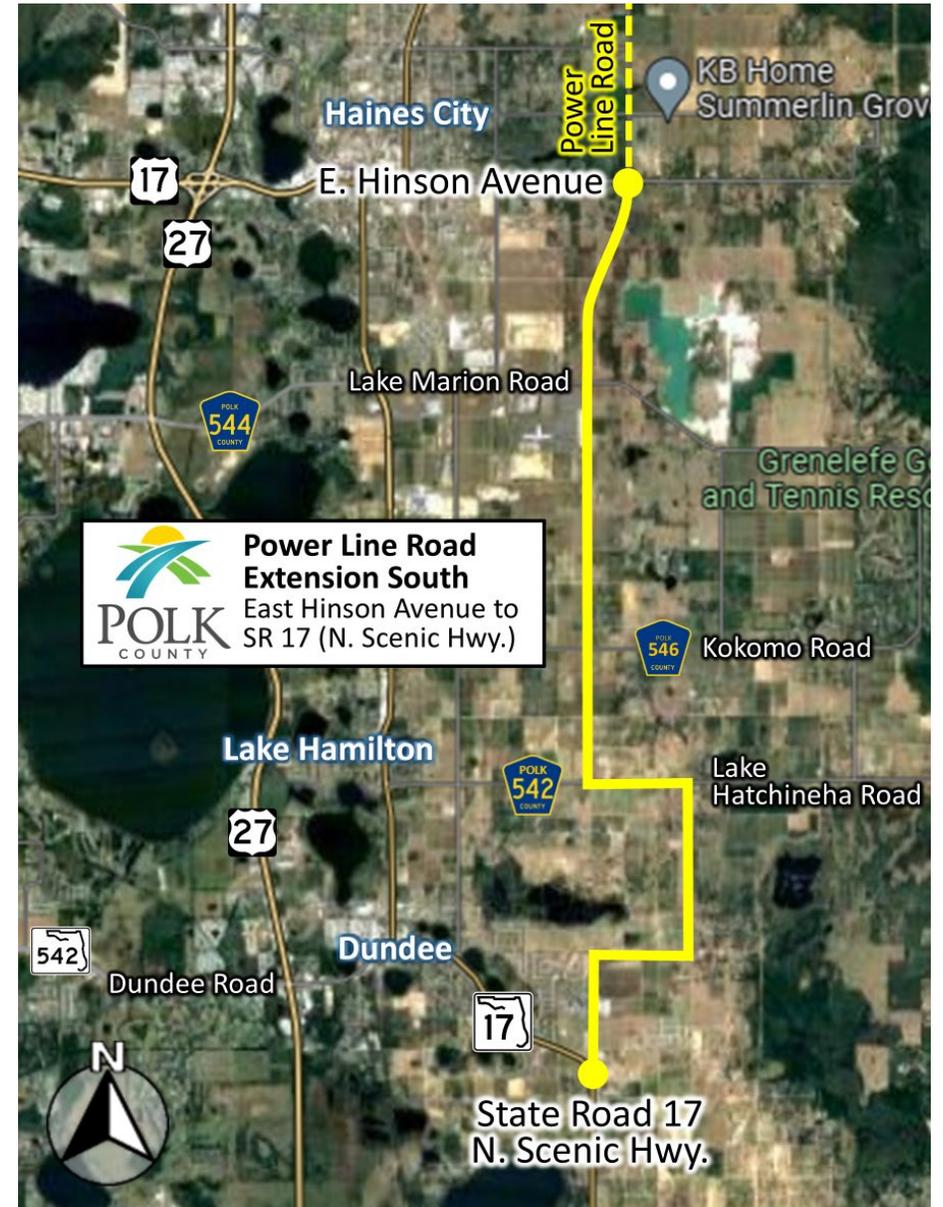
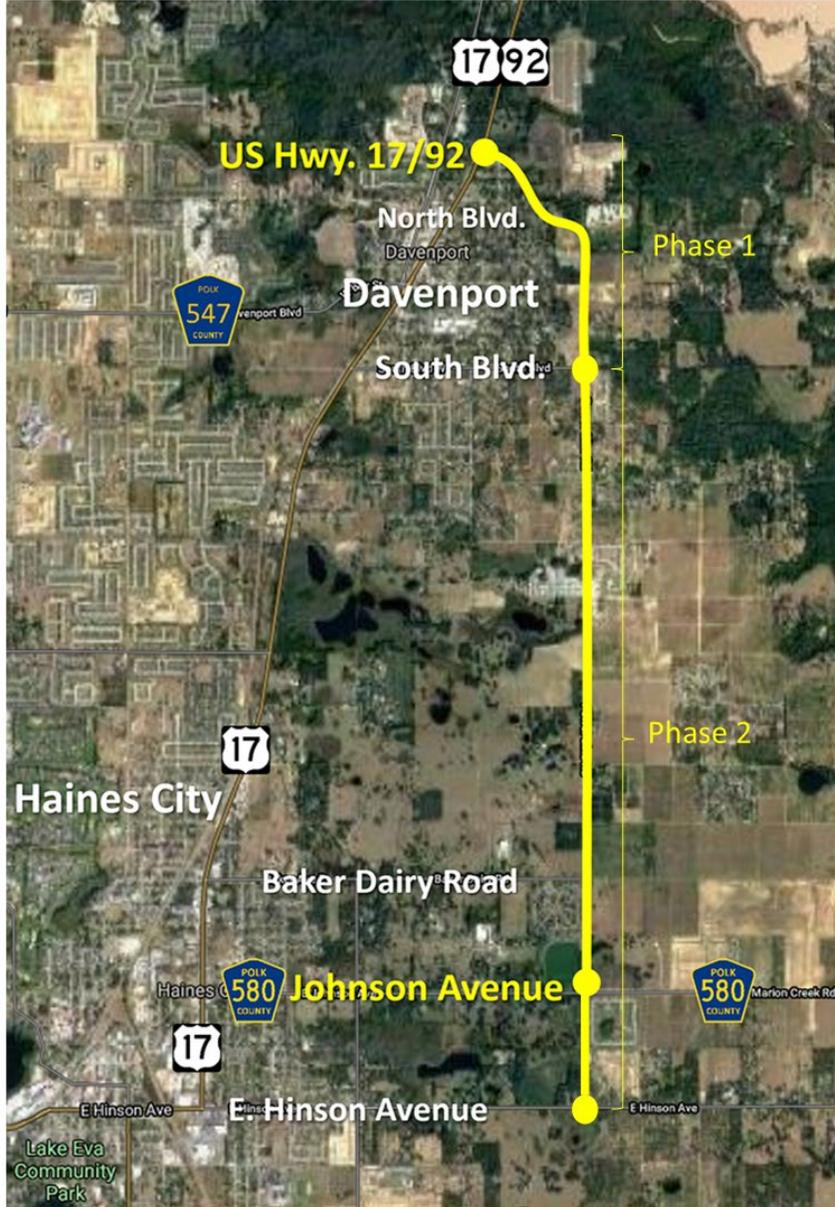
Thompson Nursery Road



CR 557 Widening Project



Power Line Road Widening and Extension





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



District One

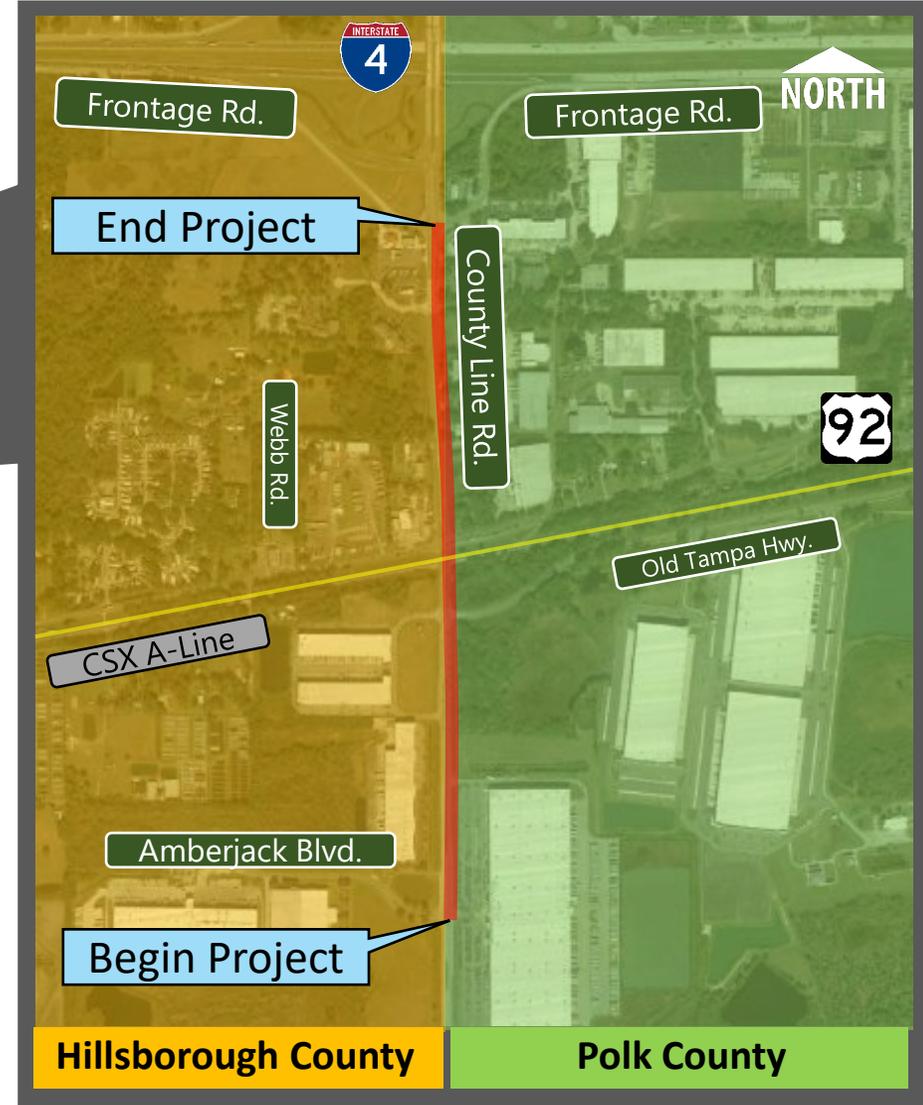
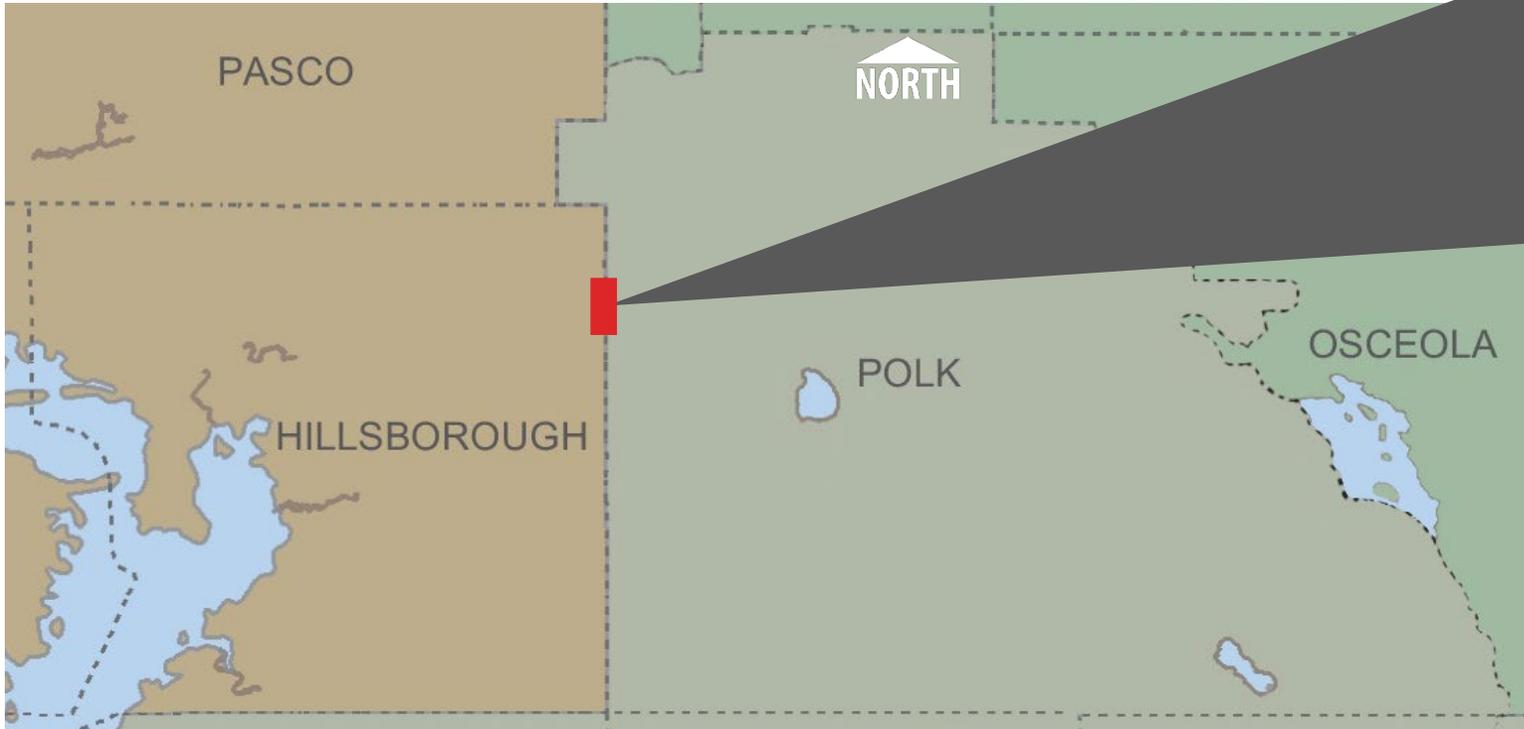
**US 92/County Line Road
from Amberjack Boulevard
to Frontage Road (South)**

**Financial Project Identification Number
446404-1-22-01**

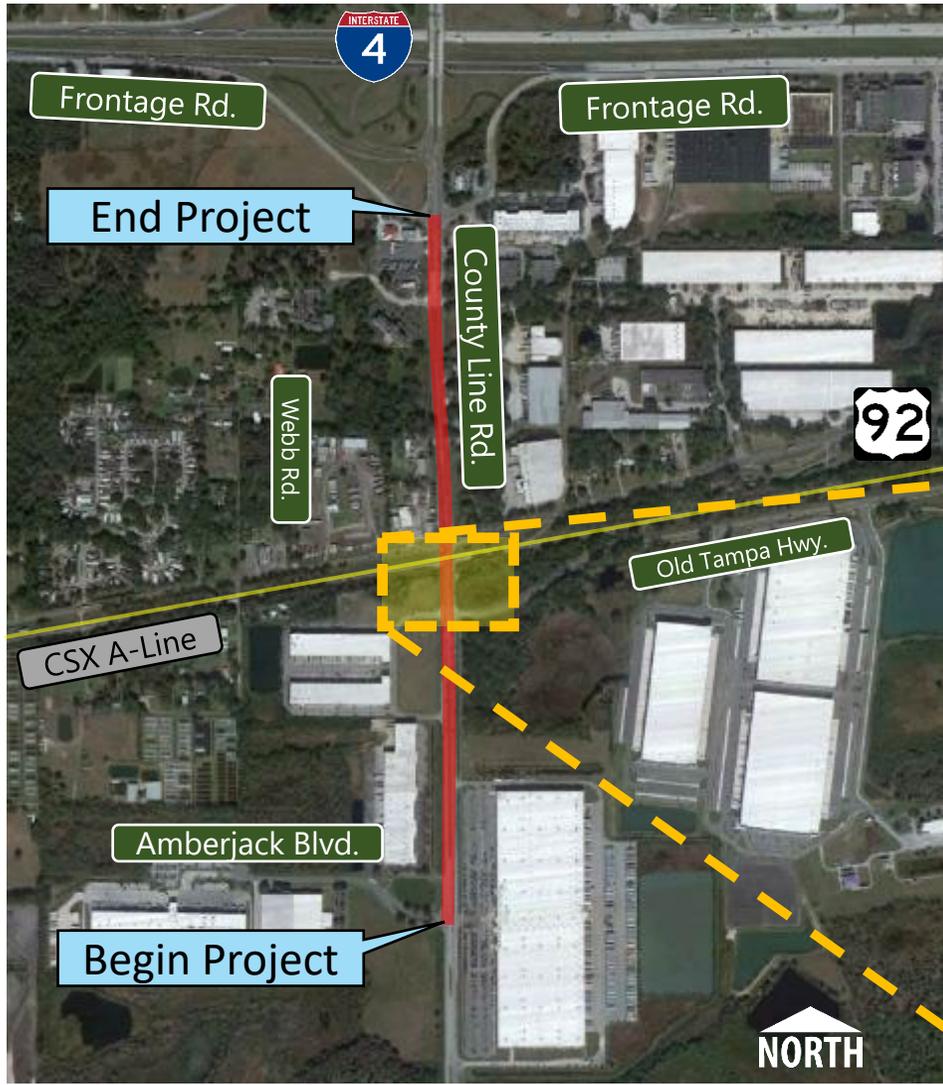
**September 25, 2025 and
October 9, 2025**



Project Location



Goal of Project



Purpose and Need:

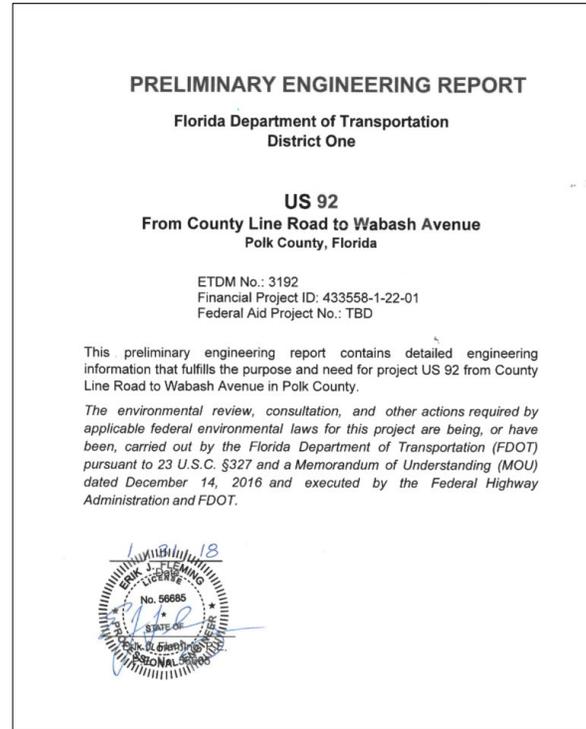
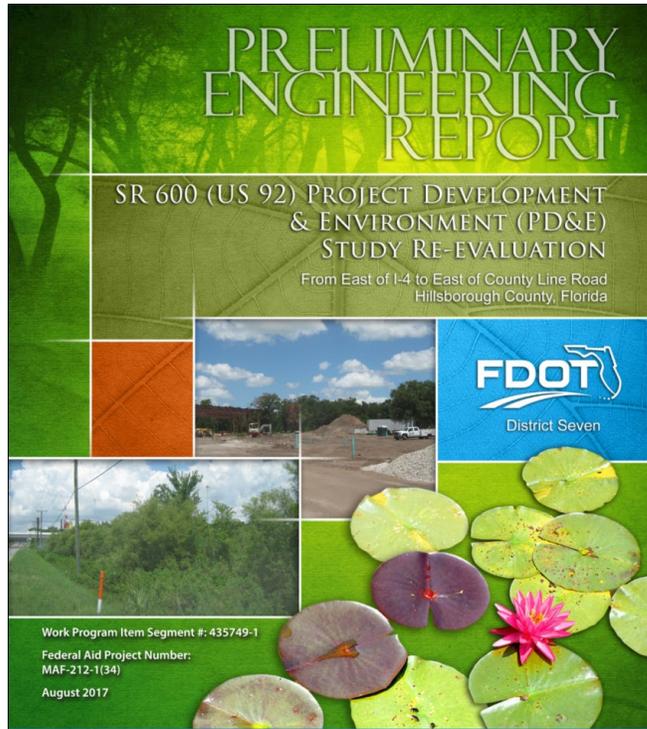
- Improve safety
- Improve traffic operational conditions
- Improve multimodal accommodations

Goal of Project:

- Remove all vehicle and pedestrian conflicts with CSX at County Line Road (CLR)



Surrounding Projects



US 92 Previous PD&E Studies

- **D7 – 2017 Hillsborough County**
» FPID: 435749-1
- **D1 – 2018 Polk County**
» FPID: 433558-1

US 92 Current Design

- **D1 – US 92 Polk County**
» FPID: 433558-2

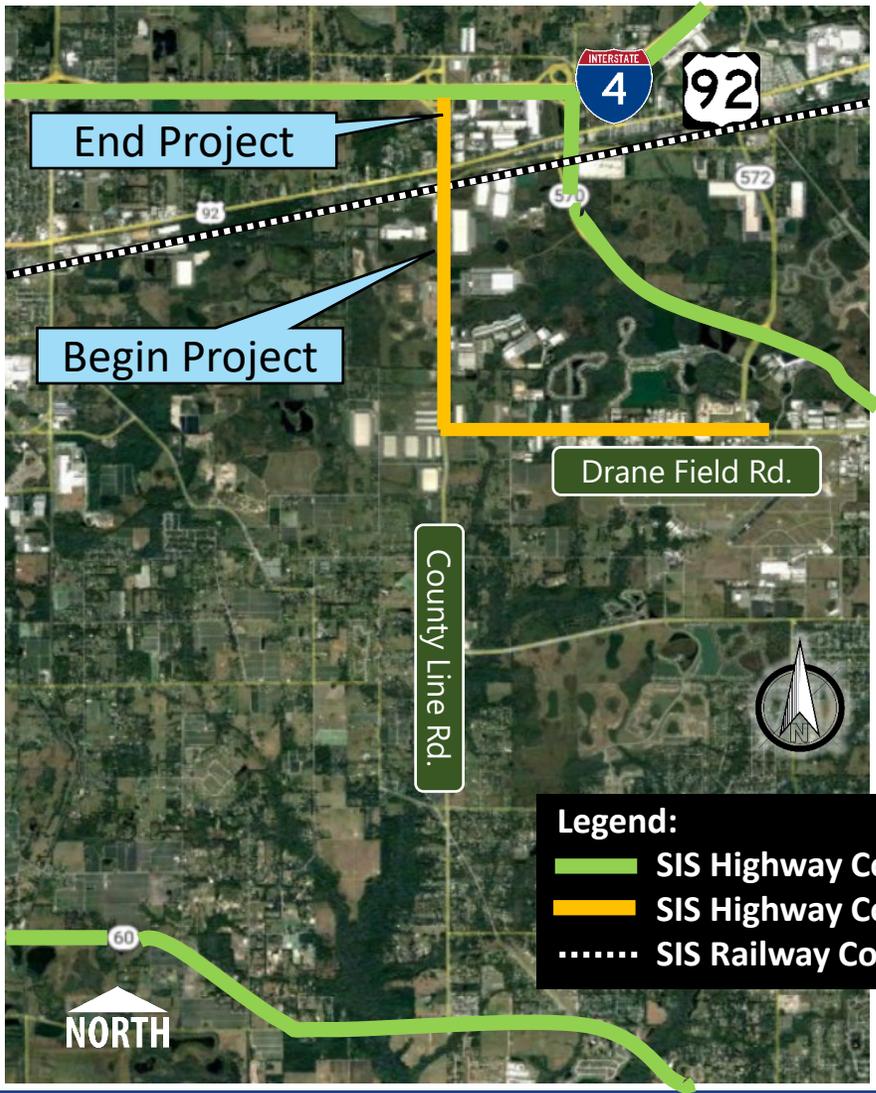
S Frontage Road

- **D7 – I-4 Truck Parking Facility**
» FPID: 448698-1

Project Details	
Work Type	Truck Parking Facility
Phase	Design
City	Plant City
County	Hillsborough
Road	County Line Rd I-4



Existing Conditions



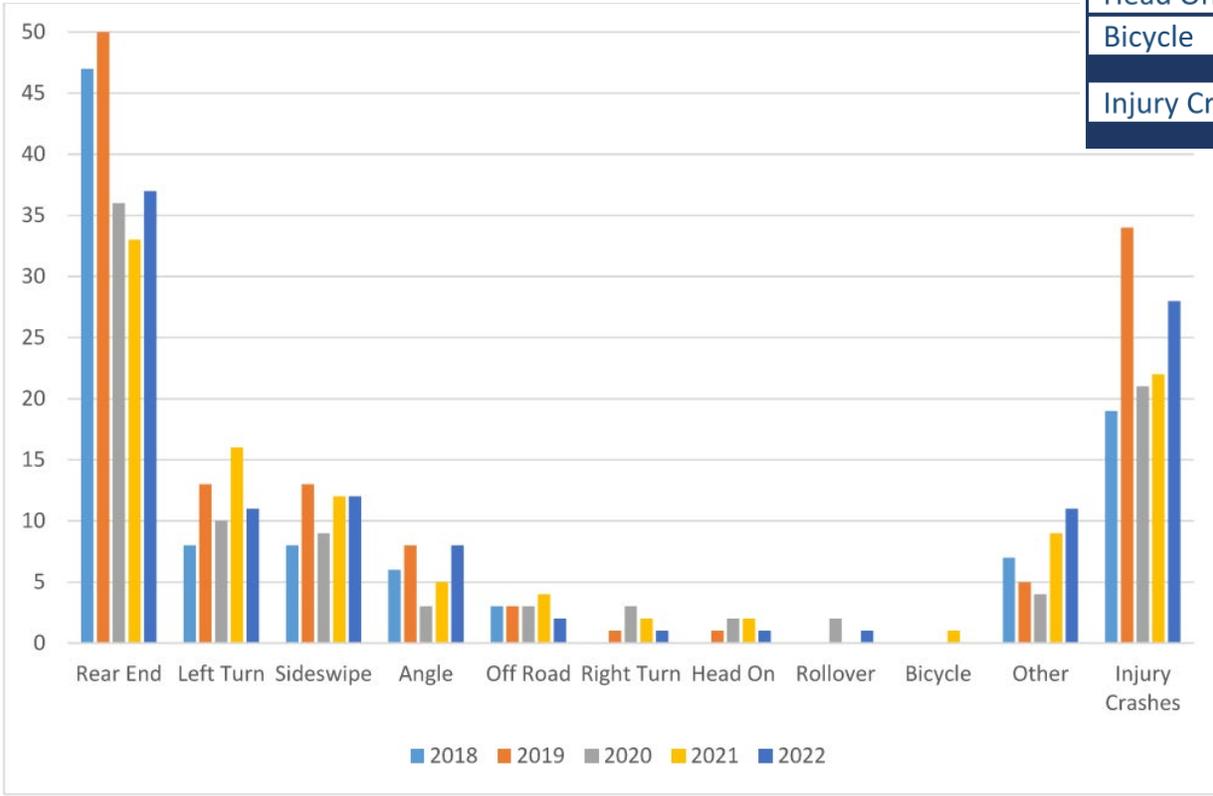
Safety

Crash Data

- 421 Crashes in Five Years

Segment Crash Rate

- County Line Road = 7.897
- Statewide Average = 1.324



Category	2018	2019	2020	2021	2022	Total	Percent Crashes
Total	81	96	74	84	86	421	-
Rear End	47	50	36	33	37	203	48.22%
Left Turn	8	13	10	16	11	58	13.78%
Sideswipe	8	13	9	12	12	54	12.83%
Other	7	5	6	9	12	39	9.26%
Angle	6	8	3	5	8	30	7.13%
Off Road	3	3	3	4	2	15	3.56%
Unknown	2	2	2	0	2	8	1.90%
Right Turn	0	1	3	2	1	7	1.66%
Head On	0	1	2	2	1	6	1.43%
Bicycle	0	0	0	1	0	1	0.24%
Injury Crashes	19	34	21	22	28	124	29.45%

$$\text{Crash Rate of Segment} = \frac{\text{Total Number of Crashes} \times 1,000,000}{\text{AADT} \times 365 \times \text{Number of Years} \times \text{Length of Roadway Segment}}$$

Table 2.11 Five Year Segment Crash Rate Summary

No. of Crashes	AADT	Segment Length	Crash Rate	Statewide Average Crash Rate
421	26,800	1.09 Miles	7.897	1.324

$$\text{Crash Rate of Intersections} = \frac{\text{Total Number of Crashes} \times 1,000,000}{\text{AADT} \times 365 \times \text{Number of Years}}$$

Table 2.12 Five Year Intersection Crash Rate Summary

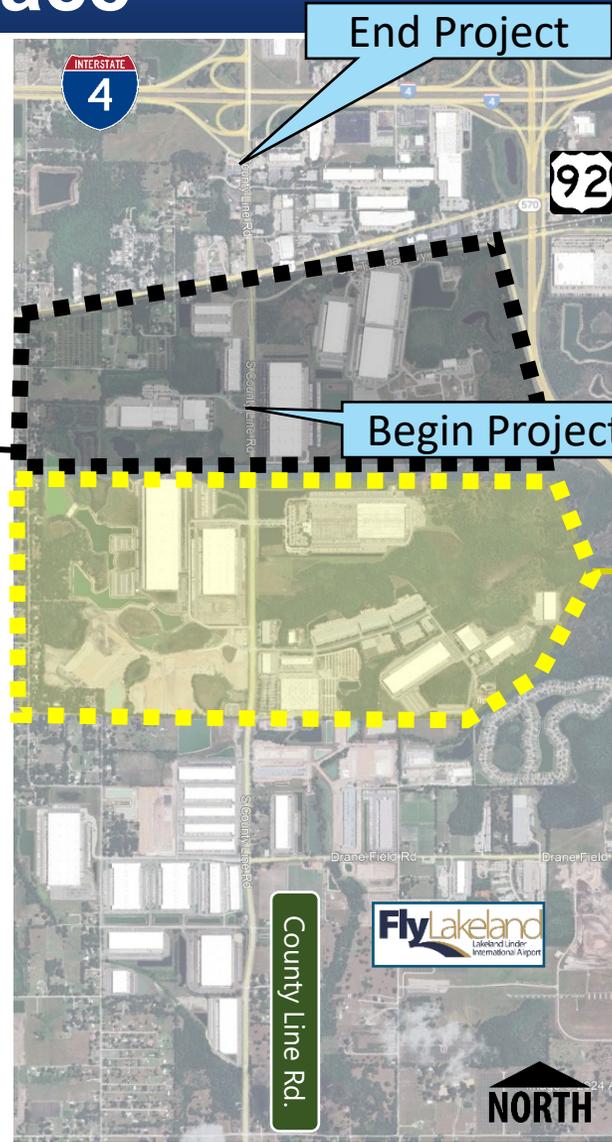
Intersection	No. of Crashes	AADT	Crash Rate	Statewide Average Crash Rate
County Line Rd at US 92	69	37,850	0.999	1.324

Existing Warehouse Space

Development / Business / Street Names	Building Square Footage (SF)	
	Hillsborough County	Polk County
1. County Line Commerce Center		
Northern Building (Fitlife Foods)	102,677	
Southern Building	104,047	
2. Old Tampa Highway		
West Building		349,920
Northeast Building (IKEA)		519,750
Southeast Building		492,960
3. Amberjack Boulevard		
Phillips Pet Food & Supplies	184,586	
Plastipak Packaging	201,410	
Save-A-Lot	362,274	
4. Amazon		1,494,436
Area Total =	954,994	2,857,066

Project Limits Area Total = 3,812,060 SF

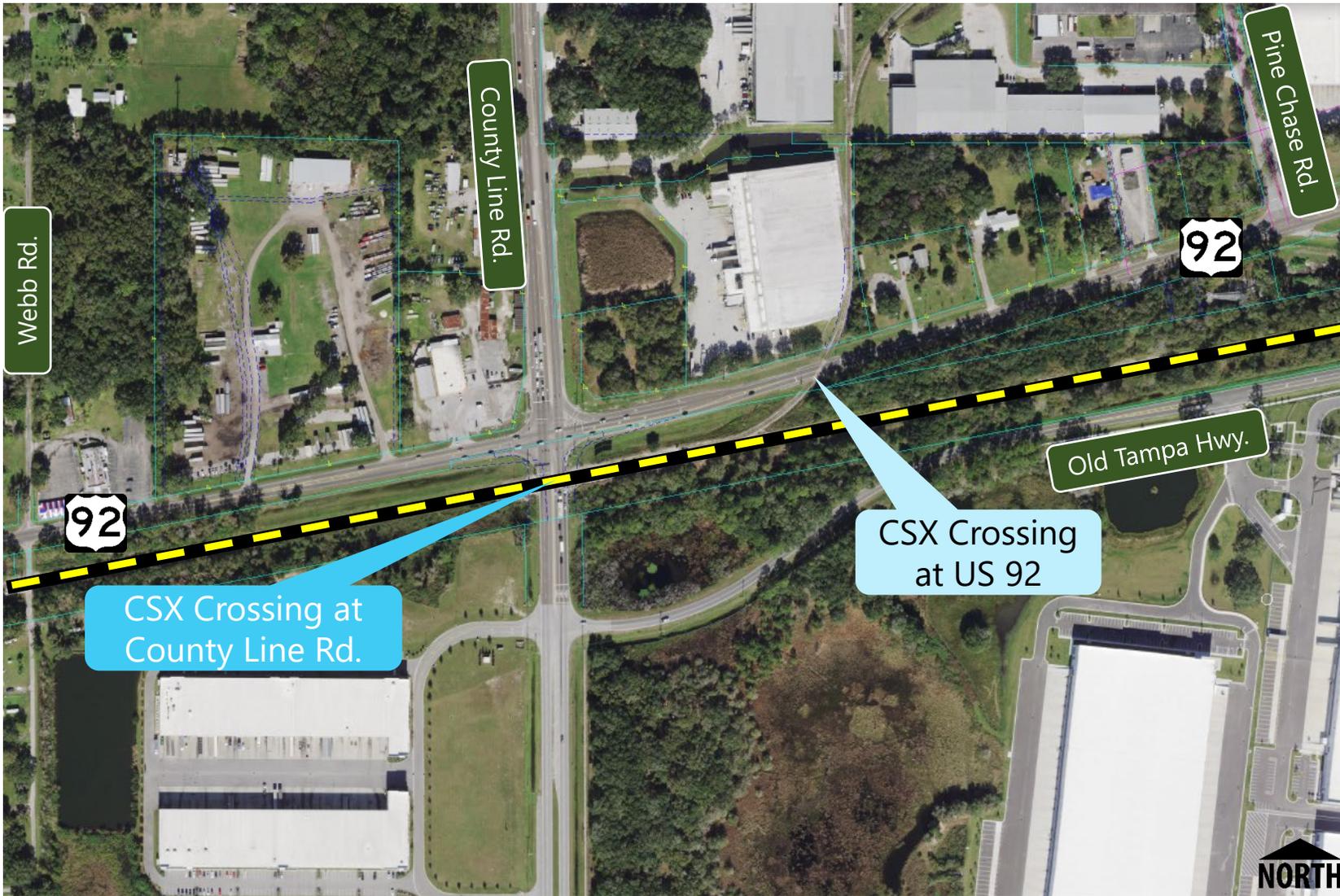
Combined Total Warehouse Space = 8.5 million SF



Development / Business / Street Names	Building Square Footage (SF)	
	Hillsborough County	Polk County
5. Gateway Boulevard		
ACE Hardware	719,517	
Saddle Creek Logistics	1,249,724	
Publix		1,094,170
6. Gateway Boulevard		
Reliant Dry Ice		48,300
S&B Metal Building		15,000
Raymond Building Supply		104,000
Building		75,000
Building		80,645
Building		48,735
Roadlex		57,000
O'Reilly Auto Parts		350,000
Woodlord Plywood		25,000
Ruthven		45,600
Save Rack		22,500
Building		417,250
Composites One		75,000
Iron Mountain		13,900
Building		104,616
Building		109,200
Area Total =	1,969,241	2,685,916

South of Project Area Total = 4,655,157 SF

CSX Railroad Conflicts



CSX RAILROAD CROSSINGS

1. CSX Crossing at CLR

- Remove all vehicle and pedestrian conflicts with CSX at CLR
- DOT Crossing No. 624304R
- Trains per Day = 15
- Maximum Speed = 79 mph

2. CSX Crossing at US 92

- Minimize impacts
- DOT Crossing No. 643801U
- Trains per Day = 2
- Maximum Speed = 10 mph

Polk County Obelisk



Mitigation if avoidance and minimization are not feasible:

- **Possible options include:**
 - » Relocate Obelisk to another location



Classifications



Legend:

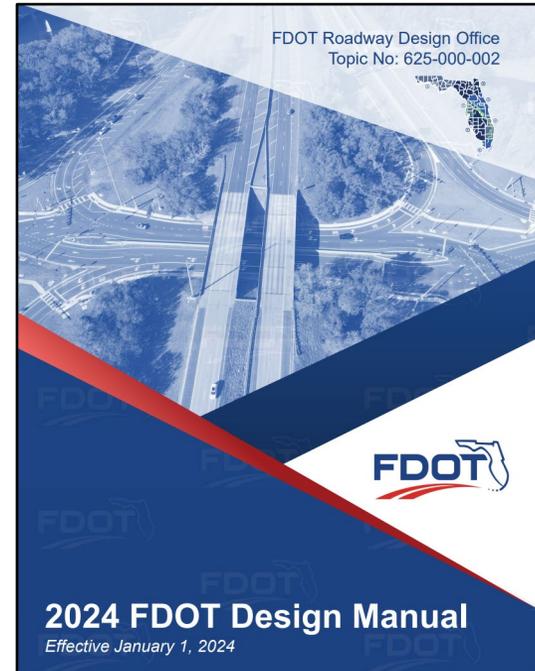
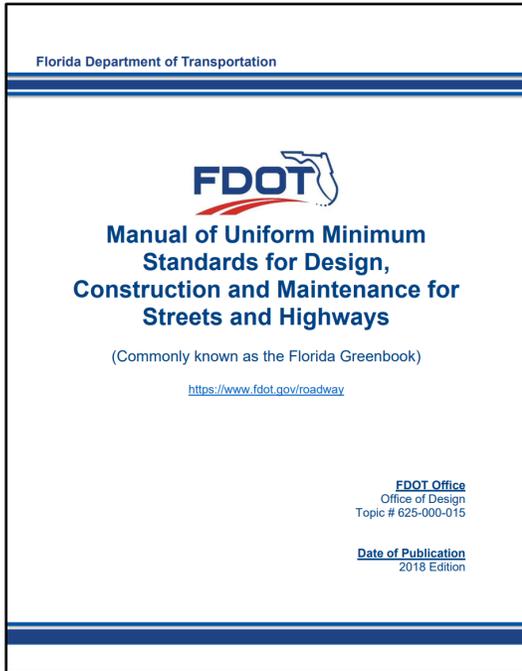
- SIS Highway Corridor
- SIS Highway Connector
- - - - - SIS Railway Corridor

COUNTY LINE ROAD

- Evacuation Route
- Distribution Route
- SIS Connector
- C3C Context
- Posted Speed: 45/55 mph
- Access Class: 3
- Urban Minor Arterial

US 92

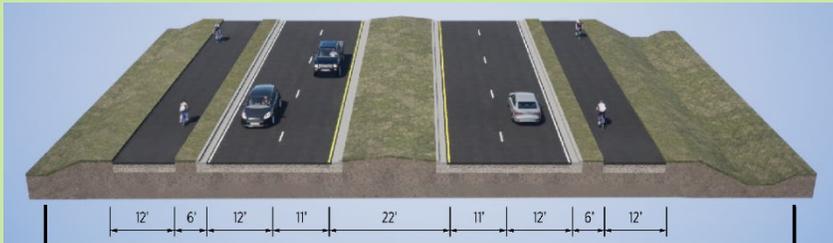
- Evacuation Route
- Regional Freight Mobility Corridor
- Not SIS
- C3C Context
- Posted Speed: 55 mph
- Access Class: 3
- Urban Principal Arterial Other



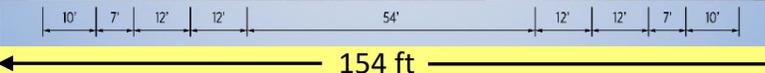
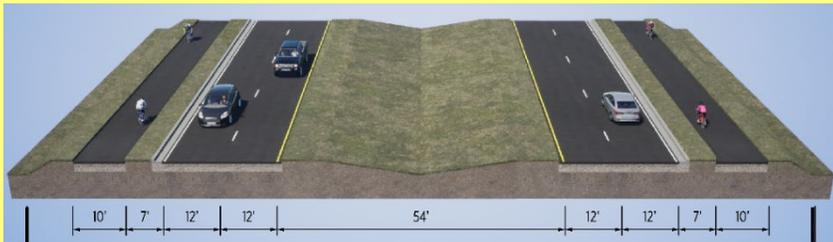
Typical Sections



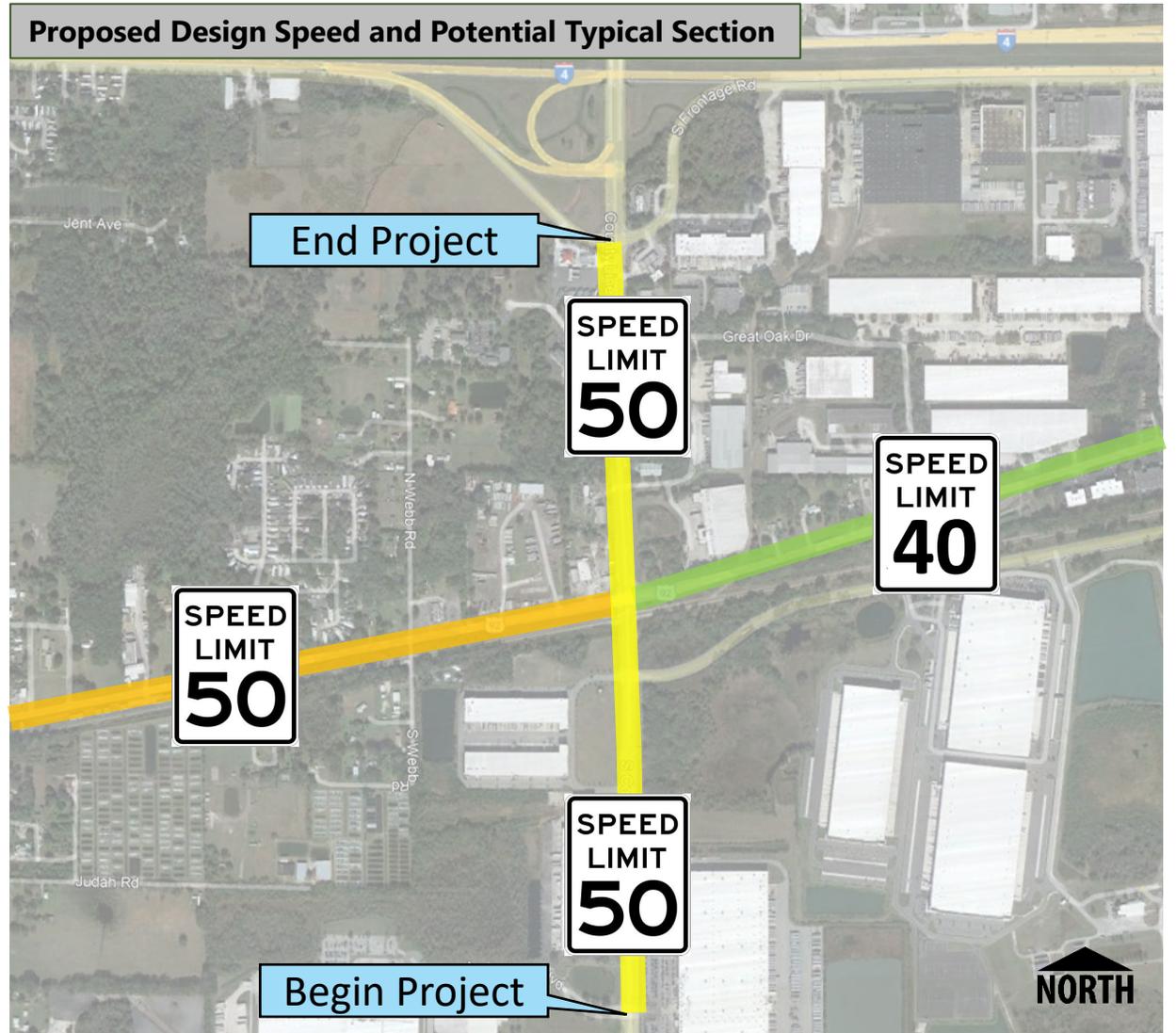
SR 600 (US 92) PD&E Study – Hillsborough County
FPID 435749-1-22-01



US 92 Design – Polk County
FPID 433558-2-32-01



County Line Rd.
FPID 446404-1-22-01



Project Traffic Analysis Report

Figure 2.5 Existing Year 2022 AADT

Figure 4.2 Design Year 2050 No-Build AADT

**County Line Road
from Amberjack
Boulevard to South
Frontage Road**

**DRAFT
Project Traffic
Analysis Report**

Financial Project Identification
Number: 446404-1-22-01

Polk County, Florida





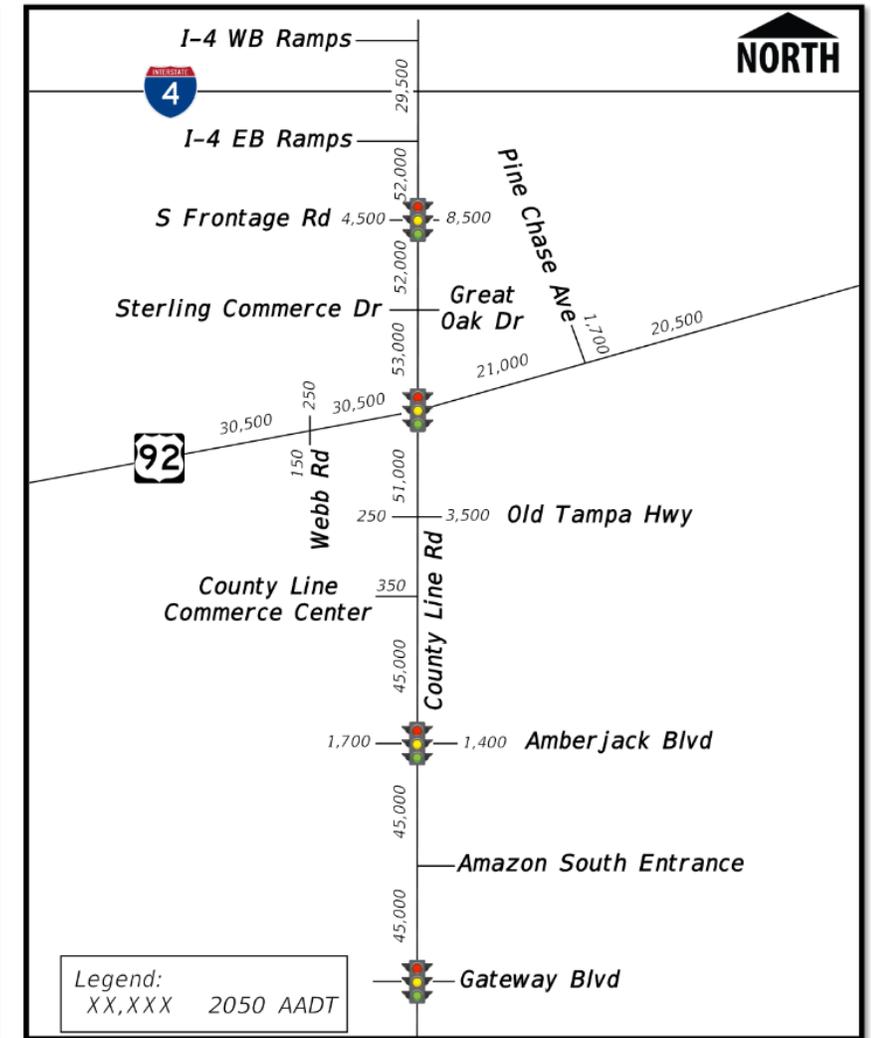
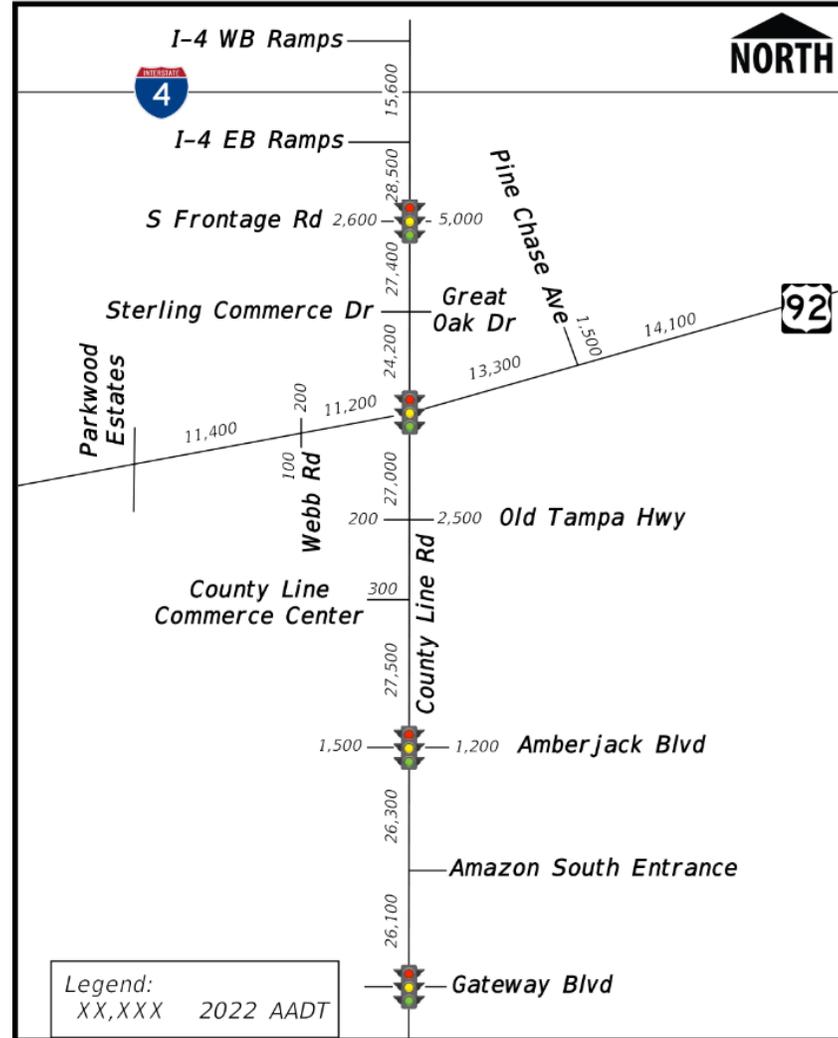


Prepared for



Florida Department of Transportation
District One

March 2024



Project Traffic Analysis Report

County Line Road from Amberjack Boulevard to South Frontage Road

DRAFT Project Traffic Analysis Report

Financial Project Identification Number: 446404-1-22-01

Polk County, Florida

Prepared for



Florida Department of Transportation
District One
March 2024



County Line Road **four-lane** roadway will not operate at an acceptable LOS in Design Year 2050.

Based on the interpolated turning movement volumes between Opening Year 2030 and Design Year 2050, the County Line Road at US 92 intersection is expected to stop operating at an acceptable LOS in the future year 2042 with the Build Alternative One 4-Lane geometry.

Page 67

Based on the interpolated turning movement volumes between Opening Year 2030 and Design Year 2050, the capacity analysis shows that County Line Road is expected to stop operating at an acceptable LOS in the future year 2041 with the Build Alternative Two 4-Lane geometry.

Page 77

Project Traffic Analysis Report

County Line Road
from Amberjack
Boulevard to South
Frontage Road

DRAFT
Project Traffic
Analysis Report

Financial Project Identification
Number: 446404-1-22-01

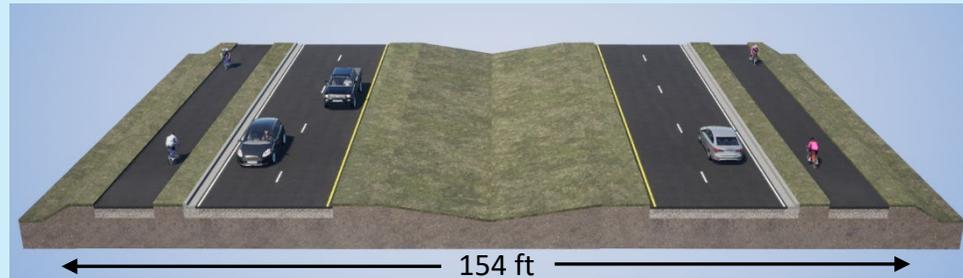
Polk County, Florida

Prepared for



Florida Department of Transportation
District One

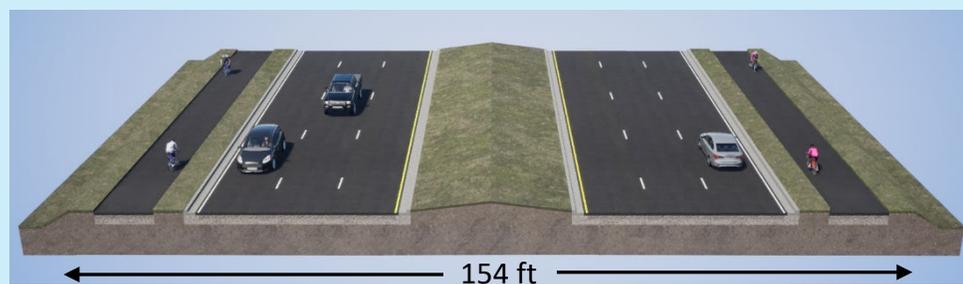
March 2024



County Line Road
FPID 446404-01-22-01



County Line Road **four-lane** roadway will not operate at an acceptable LOS in Design Year 2050.



County Line Road
FPID 446404-01-22-01

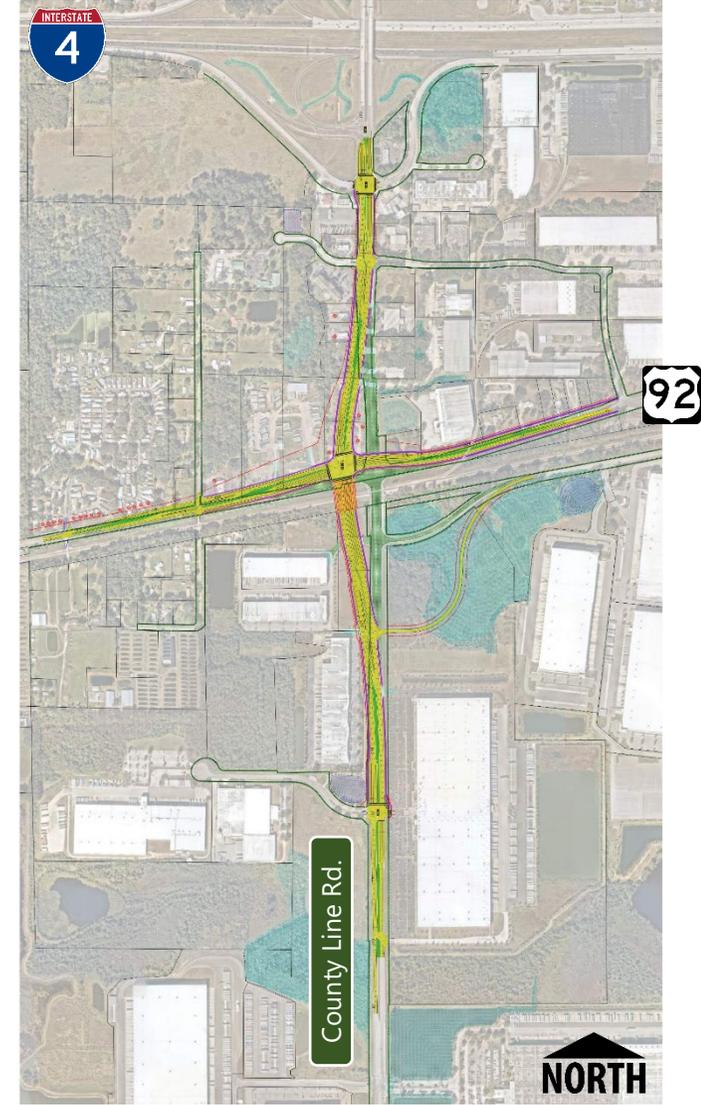
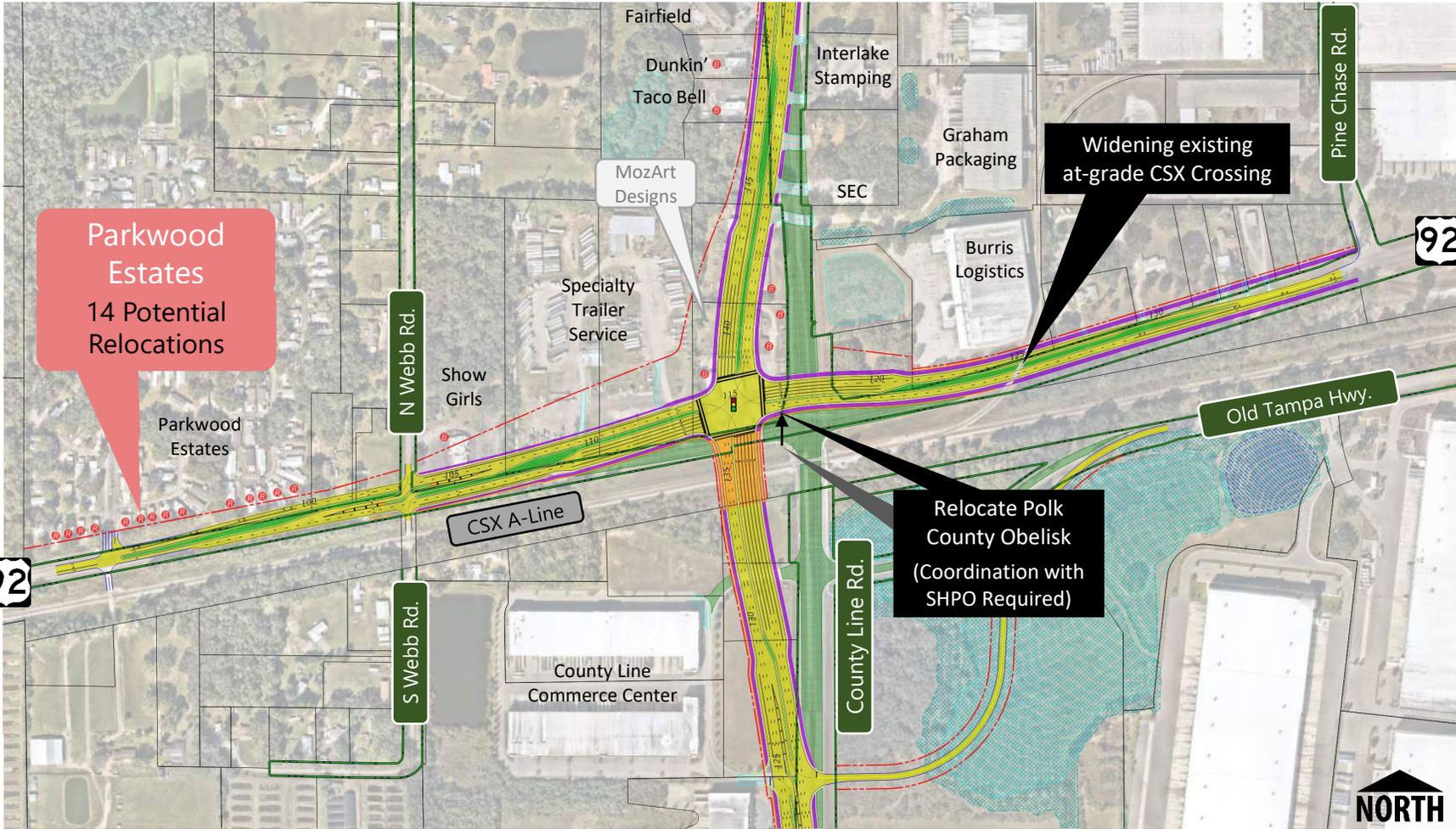


County Line Road **six-lane** roadway will operate at an acceptable LOS in Design Year 2050.

Alternative 1

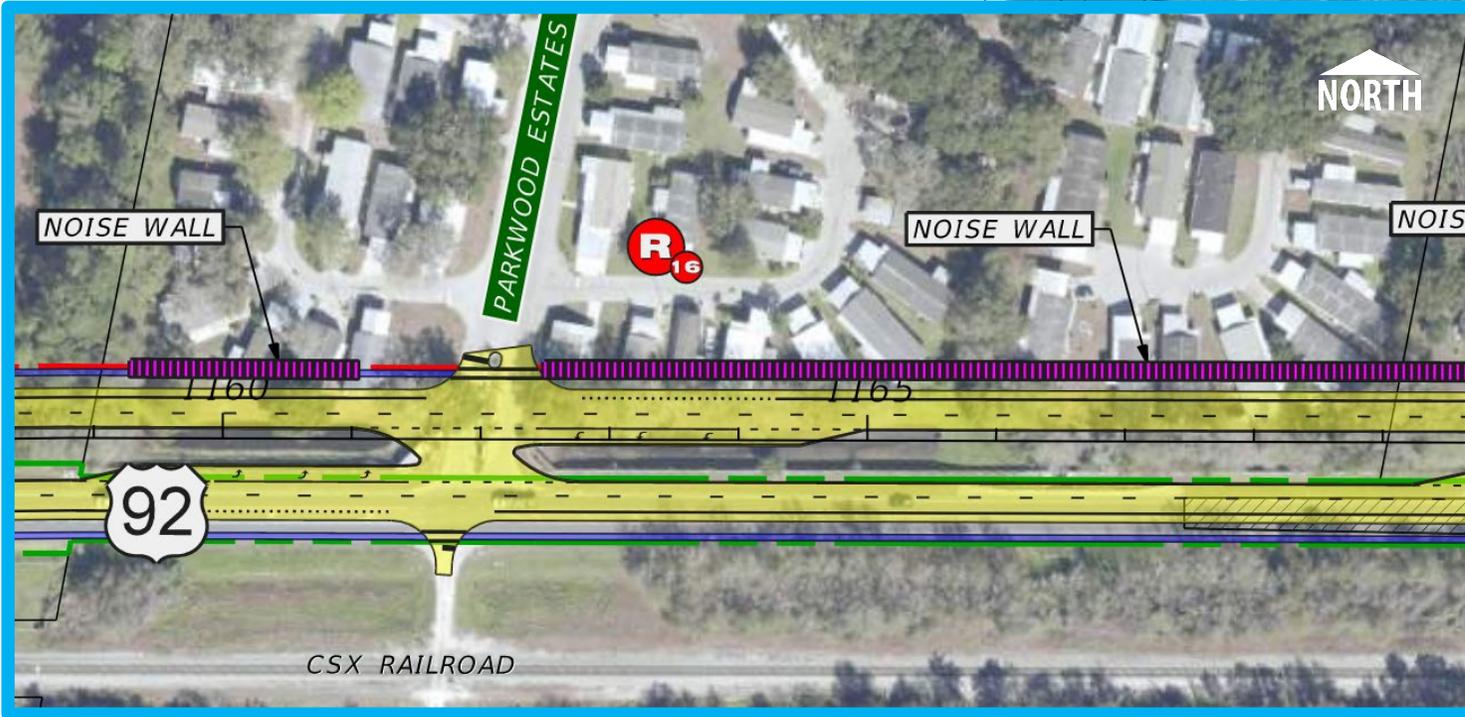
Elevated Intersection

21 Potential Relocations



US 92 / SR 600 PD&E Study

Relocations



FPID: 435749-1
 D7- 2017 US 92/SR 600 PD&E Study
 Identified
 Residential and Business Relocations

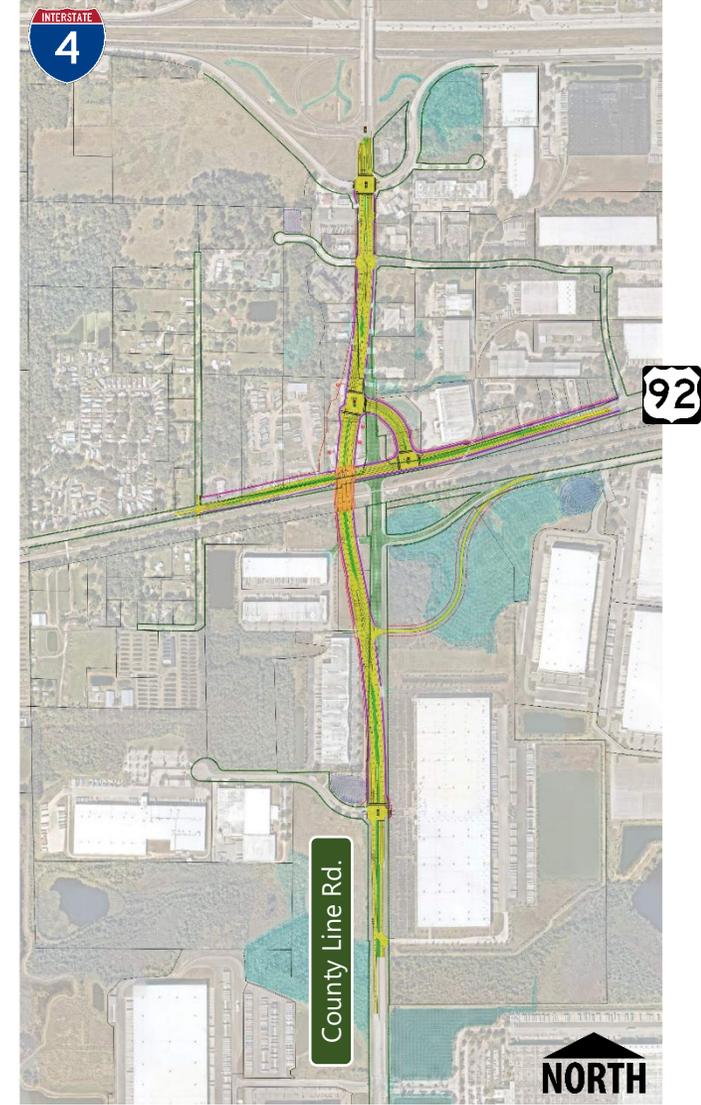
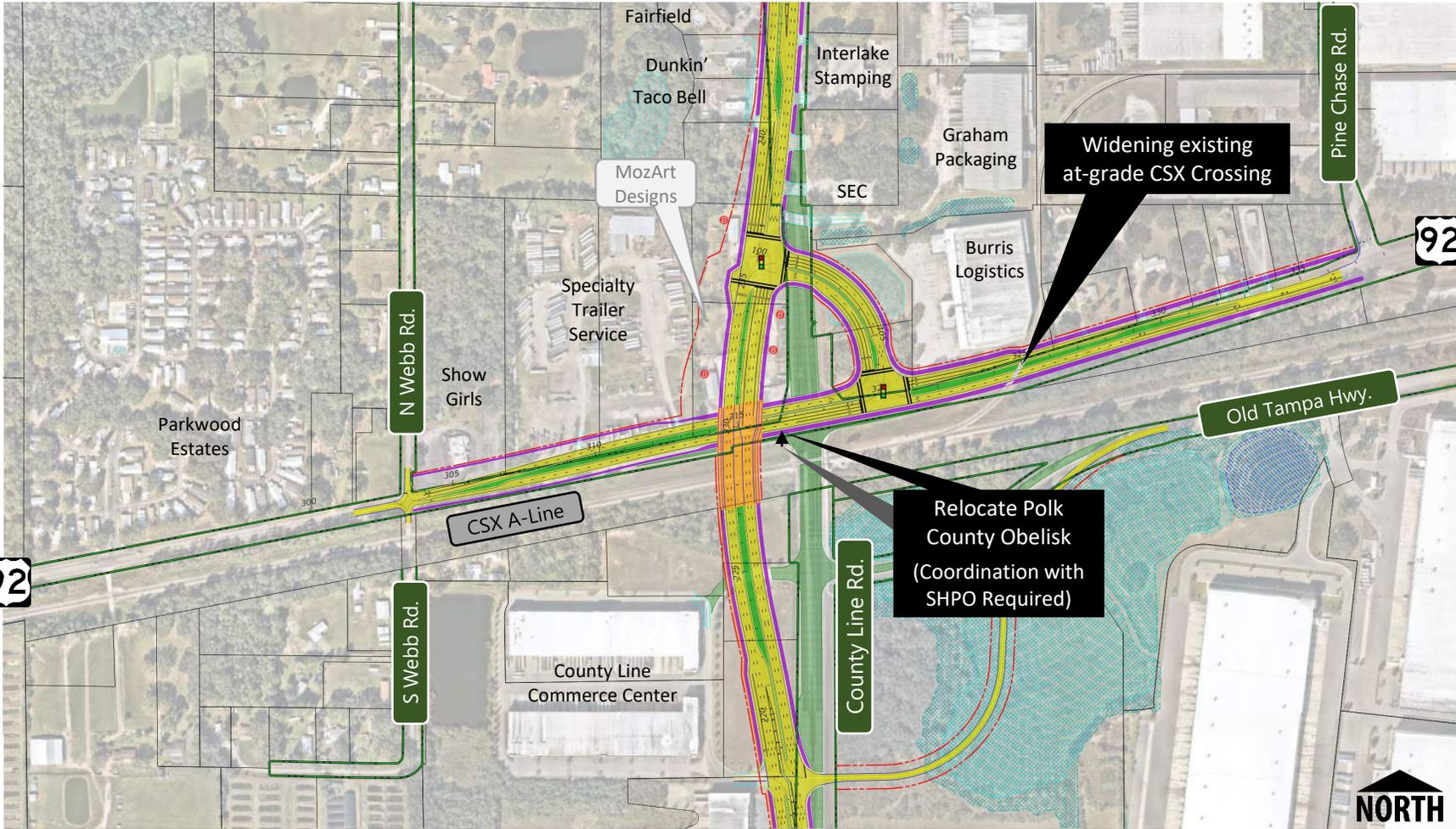
	NRHP ELIGIBLE LISTED STRUCTURE
	NRHP ELIGIBLE LISTED OBJECT
	POTENTIAL BUSINESS RELOCATION
	POTENTIAL RESIDENTIAL RELOCATION
	NUMBER OF RELOCATIONS WITHIN PARCEL
	NUMBER OF RELOCATIONS WITHIN PARCEL

REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA			US 92 / SR 600		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	DEPARTMENT OF TRANSPORTATION			PLAN SHEETS SEG 11		
				ROAD NO. COUNTY FINANCIAL PROJECT ID			PREFERRED ALIGNMENT	29	
				600	HILLSBOROUGH	435749-1-22-01			

Alternative 2

Northeast Quadrant Roadway

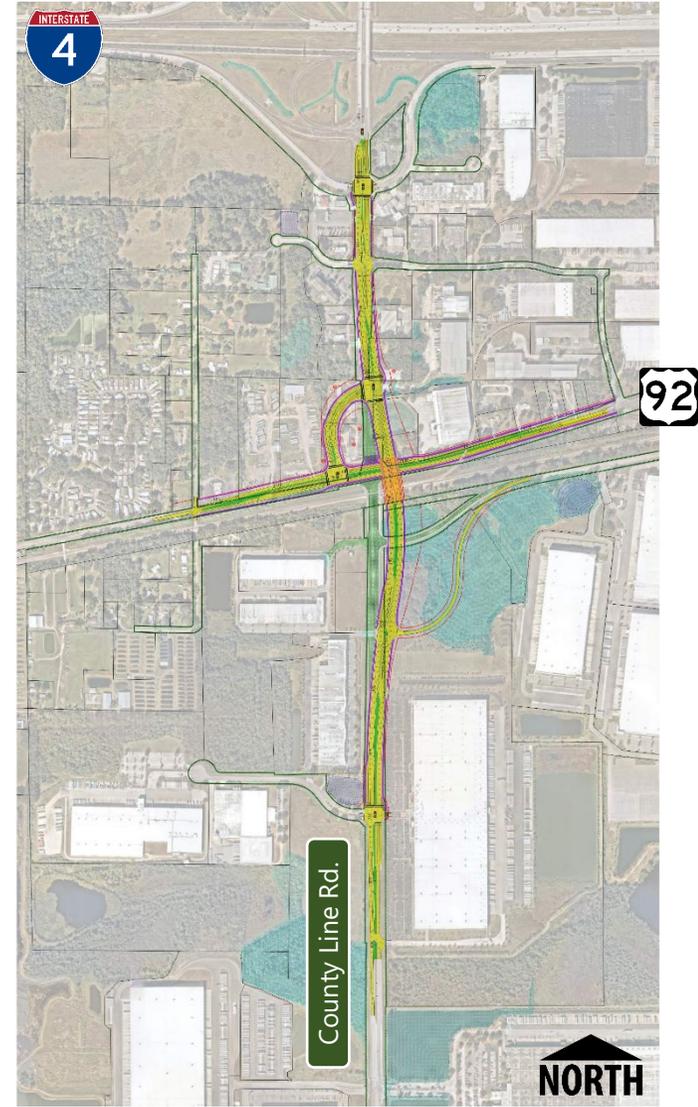
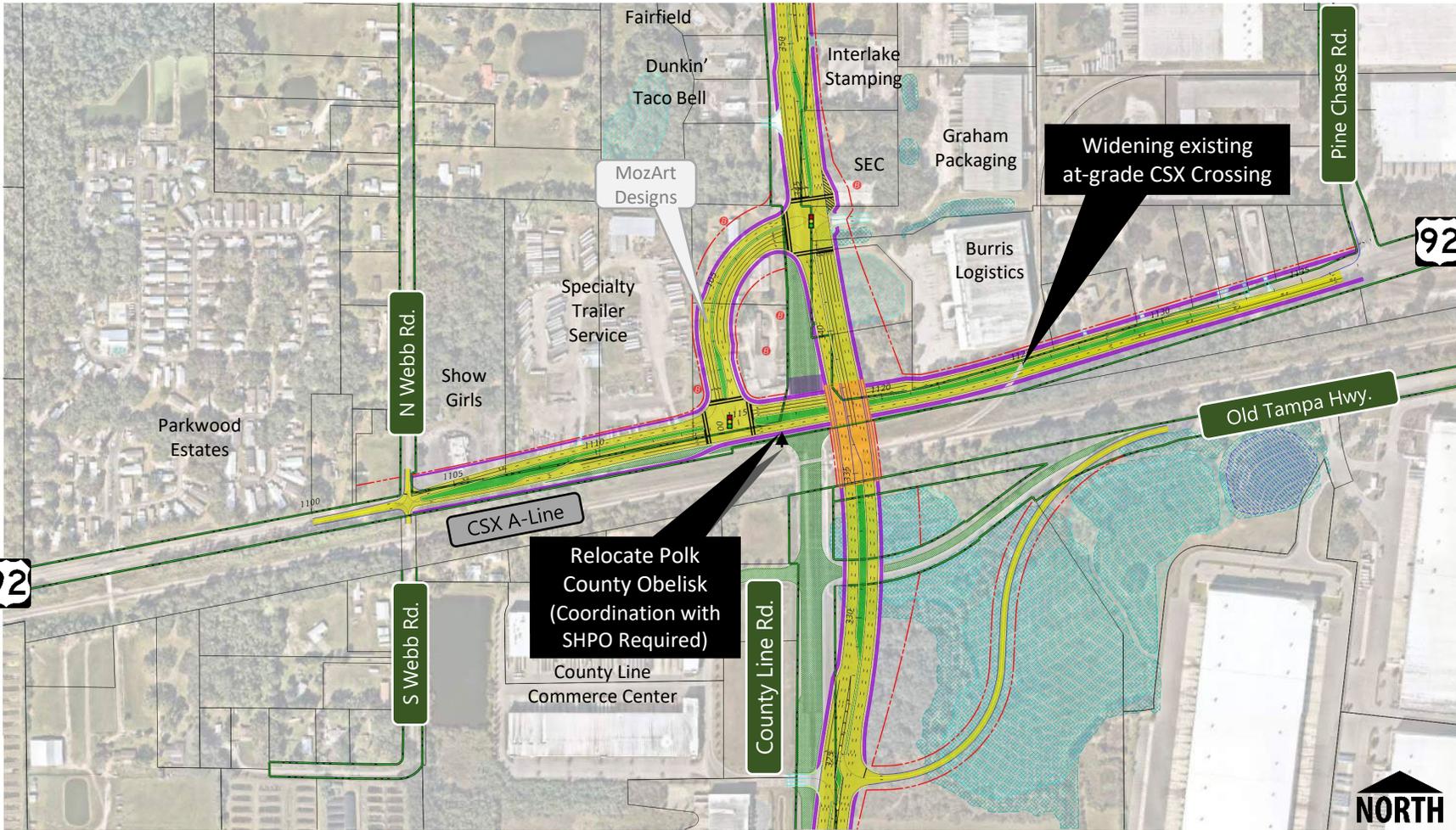
4 Potential Relocations



Alternative 3

Northwest Quadrant Roadway

4 Potential Relocations



Safety Analysis

Predictive Crash Analysis

- **County Line Road and US 92 Intersection**
 - **9% Decrease in Total Crashes**
 - **7% Decrease in Fatal and Injury Crashes**
 - **8% Decrease in Property Damage Only Crashes**
- **County Line Road**
 - **30% Decrease in Total Crashes**
 - **7% Increase in Fatal and Injury Crashes**
 - **44% Decrease in Property Damage Only Crashes**

Segment / Intersection	Year	Scenario	Crash Severity		Total Crashes
			Fatal and Injury (FI)	Property Damage Only (PDO)	
County Line Road Arterial	Opening Year 2030	No-Build	3.6	9.2	12.8
		Build	3.8	5.5	9.3
	Design Year 2050	No-Build	5.6	14.7	20.3
		Build	6.0	8.3	14.2
County Line Road at US 92	Opening Year 2030	No-Build	4.5	8.4	12.9
		Build	4.1	7.6	11.7
	Design Year 2050	No-Build	8.7	14.6	23.3
		Build	8.1	13.4	21.5

Present Day Cumulative Costs

- **County Line Road and US 92 Intersection**
 - **8% Decrease**
- **County Line Road**
 - **8% Decrease**

Segment / Intersection	Scenario	Crash Severity		Total
		Fatal and Injury (FI)	Property Damage Only (PDO)	
County Line Road Arterial	No-Build	\$40,053,927	\$1,103,352	\$41,157,279
	Build	\$37,141,495	\$651,970	\$37,793,465
County Line Road at US 92	No-Build	\$57,468,678	\$1,061,803	\$58,530,481
	Build	\$53,114,990	\$969,472	\$54,084,462

Note: All costs are calculated as present day costs

Preliminary Evaluation Matrix

Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3
		Elevated Intersection	Northeast Quadrant Roadway	Northwest Quadrant Roadway
Environmental Effects				
Potential impacts to noise conditions (Low/Medium/High)	None	High	Medium	Medium
Potential impacts to contamination sites (Low/Medium/High)	None	Medium	Medium	Medium
Potential impacts to threatened and endangered species (Low/Medium/High)	None	Low	Low	Low
Historical and Archaeological site potentially affected (Low/Medium/High)	None	High	High	High
Section 4(f) sites potentially affected (Low/Medium/High)	None	High	High	High
Potential impacts to wetlands (Acres)	None	5.5	5.5	7.0
Potential impacts to surface waters (Acres)	None	3.8	3.9	2.5
Right-of-Way Needs				
Parcels Impacted	0	34	31	30
Potential relocations (#)	0	21	4	5
Right-of-Way to be acquired for roadway (Acres)	0	23.8	18.7	19.5
Right-of-Way to be acquired for stormwater facilities (Acres)	0	15.8	15.8	15.8
Cost Estimate (\$ Millions)				
Mitigation Cost ¹	\$0	\$1.1	\$1.1	\$1.4
Design (10%)	\$0	\$12.3	\$11.3	\$11.5
Construction Engineering & Inspection (15%)	\$0	\$18.5	\$17.0	\$17.2
Total Preliminary Estimate of Engineering Cost	\$0	\$30.8	\$28.3	\$28.7
Preliminary right-of-way acquisition for roadway ²	\$0	\$44.3	\$31.6	\$34.1
Preliminary right-of-way acquisition for stormwater facilities ³	\$0	\$11.2	\$11.2	\$11.2
Preliminary Construction Cost ⁴	\$0	\$123.1	\$113.0	\$114.7
Total Preliminary Cost Estimate (2025 Costs)	\$0	\$209.4	\$184.1	\$188.7

1. Wetland mitigation cost is calculated using a cost of \$203,000 per acre.

2. Right-of-way cost estimates for mainline improvements were prepared by FDOT in April 2025.

3. Right-of-way cost estimates for stormwater facilities were prepared by FDOT in April 2025.

4. Construction costs were prepared by FDOT in April 2025.





15. Citrus Connection Update



CitrusConnection

PROGRESS IN MOTION

TPO Briefing



SERVICES



Fixed Route



Paratransit



**Transportation
Disadvantage**



Microtransit

BRIEF HISTORY

- Citrus Connection was established in 1982
 - Started with 8 bus routes
 - Base fare was 75 cents
- Population of Lakeland was 47,406
- Citrus Connection provided 200,000 trips per year.



TODAY



- Citrus Connection provides 2.2 million trips per year.
- Our vehicles travel over 8,500 miles per day
- The current base fare is \$1.50
- The 2022 population of Polk County is 787,404
- The average rider on Citrus Connection takes 2-5 trips per day.

2022 CENSUS

POPULATION:

787,404

15.7% of individuals are below the poverty line

20% higher than the rest of Florida

25% higher than the rest of the United States

SYSTEM MERGER



As of October 1, 2015, all public transportation services in Polk County have been consolidated and now operate entirely under the Citrus Connection banner.

Winter Haven Area Transit, along with the Polk County Board of County Commissioners' rural routes and paratransit service have merged with Citrus Connection to have county-wide transit under one management structure.

ORGANIZATIONAL GROWTH

The result of the merger brings the Citrus Connection organization to 258 members with an annual budget of \$29 million.



UNIVERSAL ACCESS PROGRAM (UAP)

The term Universal Access is a unique way to provide a select group of individuals access to standard bus service throughout Polk County. By contracting with Citrus Connection, free transit service is available to employees, students, etc. by simply showing a valid ID badge.



PARK & RIDE FACILITIES



Citrus Connection offers Park and Ride services at three locations: Posner Park in Davenport, a transit hub for East Polk County routes, the Gow Fields Park and Ride in Lakeland, and the Park and Ride Facility at Rose Street in Downtown Lakeland. These facilities allow commuters to park their personal vehicles and transfer to public transit routes.

PARTNERSHIPS

Citrus Connection partners with local organizations to provide transportation services for special events across the community, ensuring convenient and reliable access for both residents and visitors.

Signature events served include the Tigertown Express, Light Up Bonnet Springs, and the Sun N' Fun Express.



THE SQUEEZE

Citrus Connection's Squeeze service operates in downtown Lakeland, Lake Wales, and Bartow providing easy transportation to local professionals and visitors that's fast, frequent, fun and FREE (to the passenger)!



QUESTIONS?





TAB 4 – Reports



16. Executive Director's Report

Executive Director's Report

Meetings & Presentations

- ❑ Four Corners Council - 8/22
- ❑ US 27 Workshop – 9/18
- ❑ CFMPOA – (Orlando) 10/10
- ❑ Envision 2050 Workshop – Virtual 10/15
 - ❑ Lake Ashton & Bartow Kiwanis
- ❑ Polk Vision Zero Action Plan – 10/28



The flyer features the Polk Transportation Planning Organization (TPO) logo and the Adviser Network logo at the top. The main title is "Polk Vision Zero Action Plan" with a "VISION ZERO POLK" logo. The event is titled "Vision Zero Community Meeting" and is scheduled for "Tuesday, Oct. 28" from "5 to 7 p.m.". The location is the "Garden Center of Winter Haven" at "715 Third St. NW, Winter Haven, FL 33881". A QR code is provided for more information, with the URL "polkvisionzero.mysocialpinpoint.com". A map shows the location near Lake Silver. The flyer includes a call to action: "Join us for the Polk Vision Zero Community Meeting". Below this, a paragraph explains the purpose of the Polk Vision Zero Action Plan, which is to reduce traffic-related fatalities and serious injuries. Another paragraph describes the community meeting as an opportunity for discussion and participation. A final paragraph states that the plan incorporates community input through surveys and outreach. At the bottom, there are two buttons: "Visit the Polk Vision Zero Project Website" and "Visit Polk TPO".

Polk Transportation Planning Organization | Adviser Network

Polk Vision Zero Action Plan

VISION ZERO POLK

Vision Zero Community Meeting

When?
5 to 7 p.m.
Tuesday, Oct. 28

Where?
Garden Center of Winter Haven
715 Third St. NW
Winter Haven, FL 33881

Learn more
Scan or visit
polkvisionzero.mysocialpinpoint.com

polktpo.com

Join us for the Polk Vision Zero Community Meeting

Are you passionate about safe streets in your community? The Polk Transportation Planning Organization (TPO) is currently developing the Polk Vision Zero Action Plan, designed to reduce the number of traffic related fatalities and serious injuries to zero in Polk County. The TPO will be holding a Polk Vision Zero Community Meeting from 5 to 7 p.m. on Tuesday, Oct. 28 at the Garden Center of Winter Haven, located at 715 Third St. NW in Winter Haven.

Community members will have the opportunity to participate in discussions and interactive activities centered on safety. Join us at this public meeting and become part of the conversation!

This plan incorporates community input through surveys, group meetings and other outreach initiatives. It will outline the most hazardous corridors and intersections in Polk County, explore emerging technologies and strategies to enhance safety and equity and propose and test potential countermeasures to reduce traffic fatalities and serious injuries.

Visit the Polk Vision Zero Project Website | Visit Polk TPO





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 December 9, 2025