

Polk Transportation Planning Organization

Board Meeting



Polk Transportation
Planning Organization



June 12, 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



5. Recognition of Service to the Polk TPO for Marcia Staszko



TAB 1 – Consent Agenda

Items 6 - 7



TAB 2: Action Items



8. Review/Approve Draft TPO Resolution
2025-04 Supporting Best Foot Forward's
Pedestrian Safety Program in Polk County



Who We Are



Bike/Walk Central Florida is a 501c3 nonprofit organization with a mission to create a **SAFER** Central Florida.



Steward partnerships



Advocate for safe policies



Foster community involvement



Empower people



Be a **R**esource

Core Programs





Best Foot Forward
for pedestrian safety

THE BEST FOOT FORWARD PROGRAM



One of the Most Dangerous Regions in U.S.



2024 Most Deadly Metro Areas in the US

Rank	↕ Metro area	↕ Average ped deaths/100k per year	Rank	↕ Metro area	↕ Average ped deaths/100k per year
1	Memphis, TN-MS-AR	5.14	12(t)	Riverside-San Bernardino-Ontario, CA	3.46
2	Albuquerque, NM	4.83	14	Miami-Fort Lauderdale-Pompano Beach, FL	3.44
3	Tucson, AZ	4.16	15	Jacksonville, FL	3.40
4	Bakersfield, CA	3.99	16	Cape Coral-Fort Myers, FL	3.29
5(t)	Deltona-Daytona Beach-Ormond Beach, FL	3.96	17	North Port-Sarasota-Bradenton, FL	3.27
5(t)	Baton Rouge, LA	3.96	18	Orlando-Kissimmee-Sanford, FL	3.26
7	Fresno, CA	3.89	19	Stockton, CA	3.23
8	Tampa-St. Petersburg-Clearwater, FL	3.75	20	Sacramento-Roseville-Folsom, CA	3.15
9	Charleston-North Charleston, SC	3.66	21(t)	Lakeland-Winter Haven, FL	3.12
10	Little Rock-North Little Rock-Conway, AR	3.63	21(t)	New Orleans-Metairie, LA	3.12
11	Palm Bay-Melbourne-Titusville, FL	3.47	23	Phoenix-Mesa-Chandler, AZ	3.10
12(t)	Columbia, SC	3.46	24	Jackson, MS	2.98

Florida's metro areas are ranked among the most dangerous for pedestrians in the nation according to Smart Growth America's Dangerous by Design reports

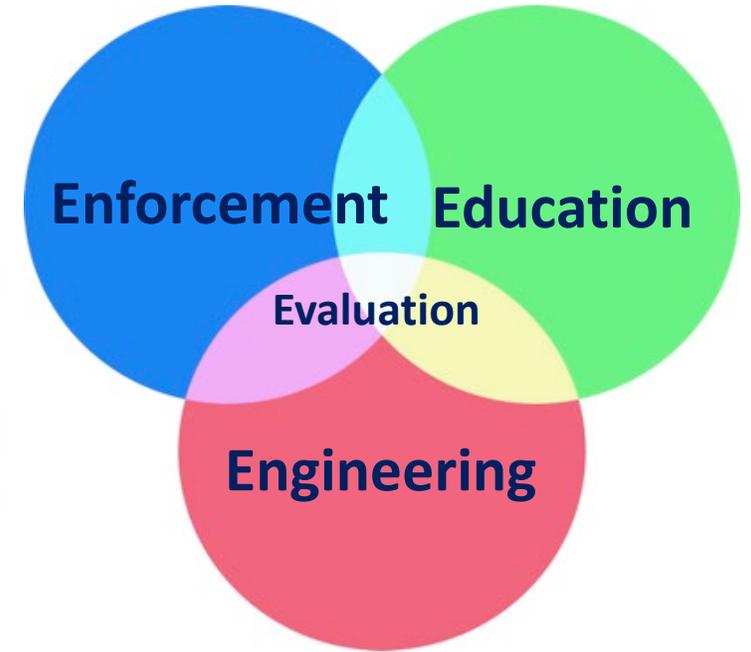
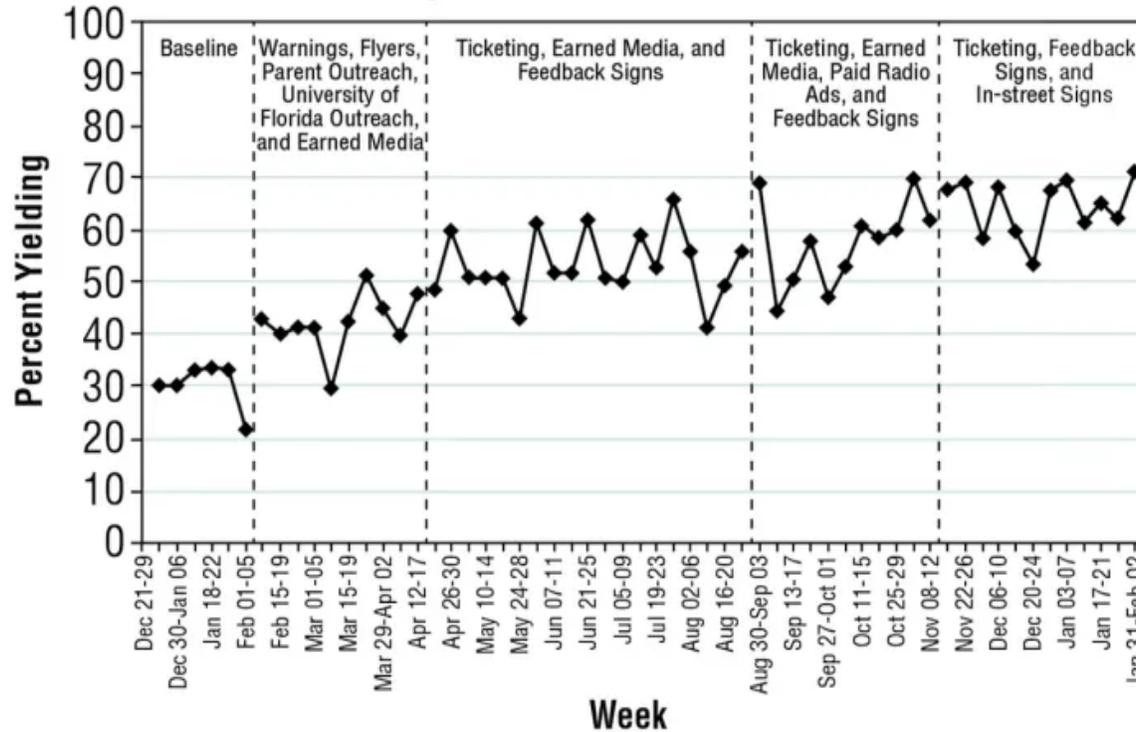


Changing the Culture of Drivers vs. Walkers



2013 NHSTA Study: Percent of Drivers Yielding to Pedestrians

Averages Across All 6 Enforcement Sites

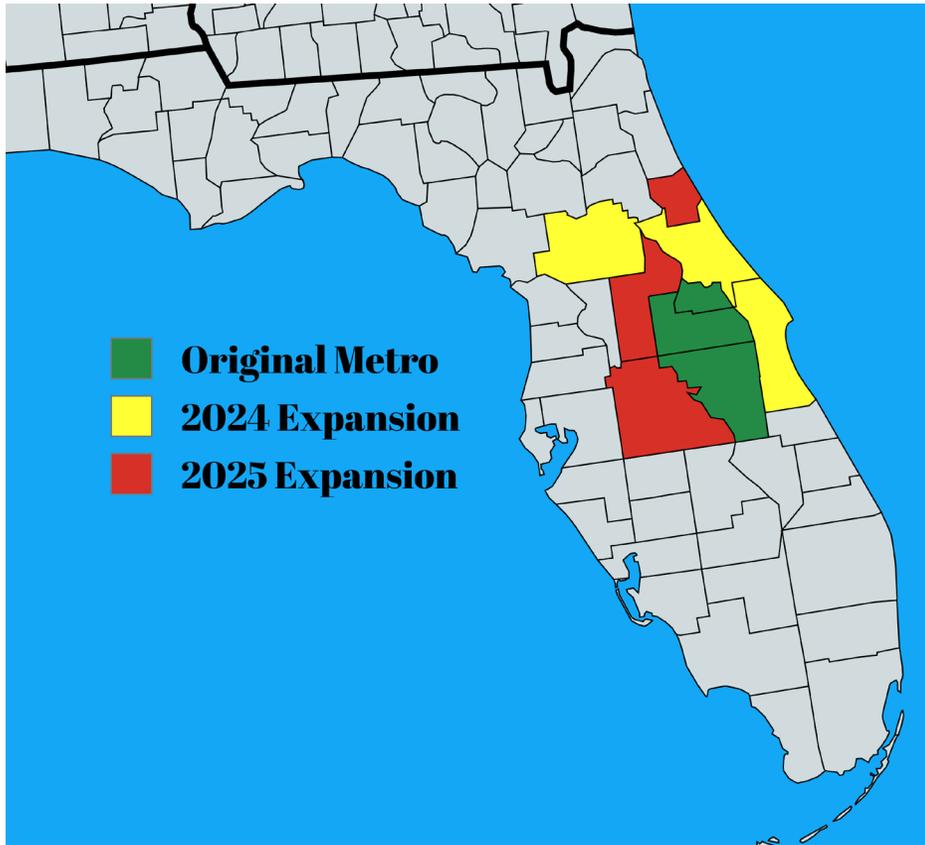


High-Visibility Enforcement on Driver Compliance With Pedestrian Right-of-Way Laws

U.S. Department of Transportation
National Highway Traffic Safety Administration

NHTSA
www.nhtsa.gov

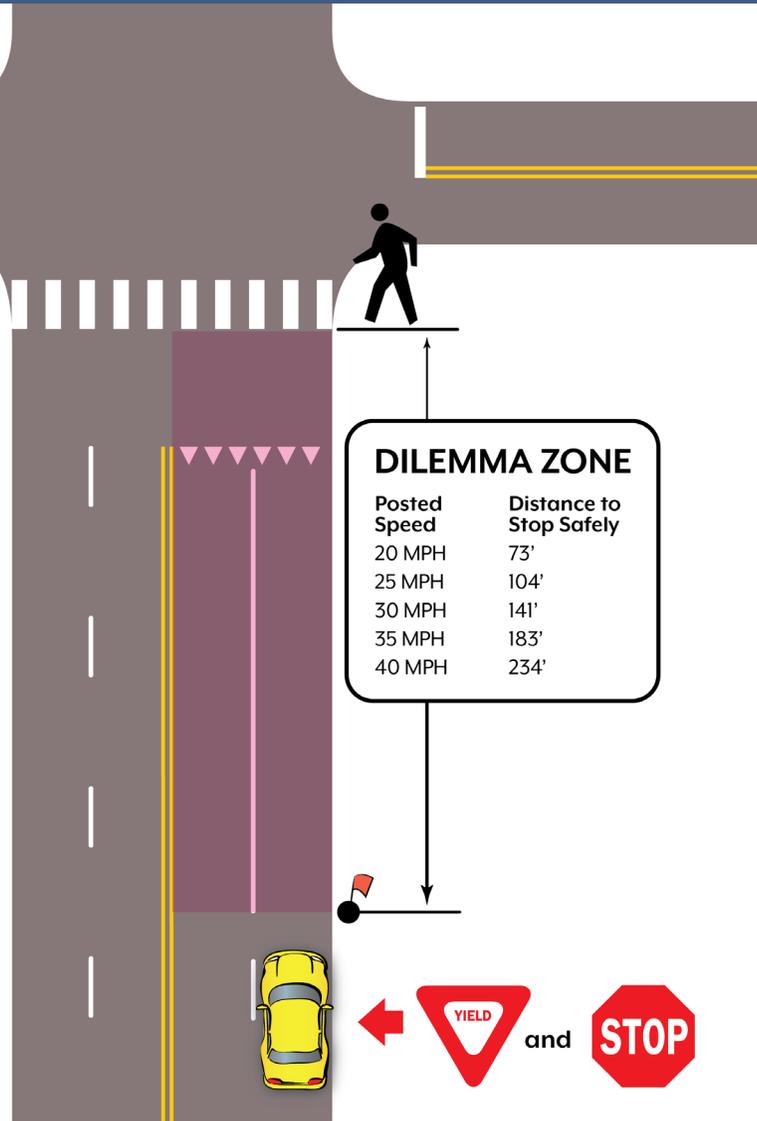
Growing a Multi-County Footprint



Best Foot Forward Partners



School Districts & Health Departments of Brevard, Marion, Orange, Osceola, Seminole, and Volusia Counties



BFF Data Collectors

- Take **photos** of the crosswalk and record observations
- Set up **flag markers** at a safe stopping distance for drivers
- Conduct **20 staged crossings** at two different times of day
- Return throughout the year to **monitor changes**



Evaluation – Polk Baseline Data



Crosswalks	DYR	# Lanes	Speed	# Peds	# Cyclists
Bartow PD					
Schumate Dr & E Clower St	77%	4	30	8	1
Lakeland PD					
Lake Hollingsworth Dr. & Ingraham Ave	89%	2	30	36	14
W 4th St & MLK Jr Ave	29%	2	25	7	6
Polk County Sheriff					
Berkley Rd & Luna Rd	4%	5	45	3	0
Bella Citta Blvd & Tierra del sol Blvd	51%	4	40	33	1
Bartow Rd & Central Ave	97%	6	50	7	19
Winter Haven PD					
Ave. M NW & Unity Way NW	32%	2	25	17	9
N. Lake Howard Dr & Avenue D NW	51%	3	30	8	5

4-way stop

3-way stop

Elementary school crossing

Midblock ped. signal

Low Yielding
0 – 32%

Moderate
33 - 65%

High Yielding
66% +

Enforcement – Creating High Visibility



High visibility enforcements are an **evidence-based** way to help educate drivers about Florida’s driver yield laws.

How we create high visibility:

- Creating **press releases** and contacting local broadcast, radio, & print **media**
- Inviting **elected officials** to attend
- Posting full list of locations, dates, and times across Central FL on our **website**
- Promoting the operation through **social media** & our **weekly newsletter**



1000+ media placements
22.9 M viewers reached
\$7.4 M media value
9.6 M social media impressions
241 K social media engagements



Enforcement – Operation Best Foot Forward



Over a Decade of Operations



9 Participating Counties



30+ Law Enforcement Agencies

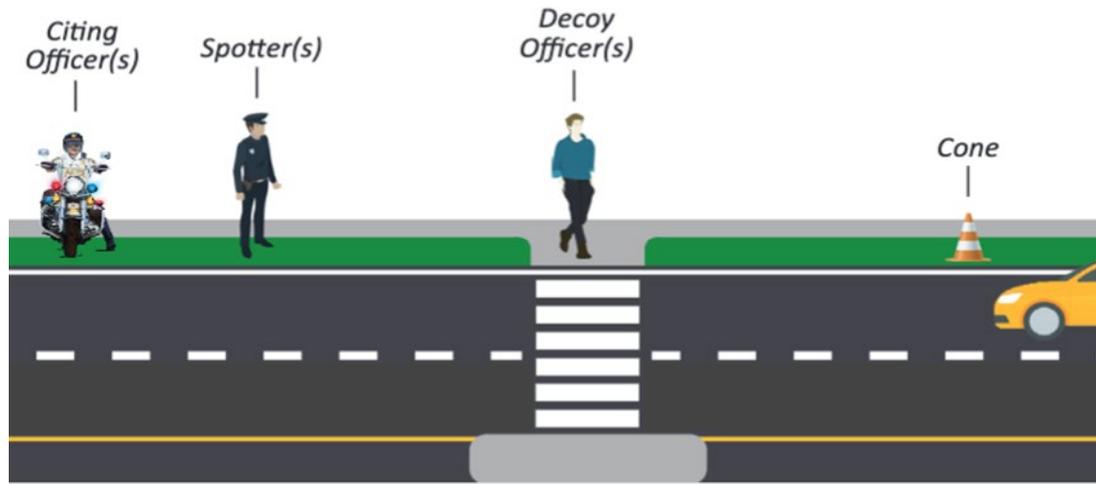


800+ Enforcement Details



12,000+ Citations and Warnings

EXAMPLE OPERATIONS LAYOUT:



Enforcement – April 2025 Operation



Polk County:

Operation-Wide:

- 9 Central Florida Counties
- 20 Law Enforcement Agencies
- 26 Crosswalk Details
- 23 Media Placements reaching a broadcast audience over 380,000 people
- 365 Crosswalk Warnings & Citations
- 12 Partners and in attendance at crosswalk locations

Date	Time	Location	Warnings	Citations
Lakeland Police Department				
Wednesday, April 23	8:00 – 10:00 AM	W. 4 th St. & MLK Jr Ave.	7	17



Enforcement in 2024



Volusia Co: Ocean Shore Blvd. & Tom Renick Park



Before - 19%

2 Details
75 Warnings
& Citations



After - 42%

23% increase

Enforcement in 2024



Oakland: Oakland Ave. & Oakland Charter School



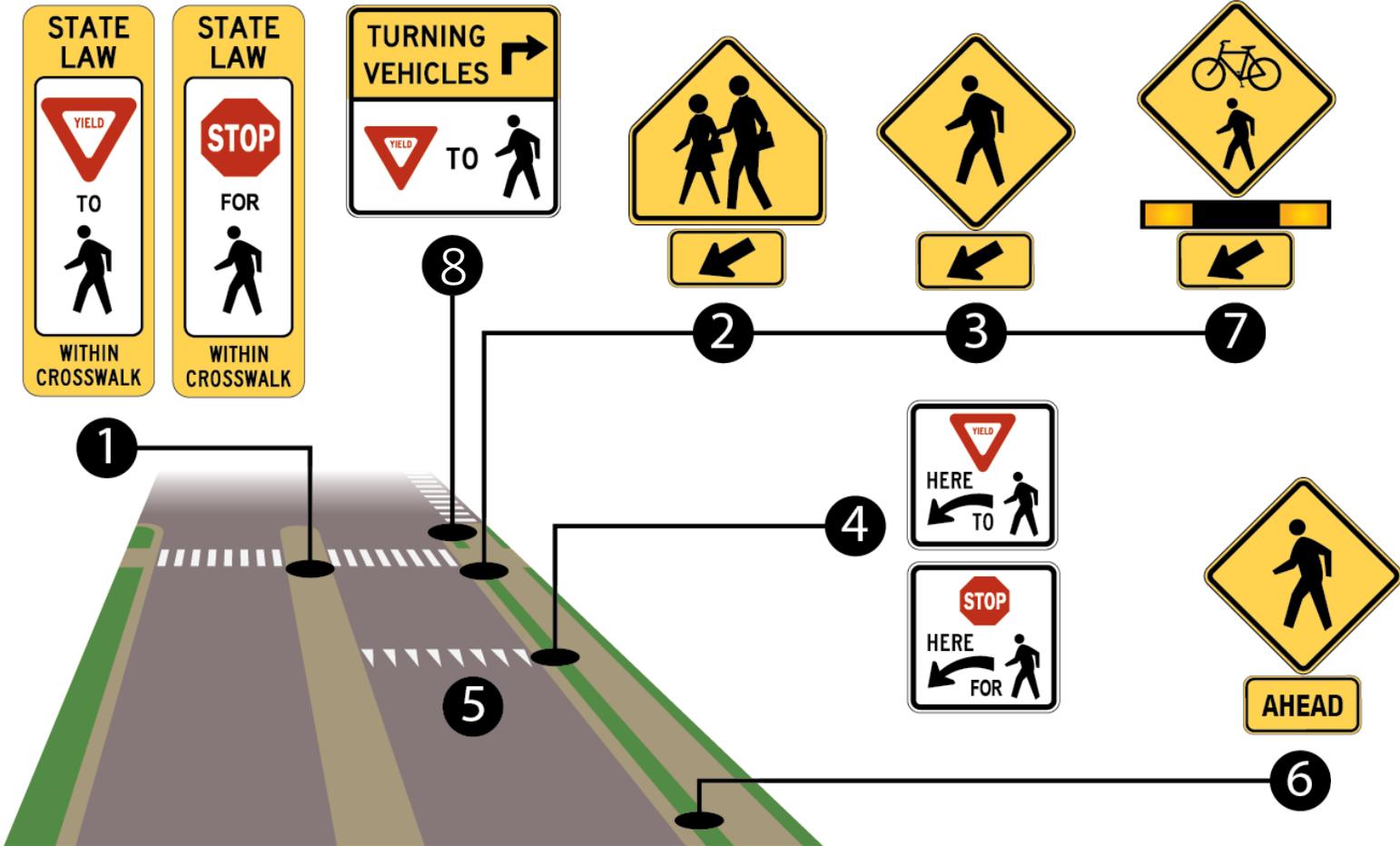
4 Details,
49 Warnings
& Citations



Before - 43%

15% increase

After – 58%



Crosswalk Improvement Plans

- Evaluate existing countermeasures and make recommendations based on guiding documents
- Use our historical data to analyze what has worked at similar crosswalks across the region
- Track the effectiveness of new signage, markings, and signals over time

Oakland: W. Colonial Dr. & Oakland Ave.



Before - 45%

5-Second
Leading
Pedestrian
Interval

35% increase



After - 80%

Seminole: Hunt Club Blvd. & Wekiva Nbhd. Tr.



Before - 14%

Stop Here for
Peds Sign &
Stop Bar

30% increase



After - 44%

Casselberry: N. Winter Park Dr. & Bridle Path



Before - 26%

Vertical In-Street Sign,
26 Warnings
& Citations

42% increase



After - 68%

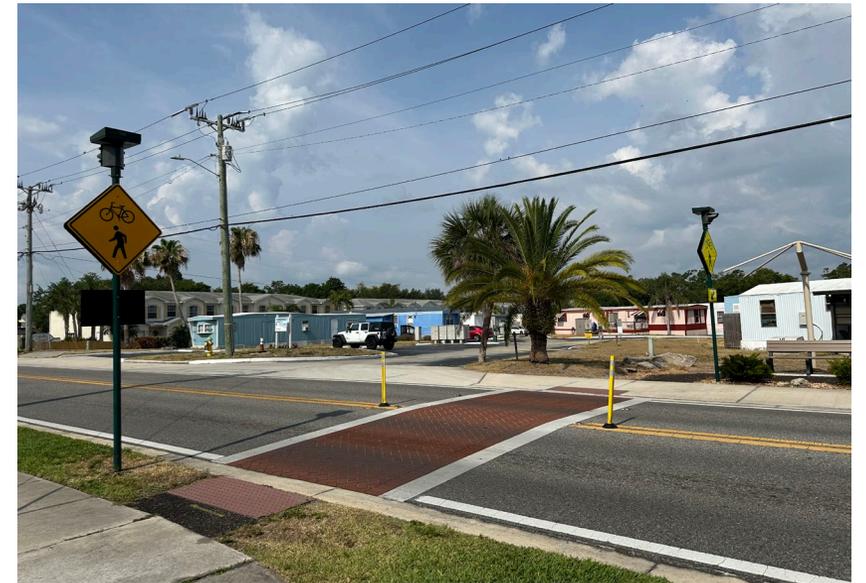
Brevard Co: N. Atlantic Ave. & Southgate Mobile Homes



Before - 42%

Flexible
Delineators,
23 Warnings
& Citations

36% increase



After - 78%

Educate: Through Outreach



Sign Waving Campaigns



Pop Up Events

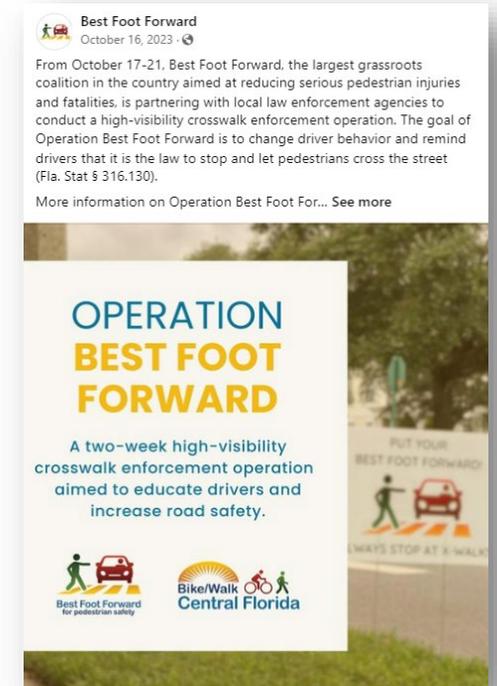


Community Events



Program Presentations

Educate: Through Digital Channels



2024 Program Numbers



Evaluation

116

Crosswalks
Monitored

555

Collections
Completed

32,360

Staged
Crossings

Engineering

20

Engineering
Improvements

22%

Avg. DYR
Increase

232

Engineering
Recommendations

Enforcement

100

Enforcement
Details

722

Crosswalk
Warnings

772

Crosswalk
Citations

Education

78

Events &
Presentations

10,738

People
Reached

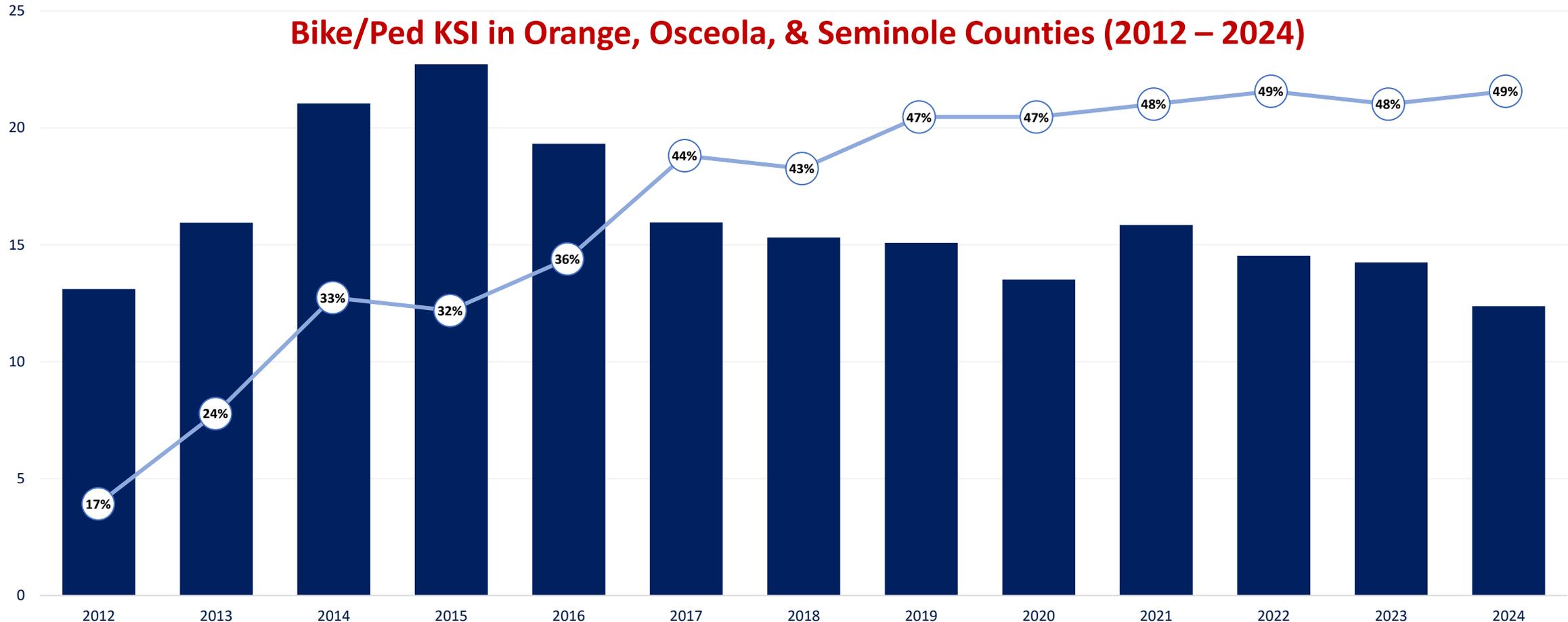
10,539

Resources
Distributed

Tracking Progress: Serious Injuries vs. DYR



Bike/Ped KSI in Orange, Osceola, & Seminole Counties (2012 – 2024)



— Percent of drivers yielding to pedestrians at program crosswalks *Source: Best Foot Forward*

■ Bike/Ped deaths & incapacitating injuries per 100,000 people *Source: Signal4Analytics*

Seeking a Resolution of Support



The TPO Board will be asked to approve TPO resolution #2025-04 supporting the Best Foot Forward program in Polk County

What a resolution of support for BFF means:

- **Supporting the general principles and practices** of the Best Foot Forward for Pedestrian Safety Program, including establishing metrics and regular reporting mechanisms to monitor the effectiveness of pedestrian safety interventions
- **Acknowledging FDOT grant funding for two years** for BFF activities in Polk County in recognition of its placement within the top 25 most dangerous counties for pedestrians.
- **Encouraging collaboration among county departments,** municipalities, law enforcement agencies, educational institutions, and community organizations

What it does not mean:

- **Does not guarantee participation** from any specific county, city, or community organizations
- **Does not commit or imply funding** from the county or its cities now or in the future
- **Does not supplant existing efforts** for traffic safety in Polk County, including Vision Zero initiatives or SS4A grant activities



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@BestFootCFL

Thank you

**Contact our team
or visit our social
media pages and
websites!**



@BikeWalkCFL

Draft Resolution 2025-04

Recommended Action

Staff is recommending the TPO Board approve Draft TPO Resolution 2025-04 Supporting Best Foot Forward's Pedestrian Safety Program in Polk County.

DRAFT POLK TPO RESOLUTION 2025-04

RESOLUTION OF THE POLK TRANSPORTATION PLANNING ORGANIZATION (TPO) EXPRESSING SUPPORT FOR THE BEST FOOT FORWARD FOR PEDESTRIAN SAFETY PROGRAM

WHEREAS, the Polk Transportation Planning Organization (TPO) is committed to ensuring the safety and well-being of all its residents and visitors, recognizing the importance of safe, accessible, and efficient transportation systems; and

WHEREAS, the Polk TPO has adopted the Vision Zero Polk initiative, aiming to eliminate traffic fatalities and serious injuries, with a focus on vulnerable road users such as pedestrians and bicyclists; and

WHEREAS, the Florida Department of Transportation (FDOT) recognizes that Polk County ranks within the top 25 counties for pedestrian injuries and fatalities within the State of Florida; and

WHEREAS, the Best Foot Forward for Pedestrian Safety Program is a proven, data-driven initiative that combines community education, high-visibility enforcement, and low-cost engineering recommendations to improve driver compliance with pedestrian right-of-way laws, thereby reducing pedestrian injuries and fatalities; and

WHEREAS, implementing the Best Foot Forward Program in Polk County will complement existing efforts, such as the Polk Vision Pedestrian and Bike Team Tactical Plan and the Safe Streets and Roads for All (SS4A) Grant applications, by providing a structured framework for pedestrian safety improvements; and

WHEREAS, the Polk TPO recognizes the value of collaborative partnerships among local governments, law enforcement agencies, educational institutions, and community organizations in promoting pedestrian safety.

NOW, THEREFORE, BE IT RESOLVED that the Polk Transportation Planning Organization (TPO):

SECTION I: Support for Best Foot Forward for Pedestrian Safety. The Polk TPO supports the principles and practices of Best Foot Forward for Pedestrian Safety Program and joins with other local cities, counties, law enforcement agencies, regional planning agencies, and FDOT in a regional effort to reduce pedestrian injuries and fatalities. As such, the TPO encourages collaboration among county departments, municipalities, law enforcement agencies, educational institutions, and community organizations to effectively implement the program's education, enforcement, and engineering components. These





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

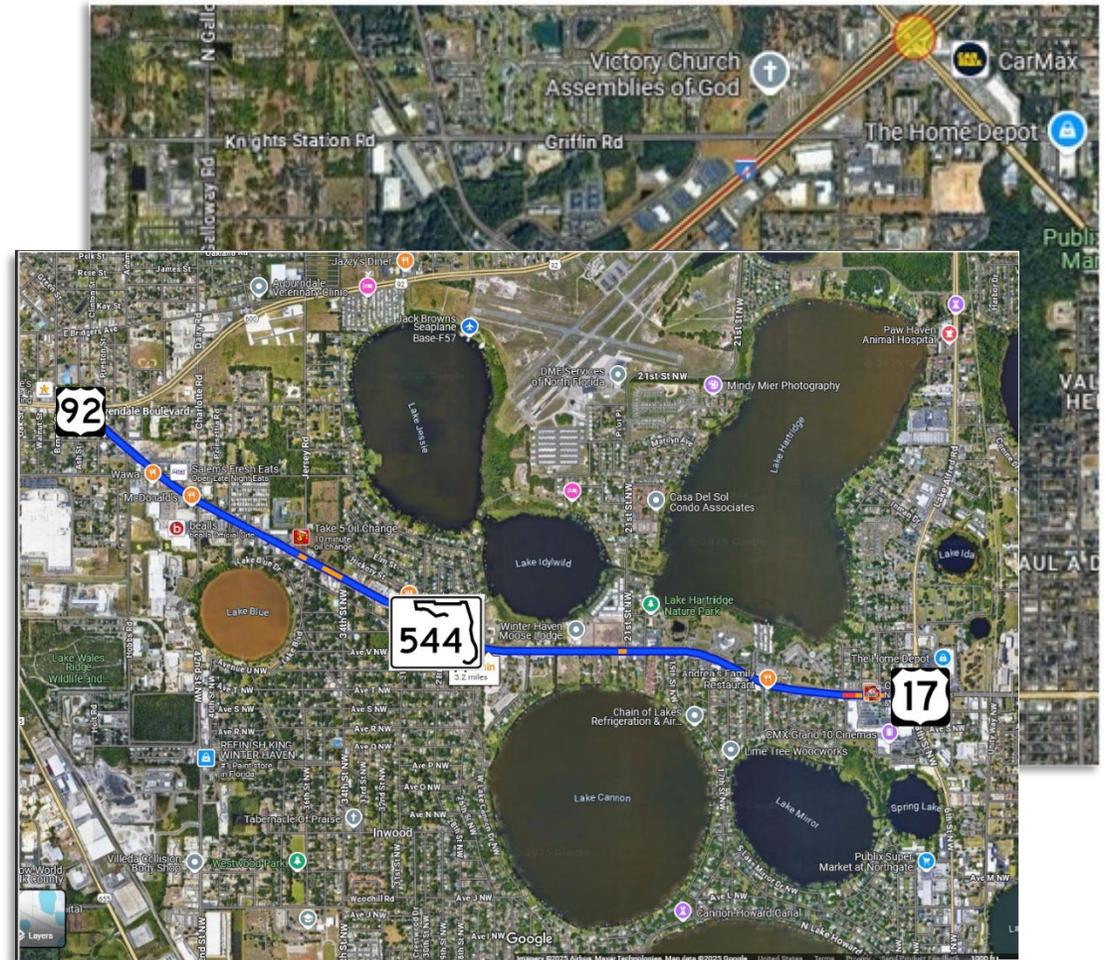
TIP Amendment

FDOT has requested the TPO include these projects in the FY 2024/25 – 2028/29 TIP to ensure eligibility for federal and state funding is maintained.

These amendments are necessary to ensure authorization of federal funds in the current fiscal year. There are two (2) projects in this amendment cycle.

See the letter and project listing included in the meeting packet.

- **I-4 (SR 400) from Galloway Road to SR 35 – amend the resurfacing project to reflect limits increase from 4.293 to 5.6 miles, which is more than ½ mile and 20%.**
- **SR 544 from US 92 to US 17 – add Design Phase and funding – resurfacing project.**



TIP Amendments – Public Notice

Public Hearing

In accordance with the Polk TPO’s adopted Public Participation Plan and in compliance with Federal requirements involving public involvement, a public notice was placed in the Polk Sun News and on the Polk County Public Notice website on May 7, 2025, and published in the Polk News Sun on May 14, 2025, to notice this public hearing. No public comments were received.

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.

Notice of Meeting

**Polk TPO Public Notice for the
Polk TPO Board Meeting on June 12, 2025.**

Public Hearing

The Polk Transportation Planning Organization (TPO) has scheduled a public hearing for Thursday, June 12, 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.

During this meeting, we will consider amendments to the current Adopted Transportation Improvement Program (TIP), for Fiscal Years 2024/25-2028/29 TIP and the adoption of the Draft Fiscal Years 2025/26-2029/30 TIP.

The Polk TPO announces the 30-day public comment and review period for the Draft TIP will continue through June 12, 2025. Written comments may be provided through the Polk TPO website (<https://polktpo.com/plans-and-projects/transportation-improvement-plan/>) or by mailing Angela Kaufman, 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 amendment of the current FY 2024/25-2025-29 TIP and the Draft 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.
5/14/25 184321



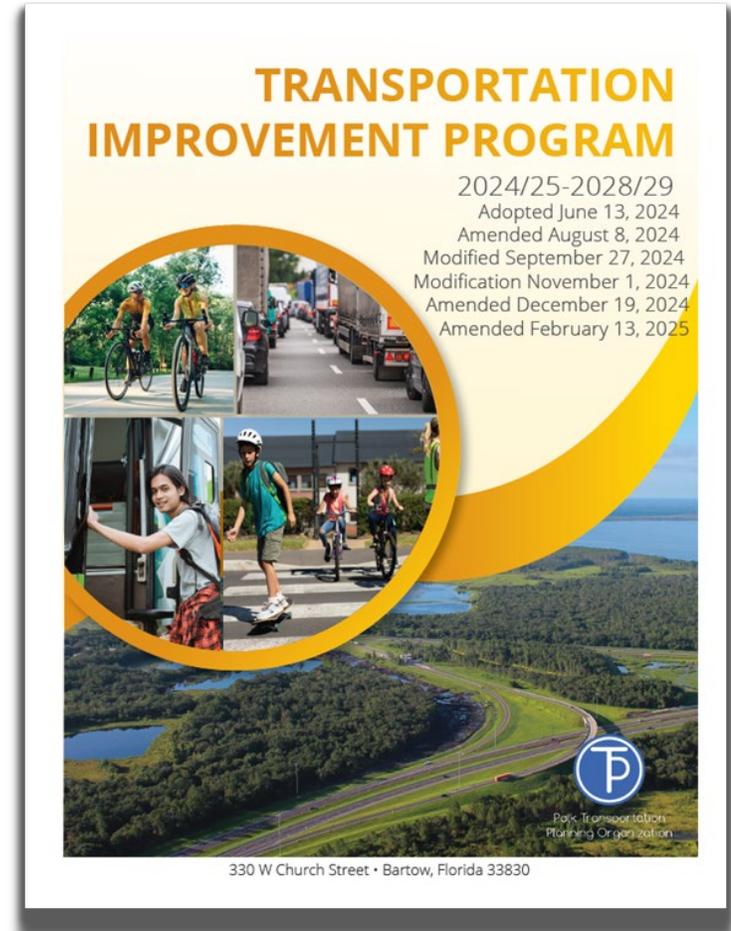
TIP Amendments – Recommendation

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 Amendments to the FY 2024/25 – 2028/29 Transportation Improvement Program (TIP).





10. Review/Approve Draft FY 2025/26 –
2029/30 Transportation Improvement Program
(TIP)

FY 2025/26 – 2029/30 TIP

TIP Overview

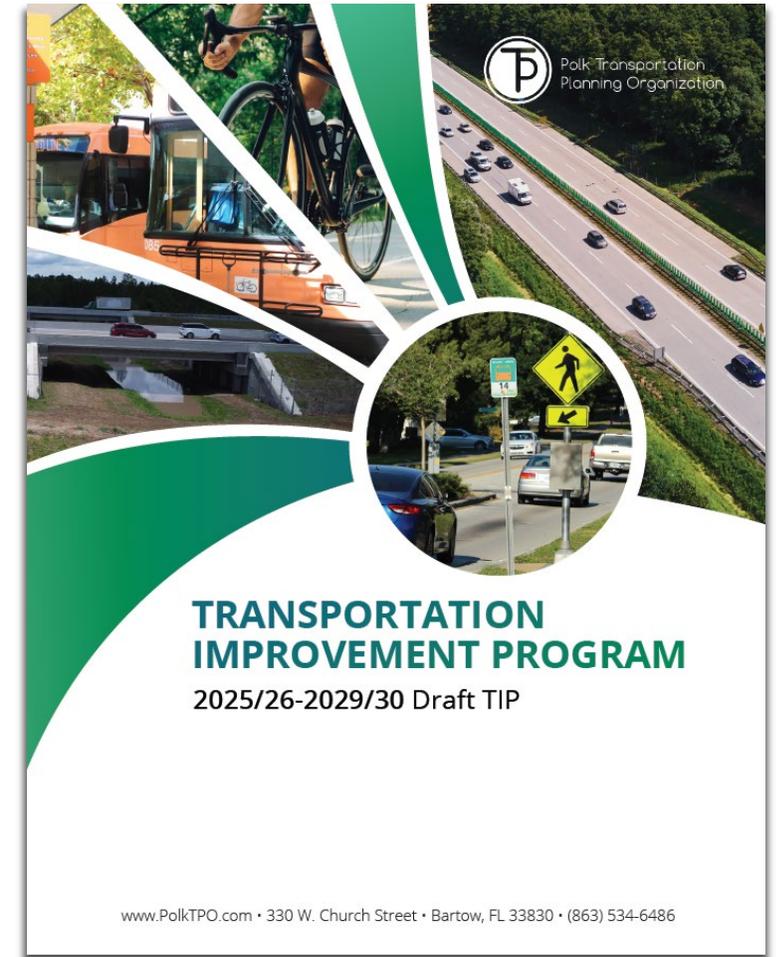
- ❑ New TIP for FY 2025/26 – 2029/30
 - ❑ FDOT's Work Program Source of Most Projects
 - ❑ Over \$2B in Transportation Investment in Polk County
 - ❑ Adopted Annually – June 12th, 2025

FY 2024/25 – 2028/29 Transportation Improvement Program

24/25	25/26	26/27	27/28	28/29
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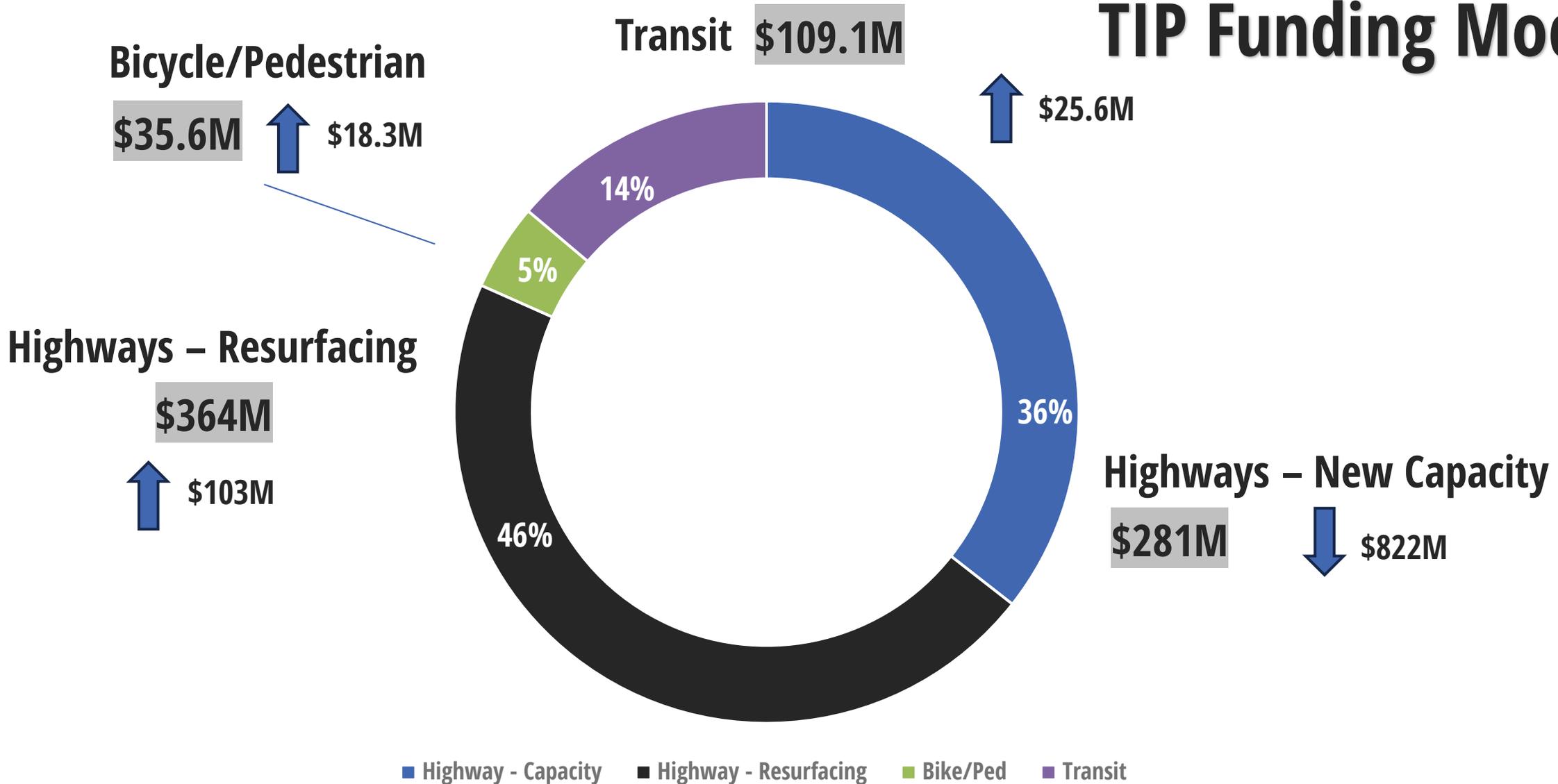
FY 2025/26 – 2029/30 Transportation Improvement Program

25/26	26/27	27/28	28/29	29/30
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FY 2025/26 – 2029/30 TIP

TIP Funding Mode



Polk TPO TIP Contains

- ❑ Over \$760M for Highway Projects
 - ❑ Strategic Intermodal System (SIS) projects include:
 - ❑ Central Polk Parkway projects
 - ❑ Grandview Parkway New Bridge Construction
 - ❑ Non-SIS Highway Projects, e.g., Additional Truck Parking at I-4 rest areas, intersection improvements, resurfacing, bike path/trails, sidewalks.

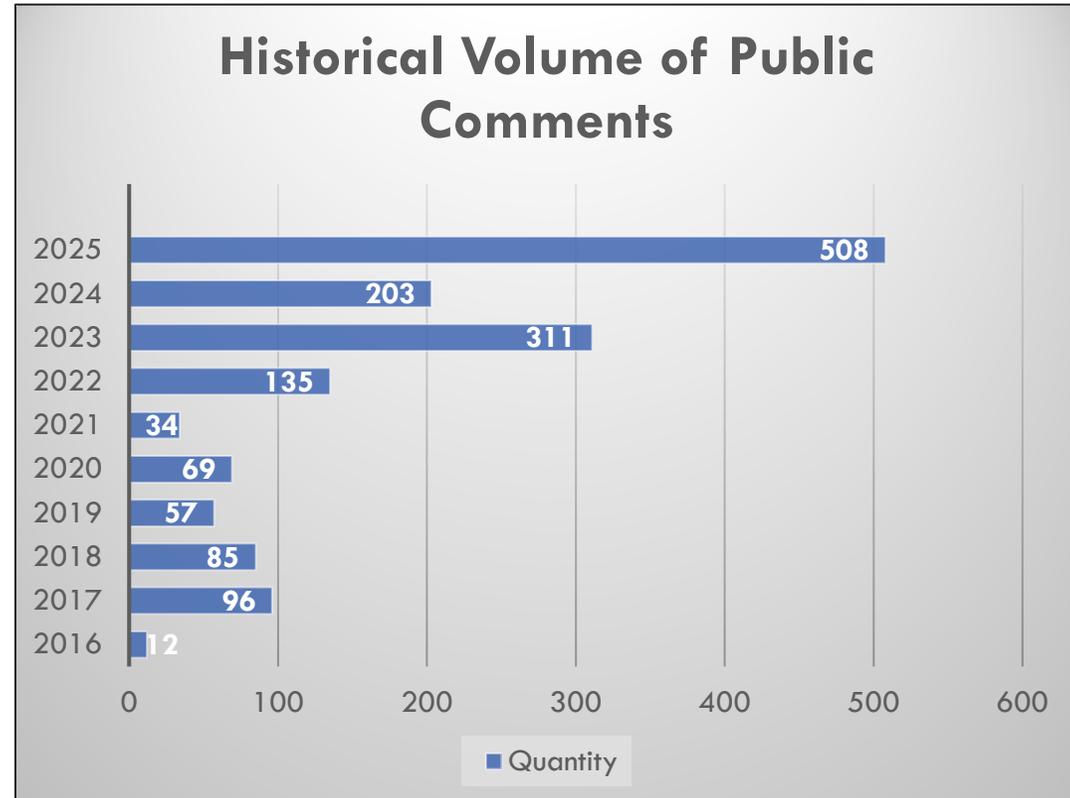


FPID: 430185 I-4 @ SR 33 Interchange Improvements and Wildlife Crossings

Polk TPO TIP Public Comment History

❑ Public Comment Period

- ❑ Survey opened to the public on March 7 through May 7, 2025
- ❑ 30- Day Comment Period opened May 7th through June 12th.
- ❑ Public Hearing – June 12th



FY 2025/26 – 2029/30 TIP

Survey

- ❑ Over 200 respondents provided 508 comments related to transportation concerns
- ❑ 177 of these comments related to US 27 (34% of the comments)
 - ❑ Traffic/congestion
 - ❑ Alternate Routes
 - ❑ Timing of lights
 - ❑ Widen US 27
 - ❑ Law enforcement to regulate speeding

PUBLIC COMMENTS FOR THE TIP FY 2025/26 - 2029/30	
27	US 27 (171 comments)
	Traffic on US 27 is horrible. It takes me over 30 minutes to go 4 miles between Ronald Reagan and Posner Park. You sit in gridlock traffic because there's more cars than there is road. The infrastructure in Polk County is horrific. You need to stop building.
	US 27 is a nightmare.
	Overall, on US 27 enforce a ban of semi-trucks in the left lane. All too often from Clermont through Davenport to Haines City there are semi-trucks 3 wide at traffic signals.
	Backups on US-27 southbound between Dunson Road and I-4 and Posner Park during rush hour. This is due to poorly timed traffic lights.
	Lower speed limits on 27 and 192.
	Timing of traffic lights southbound Route 27 from I-4 interchange through Posner Park.
	Route 27 Haines City and Davenport constant traffic jams and accidents due to all the home/apartments/condos. Roads are totally taxed!
	US 27 traffic lights need to be retimed. Traffic is impossible to get through from Davenport Boulevard heading south through Haines City. The traffic in Haines City on 27 is becoming impossible and it can take 45 minutes to go just a few miles.
	I would like to see the speed limit decreased on Highway 27 between Lake Louisa and Deen Still.
	Widen 27 and I-4 close to Posner Mall.
	Intersection at Home Run Boulevard & Highway 27...new left, straight, and right turn lanes need to be replaced & lengthened and the green left turn arrow to turn onto 27 needs to be longer, especially during morning rush hour.
	Backups on US-27 southbound between Dunson Road and I-4 during rush hour. This is due to poorly timed traffic lights.
	Add additional lanes on Route 27.
	Road congestion is the main problem. The development process is flawed, allowing so many new developments along 27. Roads cannot be higher than F based on everyday traffic patterns. We drive mainly along 27 from 192 to 60 on a regular basis.
	Backups on US-27 southbound between Dunson Road and I-4 during rush hour. This is due to poorly timed traffic lights.
	Retime all the lights on US 27 at I-4 southbound & northbound.
	Backups on US-27 southbound between Dunson Road and I-4 during rush hour. This is due to poorly timed traffic lights.
	I hate to say it but we need more traffic lights on US 27 between Haines City and I-4.
	US 27 & Highway 192.
	Route 27 from Champions Gate to Holly Hill Road [hospital]. This area needs more lanes due to congestion.
	Speeding on US 27 between I-4 and 192 is completely unchecked. Too much traffic, too many cars, I never, if ever, see any law enforcement. Drivers do what they want to get through, whether it is legal or not.
	Stop building homes on US 27 between Polo Park and Posner Park. Roads can't cope.
	Backups on US-27 southbound between Dunson Road and I-4 during rush hour. Possibly due to poorly timed traffic lights.
	Highway 27 is a disaster. From Ronald Reagan to 544 is a parking lot most times of the day. It is particularly a problem from 17 to Bates Road. It should not take 40 minutes to drive 5 miles!
	Page 1 of 26

PUBLIC COMMENTS FOR THE TIP FY 2025/26 - 2029/30	
	Speaking of Deen Still Road, traffic can back up trying to get to the light at US-27 for two miles causing a 45 minute traffic delay just at one red light. Extending the left turns lanes has helped, but further work is necessary.
	Traffic light timing needs continual review (4+ times per year) as different routes are being taken, especially during construction times. Deen Still East is an example where traffic may back up for more than 1+ miles heading to US 27!
RONALD REAGAN PKWY	Ronald Reagan Parkway (47 comments)
	Ronald Reagan into Champions Gate- Lane not long enough - Cycle not long enough - Add second turn lane.
	Add sidewalk on Ronald Reagan/Kinney Harmon from Sereno development to new development at the corner of 17/92.
	Ronald Reagan and Champions Gate Boulevard 2 left lanes.
	Old Lake Wilson/Ronald Reagan Boulevard.
	Making a left from Ronald Reagan onto Champions Gate Boulevard. There could be 100 cars in line, and it takes many light cycles. Additionally, some vehicles make an illegal left turn from the thru lane in an attempt to bypass the traffic backup.
	Ronald Reagan Boulevard and Champions Gate Boulevard. They added a second turn lane heading east onto SR 54 but then have fiddled with the light cycle, so the traffic backup that the new turn lane was meant to alleviate is now backing up just like it did before.
	Allow right turn on red at 27 and Ronald Reagan.
	North bound on Highway 27 from Ronald Reagan Parkway through Sand Mine Road. Traffic is just impossible in the morning. Lights are so mistimed it just makes me shake my head when I get stuck in it.
	Ronald Reagan onto Highway 27, right on red should be allowed here as you have a clear line of sight. So many cut through the Walgreens Plaza to bypass this light and make the right hand turn.
	To relieve backups on Champions Gate and Ronald Reagan and also Lake Wilson and Ronald Reagan just put an on and off ramp to I-4 on Ronald Reagan since it goes over I-4 anyway. It would help so much traffic on even Osceola Polk Line Road and I-4.
	Heritage Drive and Ronald Reagan needs light.
	On 27 turning right to Ronald Reagan. No turn on red but these people turn right while the cars on Ronald Reagan have the green to turn left and some have to do a complete U-turn at that intersection. So that's a problem for u-turning people.
	Traffic has been getting backed up pretty bad in Champions Gate/Ronald Reagan area. Traffic has been backed up starting as early as 3 p.m. on 27 heading to Posner. It seems like poor planning when adding all these homes and no room for them on the road.
	School buses should not be stopping on major roads, like Ronald Reagan or Highway 27. This is entirely unsafe for the children, plus there is so much traffic, this just causes more unnecessary backup on major roads.
	Ronald Reagan Parkway and Westside Boulevard. I feel like a traffic signal is needed here, too many accidents on that intersection.
	Light at Ronald Reagan and Heritage Pass.
	Making a left from Ronald Reagan onto Champions Gate Boulevard. There could be 100 cars in line and it takes many light cycles. Additionally, some vehicles make an illegal left turn from the thru lane in an attempt to bypass the traffic backup.
	Need a traffic signal at Heritage Pass and SR 54/Ronald Reagan Boulevard. Accident(s) every week.
	Page 8 of 26



TIP Amendments – Public Notice

Public Hearing

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The Polk TPO announces the 30-day public comment and review period for the Draft TIP will continue through June 12, 2025. Written comments may be provided through the Polk TPO website (<https://polktpo.com/plans-and-projects/transportation-improvement-plan/>) or by mailing Angela Kaufman, 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 amendment of the current FY 2024/25-2025-29 TIP and the Draft 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.

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5/14/25 184321



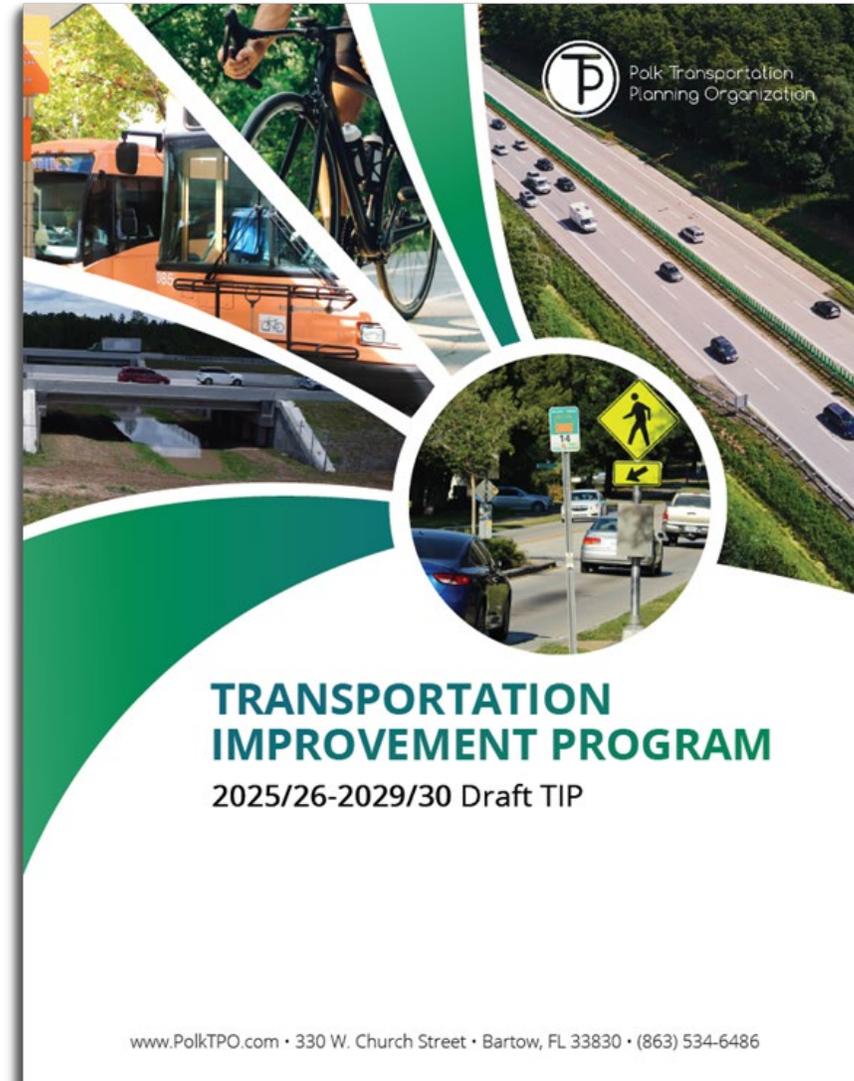
FY 2025/26 - 2029/30 TIP

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 approval for the TPO Board to approve the Draft FY 2024/25 – 2028/29 Transportation Improvement Program (TIP).





11. Review/Approve Draft 2025 Priority Transportation Projects

Priority Transportation Projects

Introduction

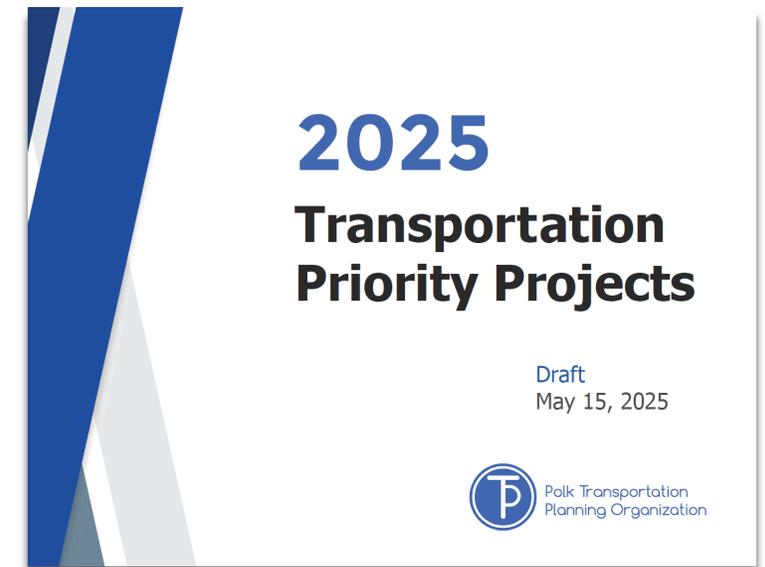
- ❑ **2025 Priority Transportation Projects include candidate project phases for FY 2026/27 – 2030/31.**
- ❑ **25 Projects consisting of Highway, Intersection, Transit Bicycle/Pedestrian and Multi-Use Trail Projects**
- ❑ **The TPO's Adopted Momentum 2045, FDOT Plans/Studies, and Plans of the local governments are the source for many of the priority projects.**
- ❑ **TPO's Priorities are submitted to the FDOT for consideration in the development of the Draft Work Program – released in the Fall.**



Priority Transportation Projects

Introduction – Key Themes

- ❑ Regional Projects (I-4, Exit 38, SR 33 & CPP)
- ❑ Significant Need and Investment in Resurfacing
 - ❑ 124 miles (27%) of the State Highway System in Polk County - \$364M in the Draft TIP
- ❑ FDOT Funding
 - ❑ General Revenue vs. Transportation Trust Fund
 - ❑ Impacts to the FDOT Work Program in order to program the locally requested projects (earmarks)
 - ❑ Challenge to fund New Projects (TPO Priorities)
- ❑ Intersection Improvements vs. Road Widening

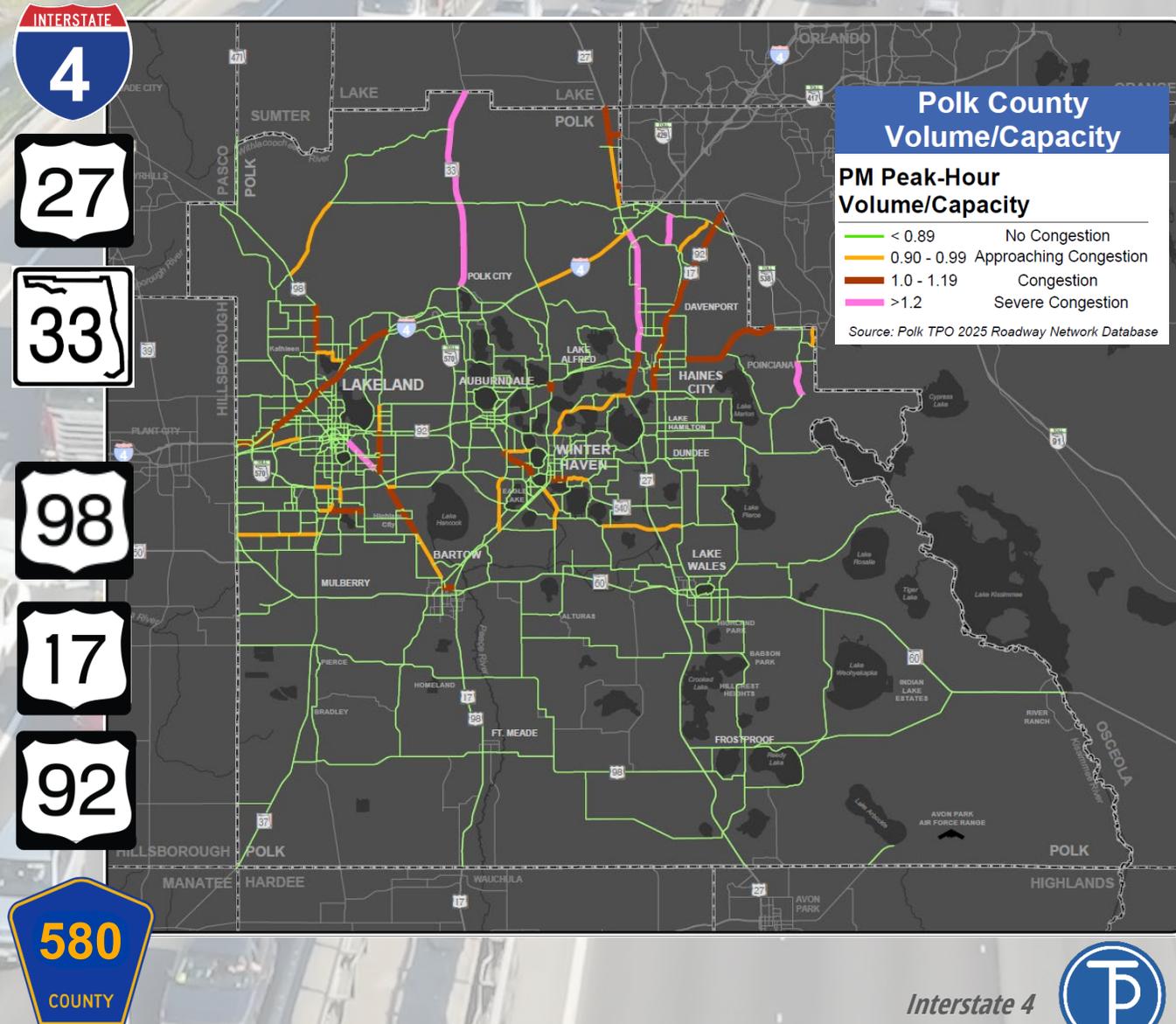


Priority Transportation Projects

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

- ❑ Currently, 28 miles of roads have a V/C over 1.0
- ❑ In the next 10 years and with only committed projects implemented, over 82 miles of roads could operate above 1.0 V/C



Priority Transportation Projects



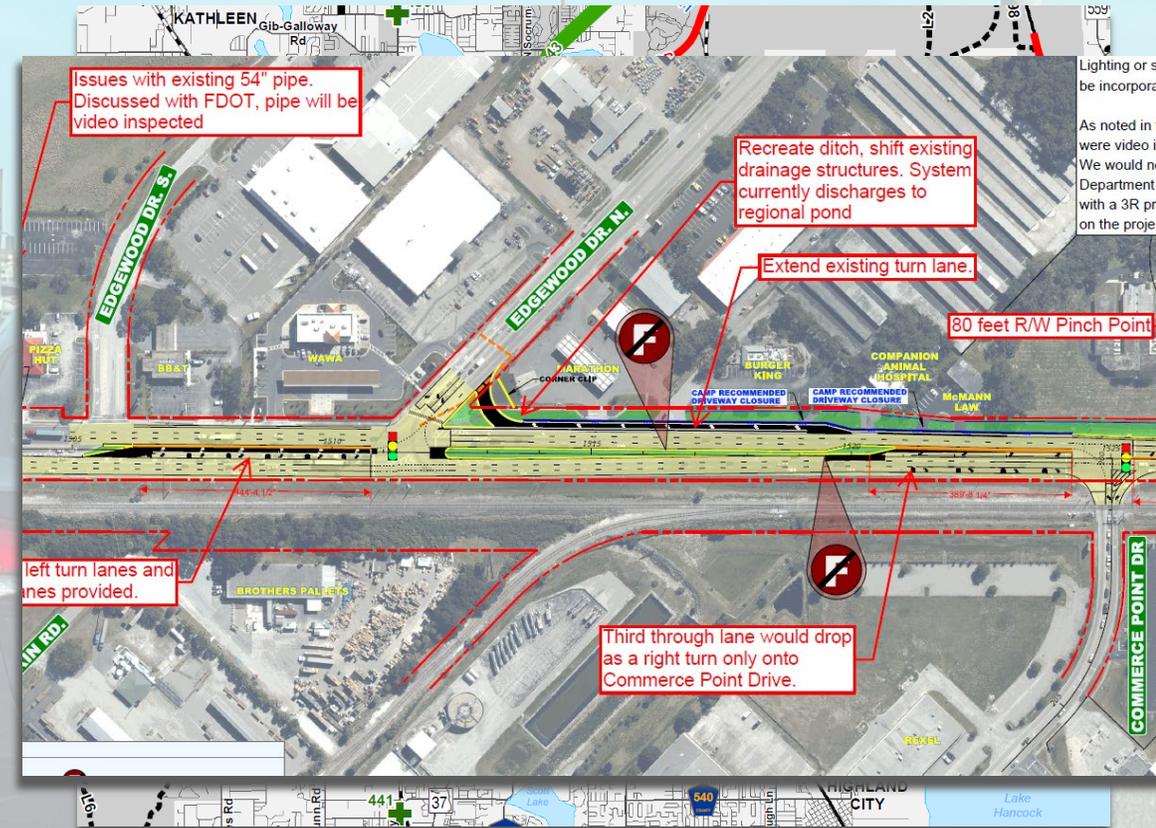
Edgewood Drive to Main Street

Current Conditions

- Traffic Volume approaching the capacity of the roadway – south of Lake Parker Ave (V/C = 1.00)
- Projected to exceed capacity within 5 years

Improvements Being Considered

- Widening from Edgewood Dr to Commerce Pt
- TSM & Operational Improvements from Sylvester Rd to Main St.

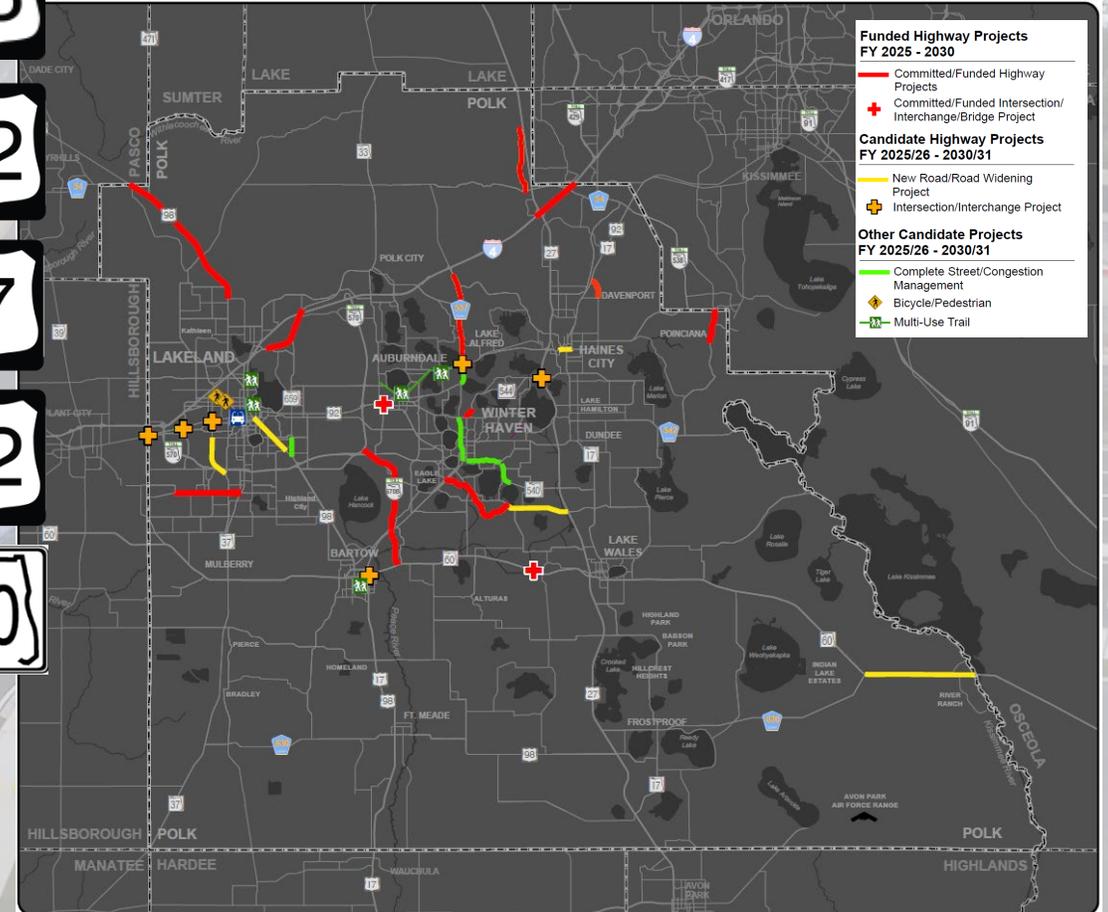


Priority Transportation Projects

Highway Projects

- ❑ US 98, US 92 (Lakeland)
- ❑ US 17/92 (Haines City)
- ❑ US 17/92 (Lake Alfred)
- ❑ SR 544 (Winter Haven/Haines City)
- ❑ US 17/SR 540 (Winter Haven)*
- ❑ Wabash Avenue Extension
- ❑ Main Street (Bartow)*

** New Projects*



Go to Pages 1 & 5



Priority Transportation Projects

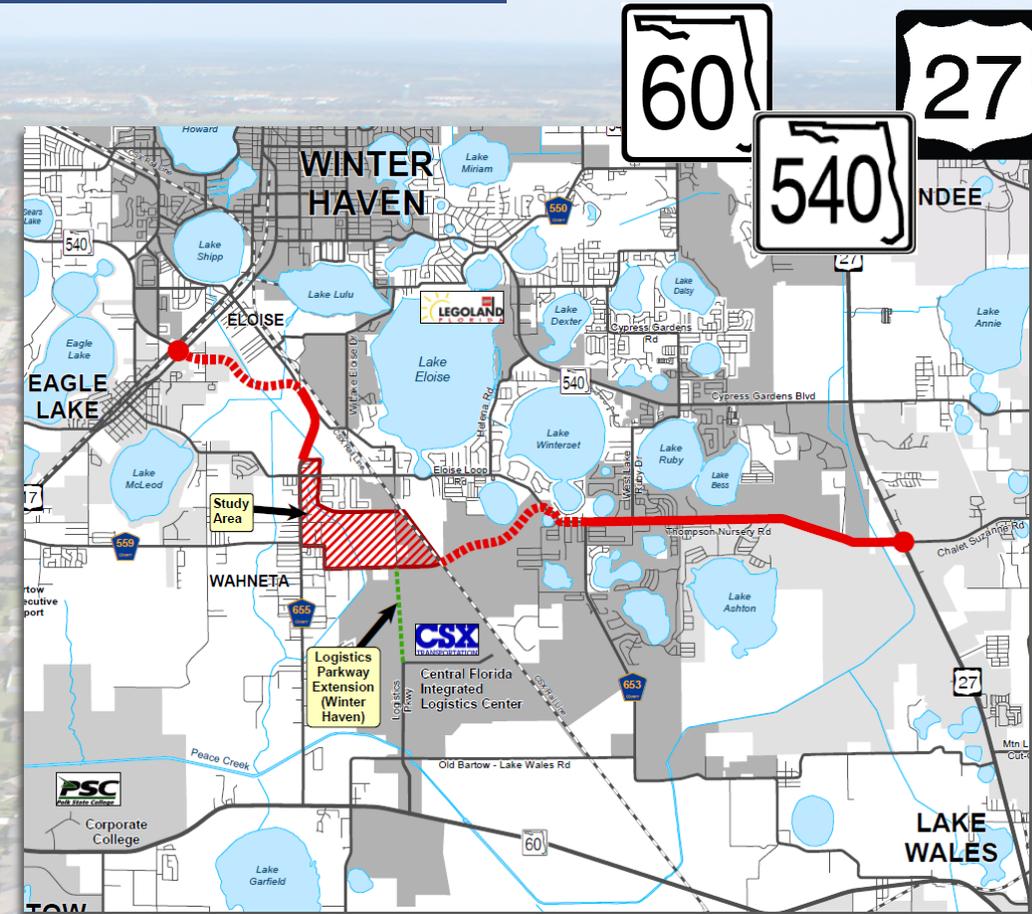
Candidate CIGP/TRIP Project

Thompson Nursery Road (Widening/Re-alignment)

- ❑ Only contiguous 4-lane road across Winter Haven between the Parkway and US 27 (along w/SR 540)
- ❑ Alternative to Eloise Loop Rd, Rifle Range/Snively Rd, SR 60 and SR 540 (Cypress Gardens Blvd)

Regional Priority

- ❑ Must be approved by a Regional Planning Entity – SCTPA (includes Polk & Sarasota/Manatee from D1)
- ❑ #1 Priority on Joint Polk – Sarasota/Manatee List - Seeking \$5M in TRIP funding from FDOT



Priority Transportation Projects

Regional Support



☐ MPOAC, SCTPA, CFMPOA

National Highway Freight Program Grant

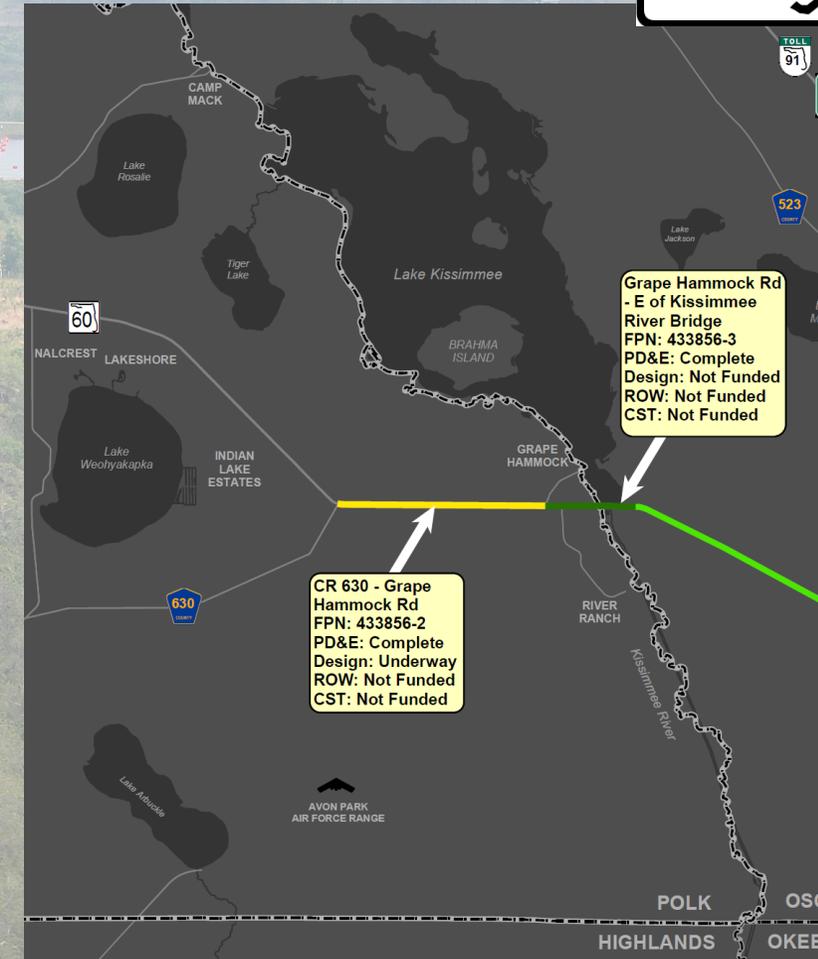
☐ Requests funding for the following project phases

☐ FPN: 433856-2 ROW funding - \$15.1M

☐ FPN: 433856-3 Design funding - \$4.5M

☐ \$2M in TMA-SU Funds to match NHFP Grant

Go to Page 2



CR 630 - Grape Hammock Rd
FPN: 433856-2
PD&E: Complete
Design: Underway
ROW: Not Funded
CST: Not Funded

Grape Hammock Rd - E of Kissimmee River Bridge
FPN: 433856-3
PD&E: Complete
Design: Not Funded
ROW: Not Funded
CST: Not Funded



Priority Transportation Projects

Complete Streets

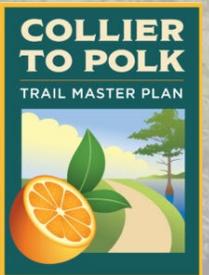
- ❑ 8th Street NW & Ave L NW Enhancements (Winter Haven)*
- ❑ Fairbanks Street Sidewalk (Lakeland)
- ❑ US 92 (Memorial Blvd) (Lakeland)

Multi-Use Trails

- ❑ Old Dixie Trail (Auburndale – Lake Alfred) (SUN Trail)
- ❑ Lake Parker/Tenoroc Connector Trail (Lakeland) (SUN Trail)
- ❑ Lakeshore Drive Trail (Lakeland) (SUN Trail)
- ❑ Jackson Avenue Corridor Safety Project (Bartow) (SUN Trail)

* *CST Phase removed from FDOT Work Program in April 2025*

Go to Pages 3 & 4



Priority Transportation Projects

Requested Action

The TPO's Technical Advisory Committee has Recommended the Polk TPO Board approve the Draft 2025 Priority Transportation Projects.



TAB 3: Presentations & Status Reports



12. Envision 2050 Needs Assessment

Presentation Outline



Envision 2050 Transportation Needs Assessment

- Introduction – Key Themes
- Plan Schedule
- Roadway Needs
- Transit and Multimodal Needs
- Public Engagement



L RTP Major Steps



- ❑ 2050 Population and Employment (June 2023)
- ❑ State of the Transportation System Report (June 2024)
- ❑ Resiliency & Carbon Reduction Plans (Aug 2024)
- ❑ Goals, Objectives & Performance Targets (Dec 2024)
- ❑ **2050 Needs Analysis (June)**
- ❑ Preliminary Cost-Feasible Plan – Review/Approve Draft (Oct 9)
- ❑ Establish Public Comment Period (Oct 9)
- ❑ **Final Adoption (December 9th)**

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**

LRTP Example



The Ledger
LOCAL

'One lane makes all the difference': Drivers celebrate as new lanes open on I-4 in Polk County

Gary White
Lakeland Ledger
April 29, 2025, 5:04 a.m. ET

Traffic flows westbound on Interstate 4 east of U.S. 27 as congestion reliefs in both directions officially opened April 28. The additions are part of the Moving I-4 Forward initiative. *Ernst Peters/The Ledger*

Key Points AI-assisted summary

- New congestion relief lanes opened on I-4 between U.S. 27 and World Drive, improving traffic flow.
- The project, part of the Moving I-4 Forward initiative, cost \$27 million and is a first step in a larger \$3.4 billion expansion plan.
- The completed project aims to widen the interstate to 50 lanes, including two tolled express lanes in each direction.

Robb Kenyon may no longer have to head out well before sunrise simply to avoid hellish traffic.

Kenyon lives in unincorporated Davenport and has a membership at a gym in Celebration. He often leaves home at 5:30 a.m. for a trip to the gym, simply to avoid the relentless congestion of eastbound Interstate 4.

The Florida Department of Transportation officially opened newly finished congestion relief lanes April 28 on I-4 between U.S. 27 and the World Drive/State Road 417 junction in Osceola County, creating four travel lanes where there were previously three in each direction. The lanes intermittently opened ahead of time the week of April 21, Kenyon and other drivers said.

LRTP Example



John Singletary Bridge
FPN: 434886-2
\$19.2M Construction
Construction Complete



LOCAL

'We have a brand-new bridge': Fort Meade celebrates completion of \$19.2M bridge over Peace River

Gary White
Lakeland Ledger

May 30, 2025 | Updated June 2, 2025, 9:10 a.m. ET

Key Points AI-assisted summary

- The Florida Department of Transportation (FDOT) celebrated the completion of the \$19.2 million John Singletary Bridge replacement project five months ahead of schedule.
- The new bridge replaces a functionally obsolete 1928 bridge, featuring wider lanes, pedestrian and bicycle paths, and improved safety features.
- The elevated bridge eliminates the risk of flooding closures that plagued the previous structure.

This article was updated to fix a typographical error.

FORT MEADE — A series of speakers had to compete with the rumble of passing trucks as they stood under a white tent planted beside U.S. 98.

No one seemed upset by that. In fact, the traffic noise represented the purpose of the event organized by the Florida Department of Transportation. The vehicles were headed toward the object of the commemoration the morning of May 30 — the newly opened John Singletary Bridge.

FDOT administrators and local officials celebrated the completion of the \$19.2 million project five months ahead of schedule. One eastbound lane opened in December, and both lanes opened in February, with the final configuration completed in May, FDOT spokesperson Janella Newsome said.



L RTP Example



3 Parks Trail

Hollingsworth Trail

Downtown Lakeland

Ingraham Ave Trail
CST 2028/29

West L Parker Trail
CST Complete

Tenoroc Trail
Phase I CST 2026/27



New Jersey Rd Trail

Glendale St Trail
FY 2025/26



Orlando Health
(Under CST)

Holloway Park



Under CST

Fort Fraser Trail Extension

FPN: 440603-1 FY 2024/25

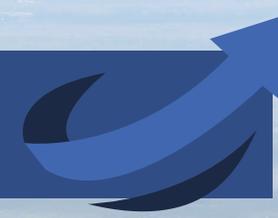
FPN 453404-1 FY 2025/26

\$5M Construction

Sanlan RV & Golf Resort



Polk County Population Growth



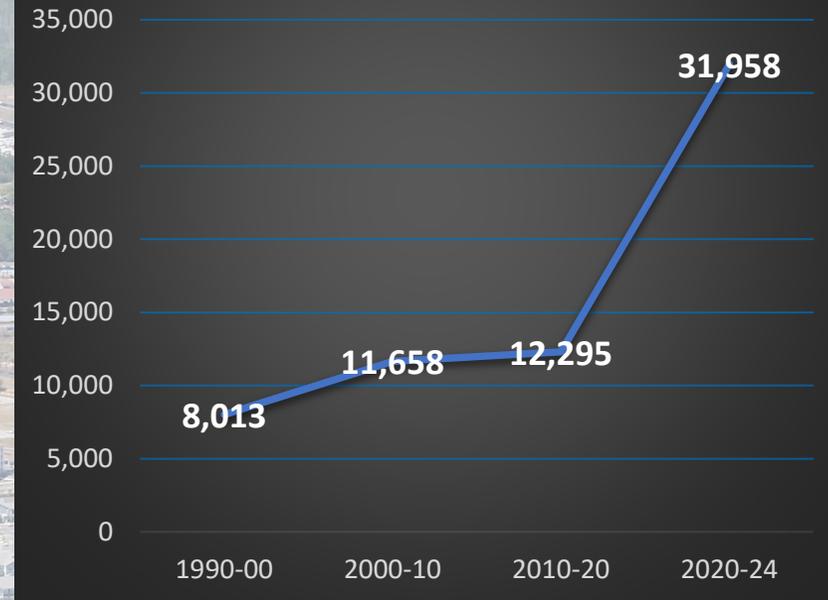
Polk County has experienced a significant population increase in recent years

- ❑ Polk County added 122,951 residents between 2010 and 2020
- ❑ Since 2020, Polk County has grown by 127,832 residents (2020 – 2024)



The average annual population increase in Polk County has been 31,958 during the first four years of this decade 2020 – 2024 (+127,832). An increase of approximately 88 people per day.

Population Growth
(Average Annual)
1990 – 2024



Source: US Census



Polk County Population Growth



Polk County is home to over 850,000 residents and is the 9th most populous county in Florida. In 25 Years, Polk's population is planned to exceed 1.1M residents – nearly half of this new growth (220,000) is expected to occur in Northeast Polk County.

2050

 TOTAL POPULATION

1,196,700

 TOTAL EMPLOYMENT

364,963

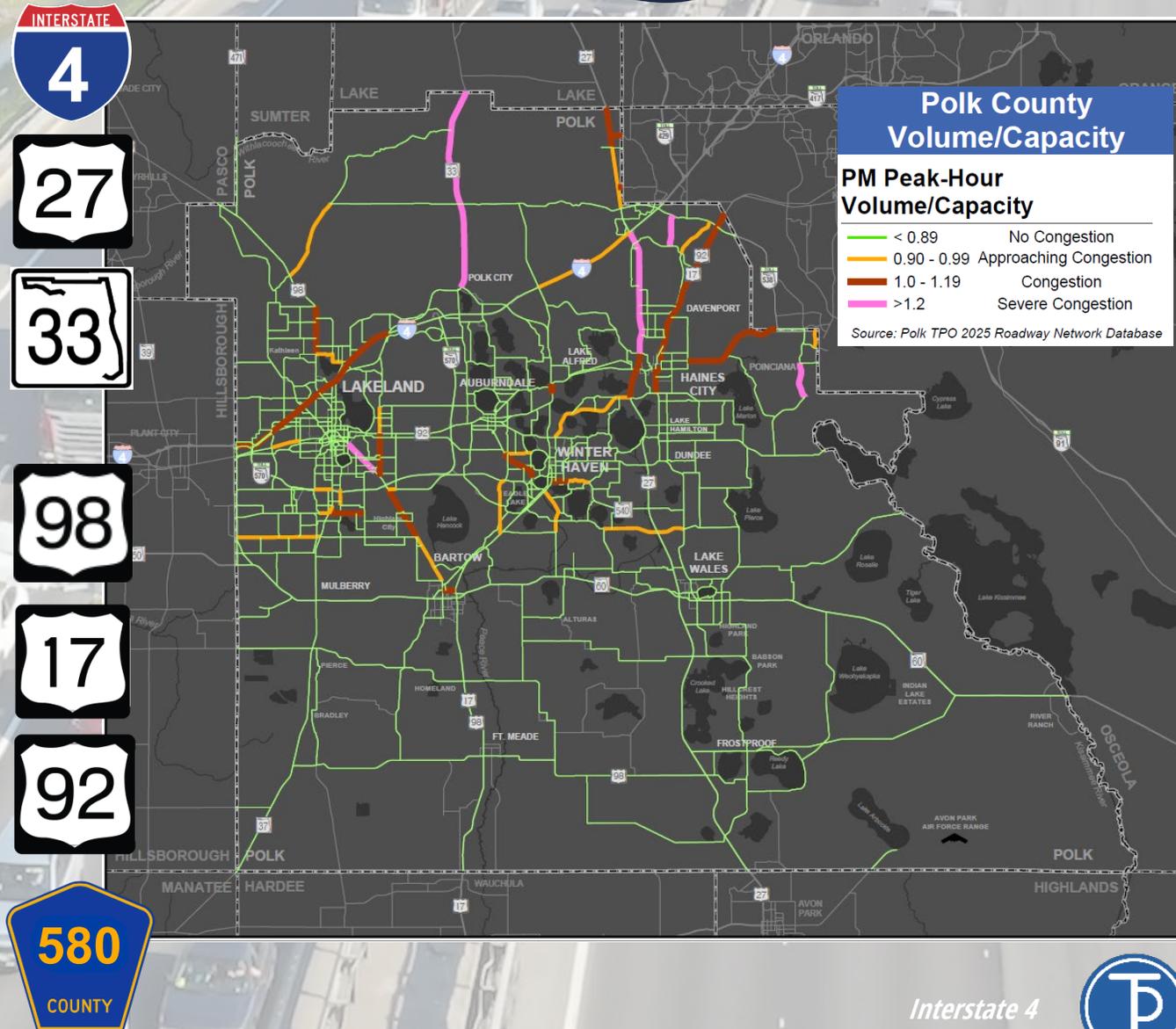
Traffic Conditions – Now & 10-Years



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

- ❑ Currently, 28 miles of roads have a V/C over 1.0
- ❑ In the next 10 years and with only committed projects implemented, over 82 miles could operate above 1.0 V/C



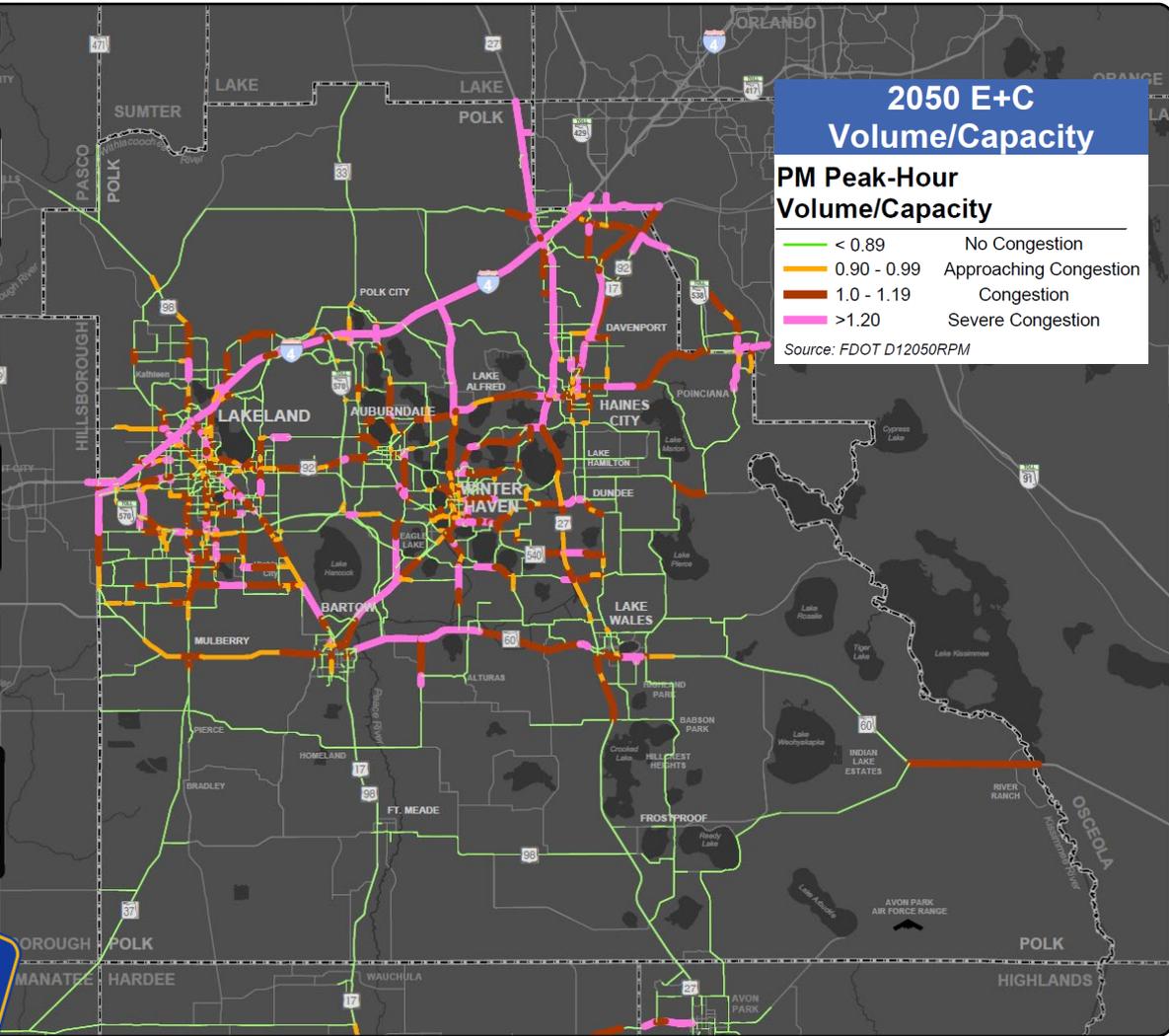
2050 Future Traffic Conditions



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

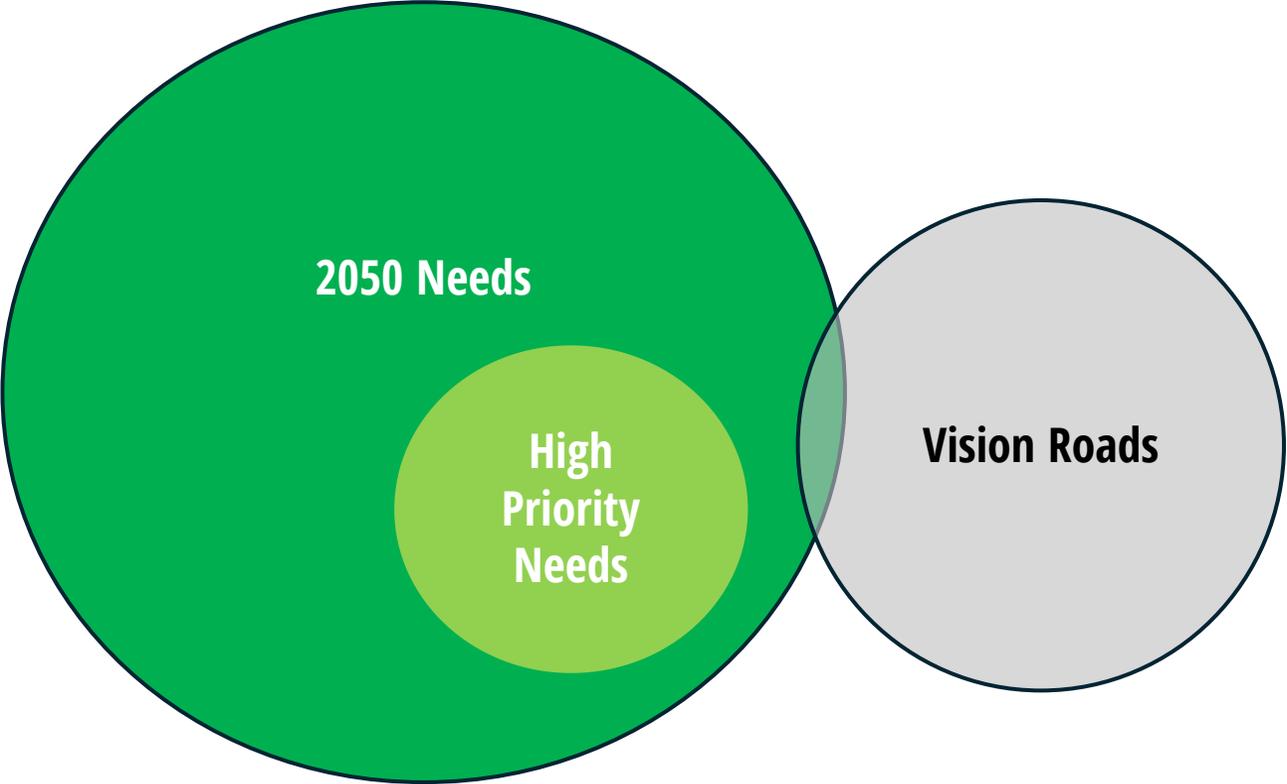


2050 E+C Volume/Capacity	
PM Peak-Hour Volume/Capacity	
< 0.89	No Congestion
0.90 - 0.99	Approaching Congestion
1.0 - 1.19	Congestion
>1.20	Severe Congestion

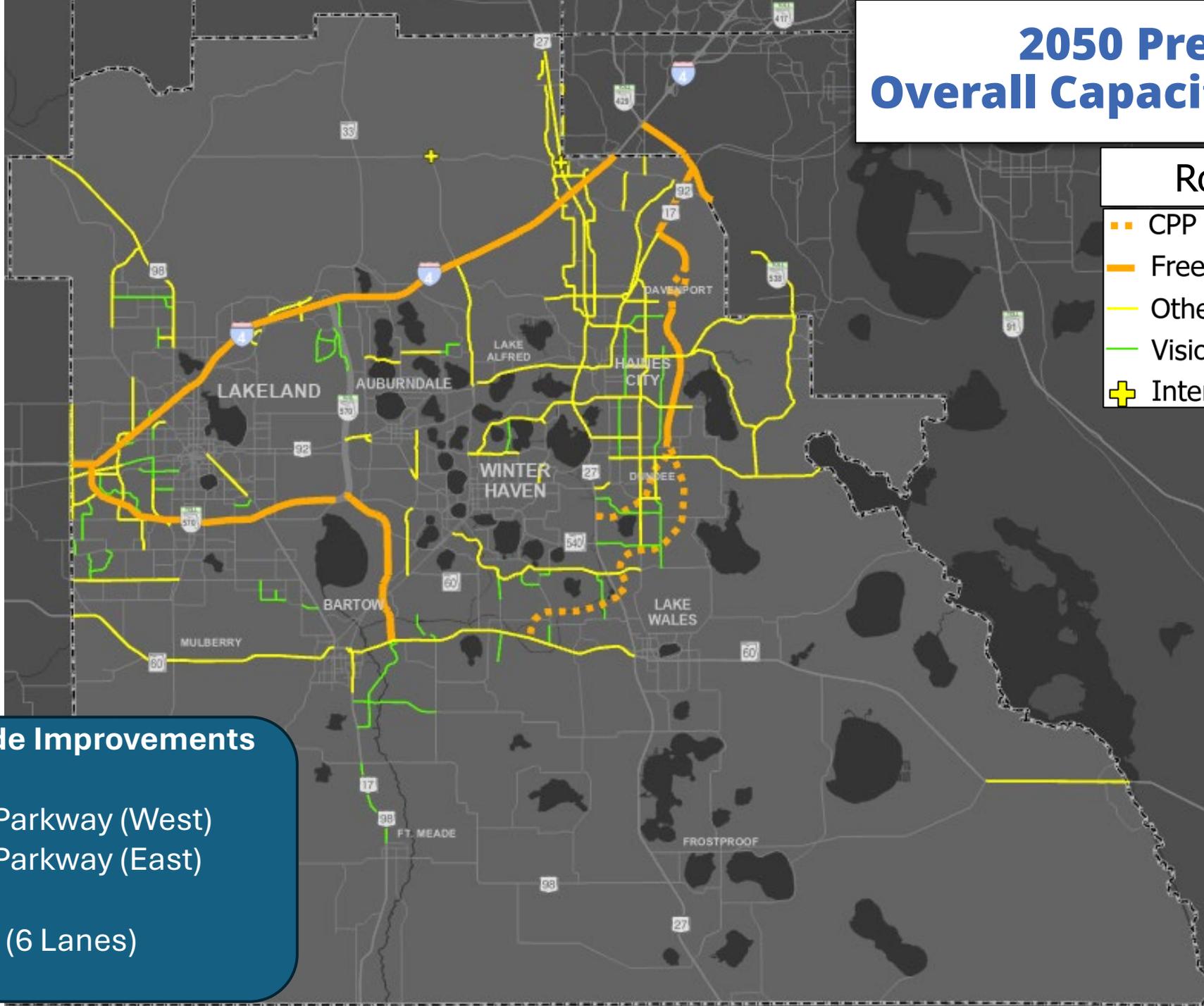
Source: FDOT D12050RPM



Roadway Capacity Needs



2050 Preliminary Overall Capacity Needs



Road Type	
Orange dashed line	CPP East (E+F)
Solid orange line	Freeway & Toll
Solid yellow line	Other Capacity Needs
Solid green line	Vision Roads
Yellow plus sign	Intersections

- ### Key Countywide Improvements
- I-4
 - Central Polk Parkway (West)
 - Central Polk Parkway (East)
 - SR 60
 - Polk Parkway (6 Lanes)

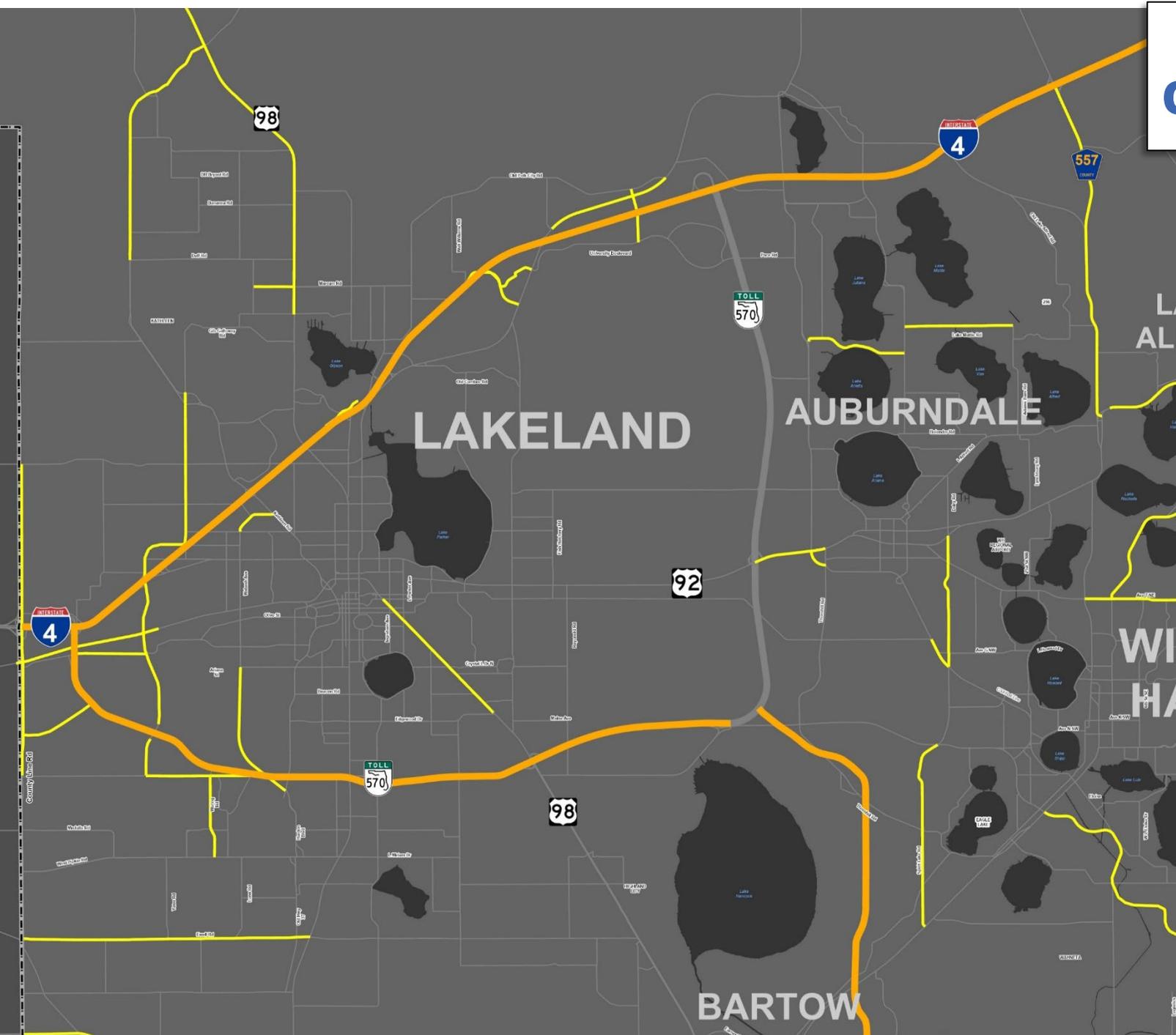
2050 Preliminary Overall Capacity Needs

Road Type

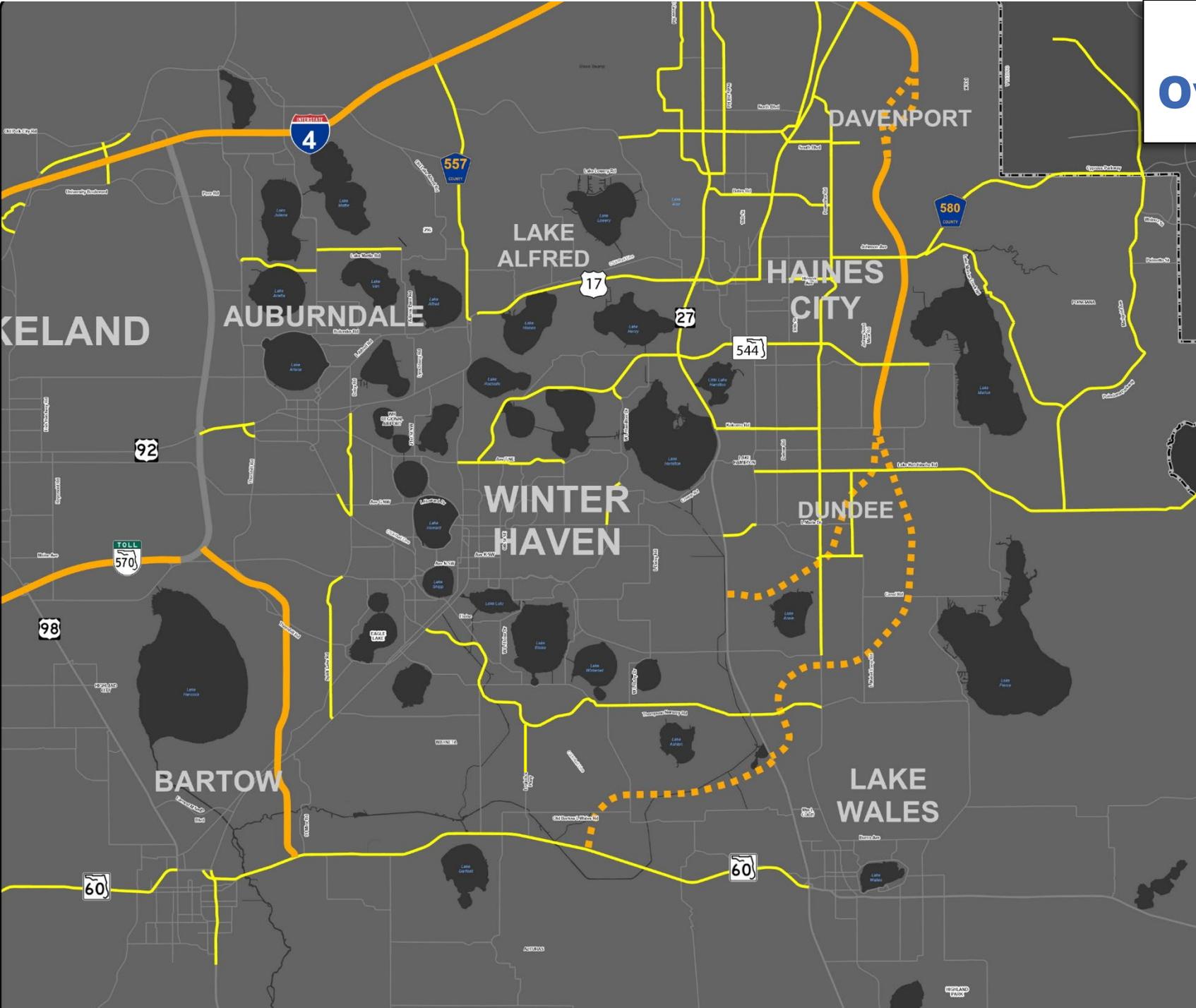
- CPP East (E+F)
- Freeway & Toll
- Other Capacity Needs

Key Lakeland Area Improvements

- US 98 South
- County Line Road
- Kathleen Road Extension
- Wabash Ave
- Galloway Rd
- Ewell Rd
- Tradeport Blvd Overpass
- Lakeland Park Dr



2050 Preliminary Overall Capacity Needs



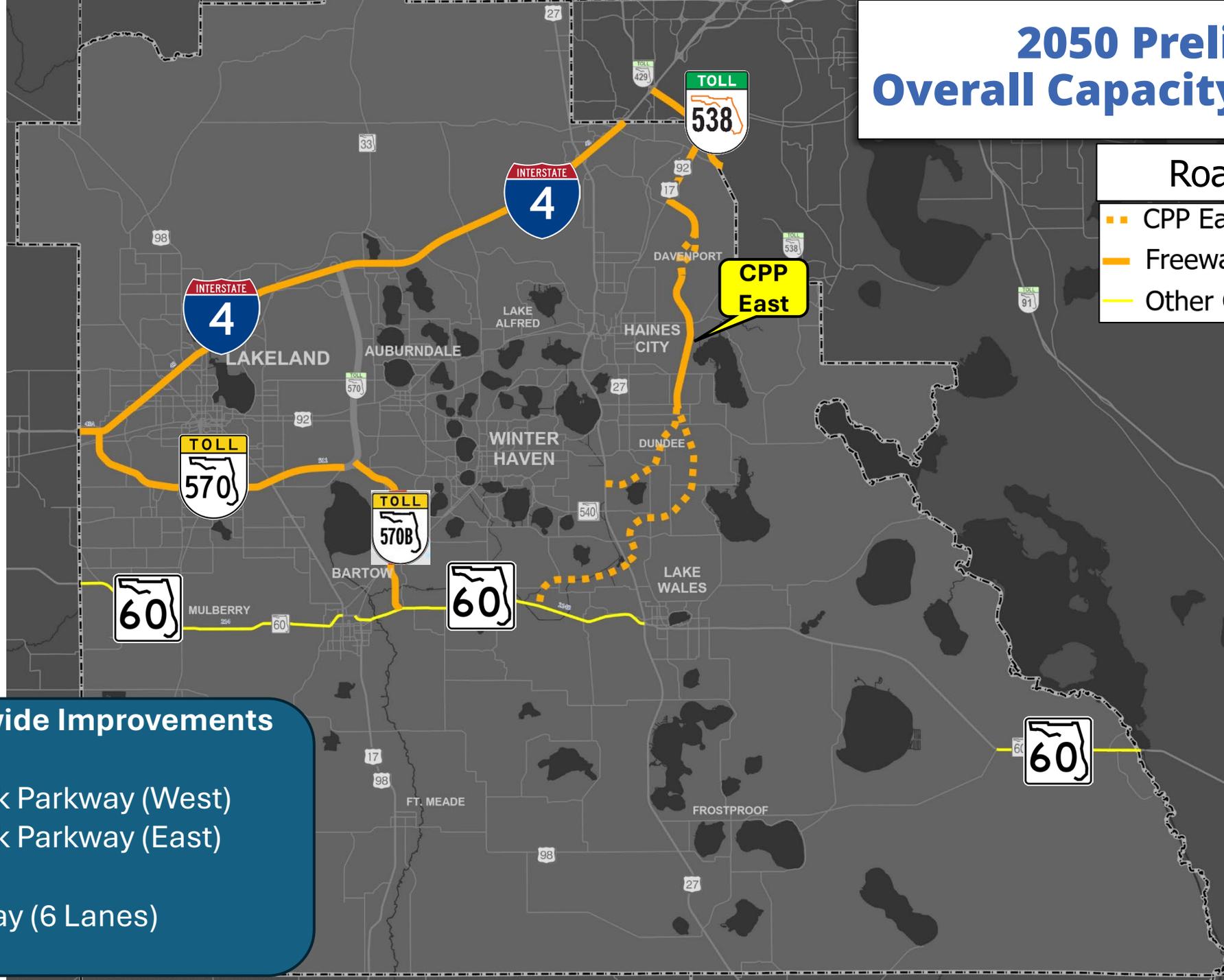
Road Type	
	CPP East (E+F)
	Freeway & Toll
	Other Capacity Needs

- ### Key Central Area Improvements
- CR 557
 - US 17/92
 - Thompson Nursery Road
 - Logistics Parkway
 - SR 544
 - Spirit Lake Road
 - Recker Hwy
 - MLK Blvd
 - Gapway Road
 - Lake Mattie Road
 - 42nd Street

2050 Preliminary Overall Capacity Needs

Road Type

- CPP East (E+F)
- Freeway & Toll
- Other Capacity Needs



Key Countywide Improvements

- I-4
- Central Polk Parkway (West)
- Central Polk Parkway (East)
- SR 60
- Polk Parkway (6 Lanes)

NE Polk County Sub Area Study



Key Corridor Improvements

- ❑ Central Polk Parkway
 - ❑ Fewer Trips as alignment shifts to the east
 - ❑ Alternative Corridors are still needed
- ❑ Powerline Road Extension addresses other needs
- ❑ Additional Needed Connections
 - ❑ CR 542 (Lake Hatchineha Road) & CR 546 (Kokomo Road)
 - ❑ Bates Road & Ernie Caldwell Blvd

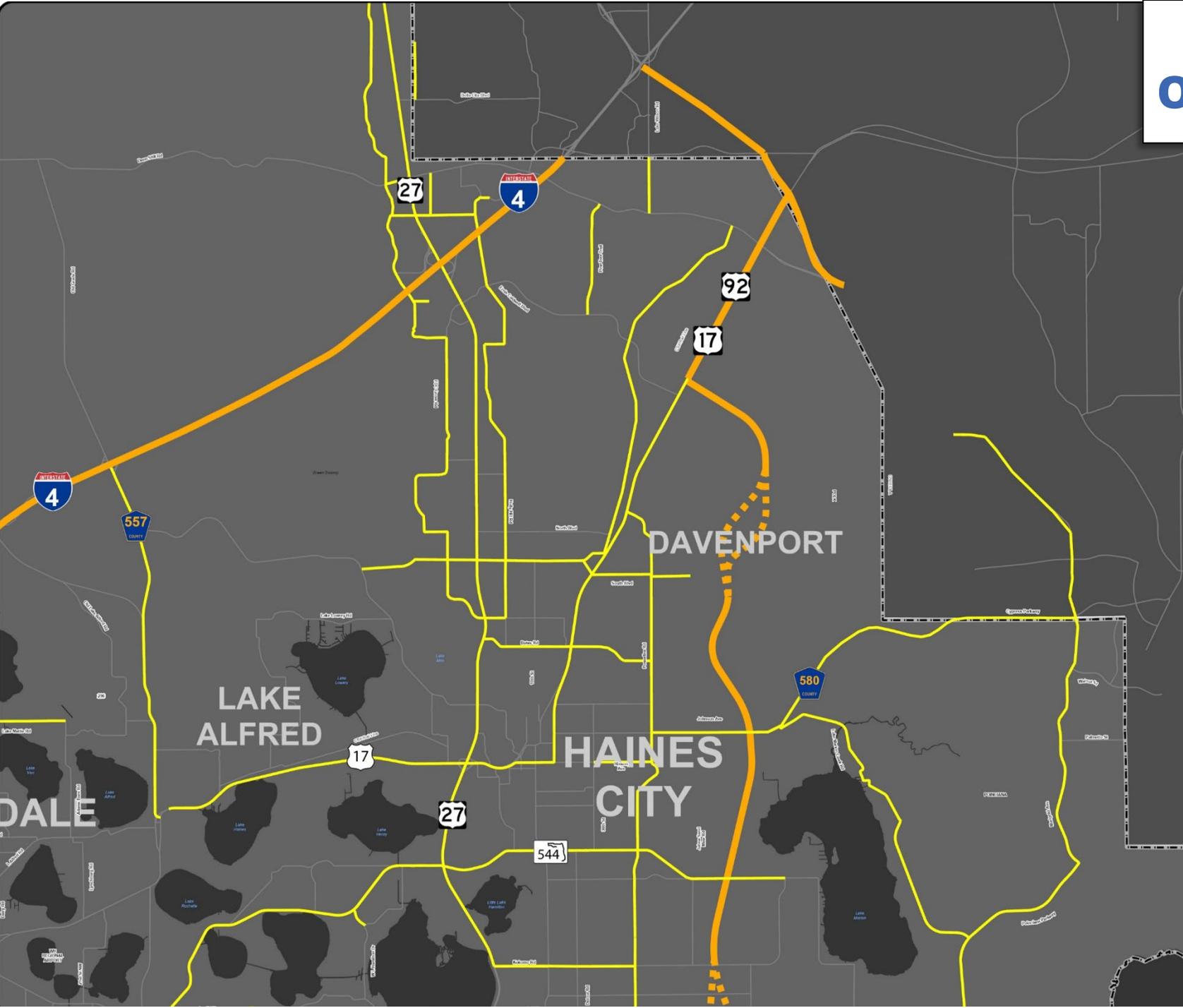
2050 Preliminary Overall Capacity Needs

Road Type

- CPP East (E+F)
- Freeway & Toll
- Other Capacity Needs

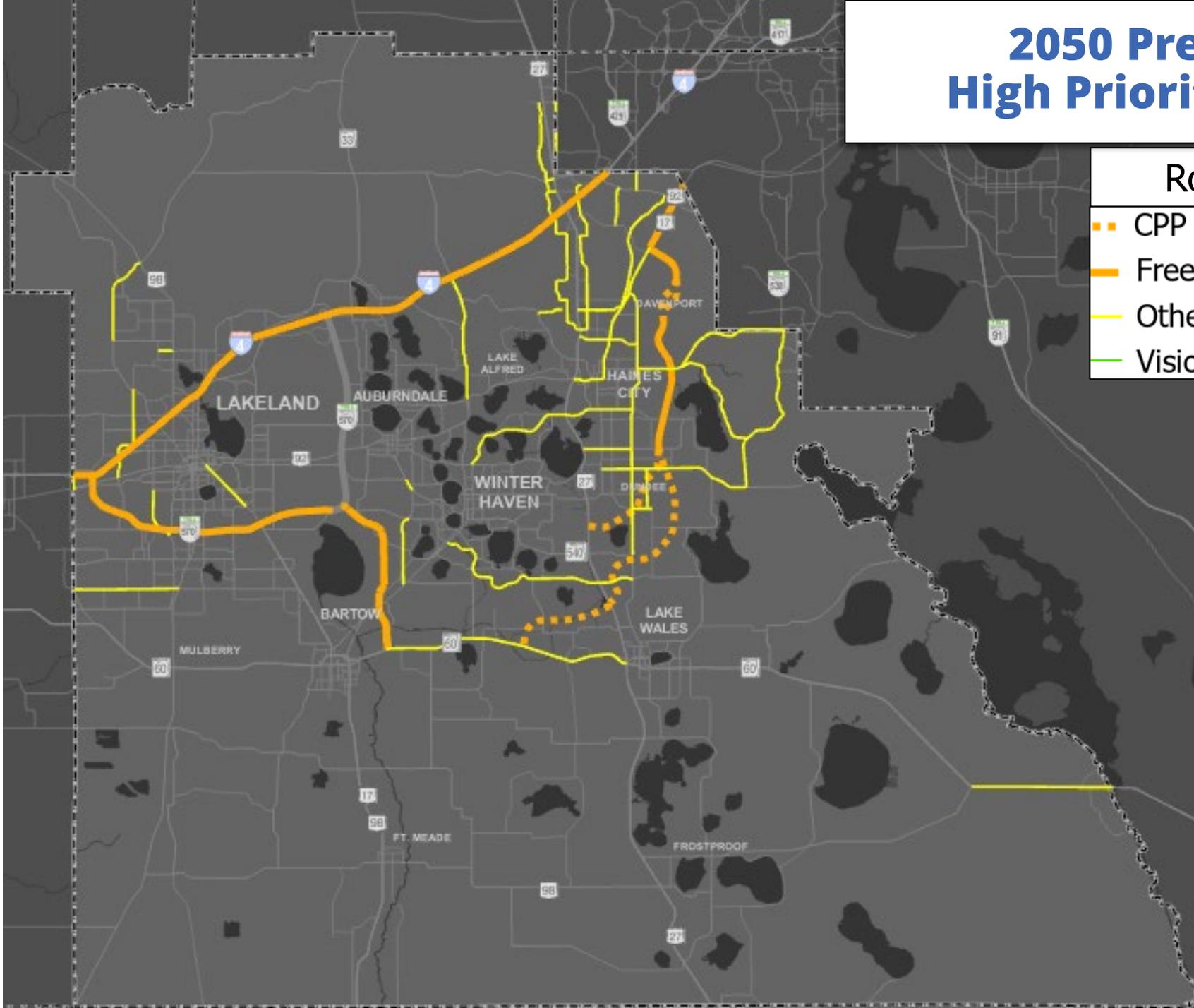
Northeast Area Improvements

- US 27 + Parallel Improvements
- US 17/92
- Marigold Ave
- CR 547
- Powerline Road
- Bates Road
- CR 580/Johnson Ave/Cypress Pkwy
- SR/CR 544 Marion Road
- Kokomo Road
- Lake Hatchineha Road
- FDC Grove Road
- Holly Hill Road



2050 Preliminary High Priority Needs

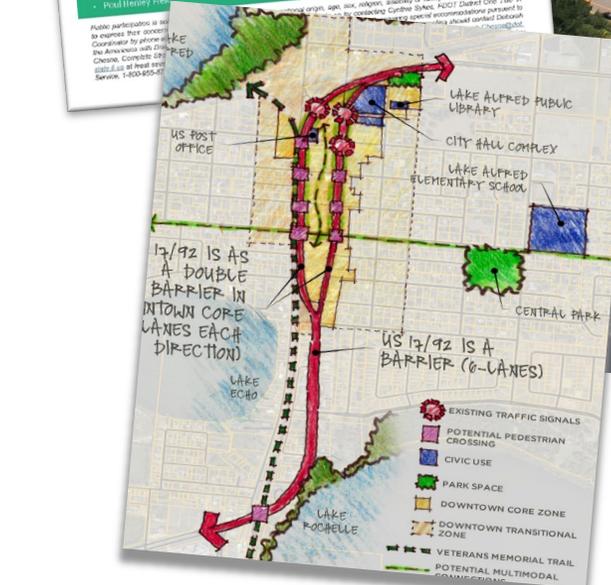
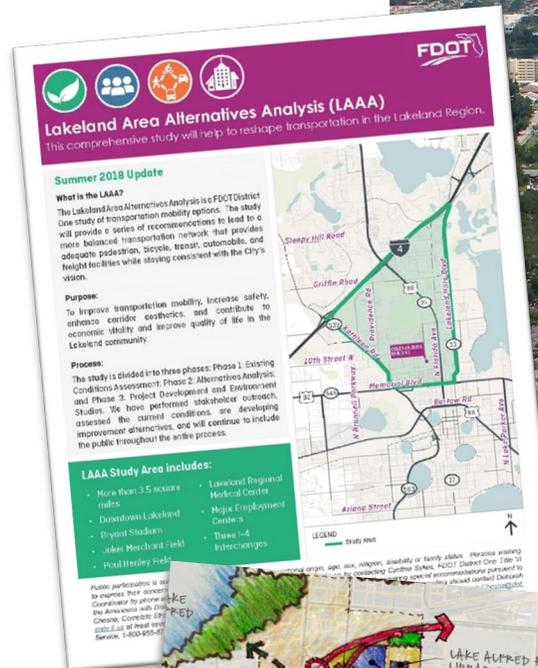
Road Type	
	CPP East (E+F)
	Freeway & Toll
	Other Priority Needs
	Vision Roads



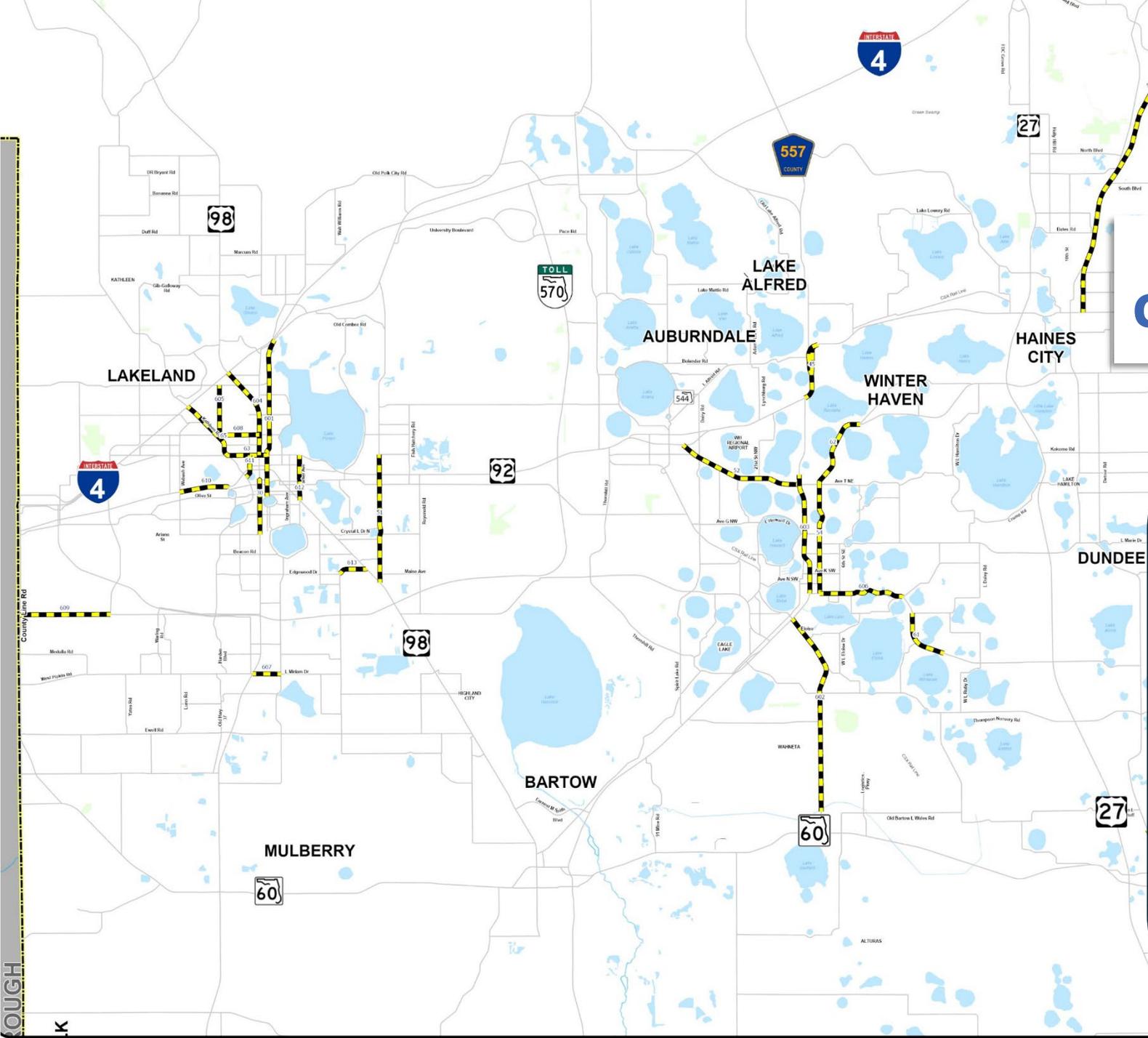
Complete Streets



- Lakeland Area Alternative Analysis (AAA)
- US 17/92 - Lake Alfred & Haines City/Davenport
- US 17 & Cypress Gardens Blvd – Winter Haven
- SR 37 (S FL Ave) - Lakeland
- Lake Wales Connected (SR 17)
- CR 655 (Rifle Range Road)



2050 Preliminary Complete Street Needs



- ### Complete Street Improvements
- Lakeland AA
 - SR 37/ S. Florida (Dixieland)
 - Combee Road
 - US 17/92 (Lake Alfred)
 - US 17/92 (Haines City/Davenport)
 - Havendale Blvd
 - US 17 (Winter Haven)
 - 1st Street (Winter Haven)
 - Cypress Gardens Blvd
 - Rifle Range Road
 - Scenic Highway (SR 17)

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)

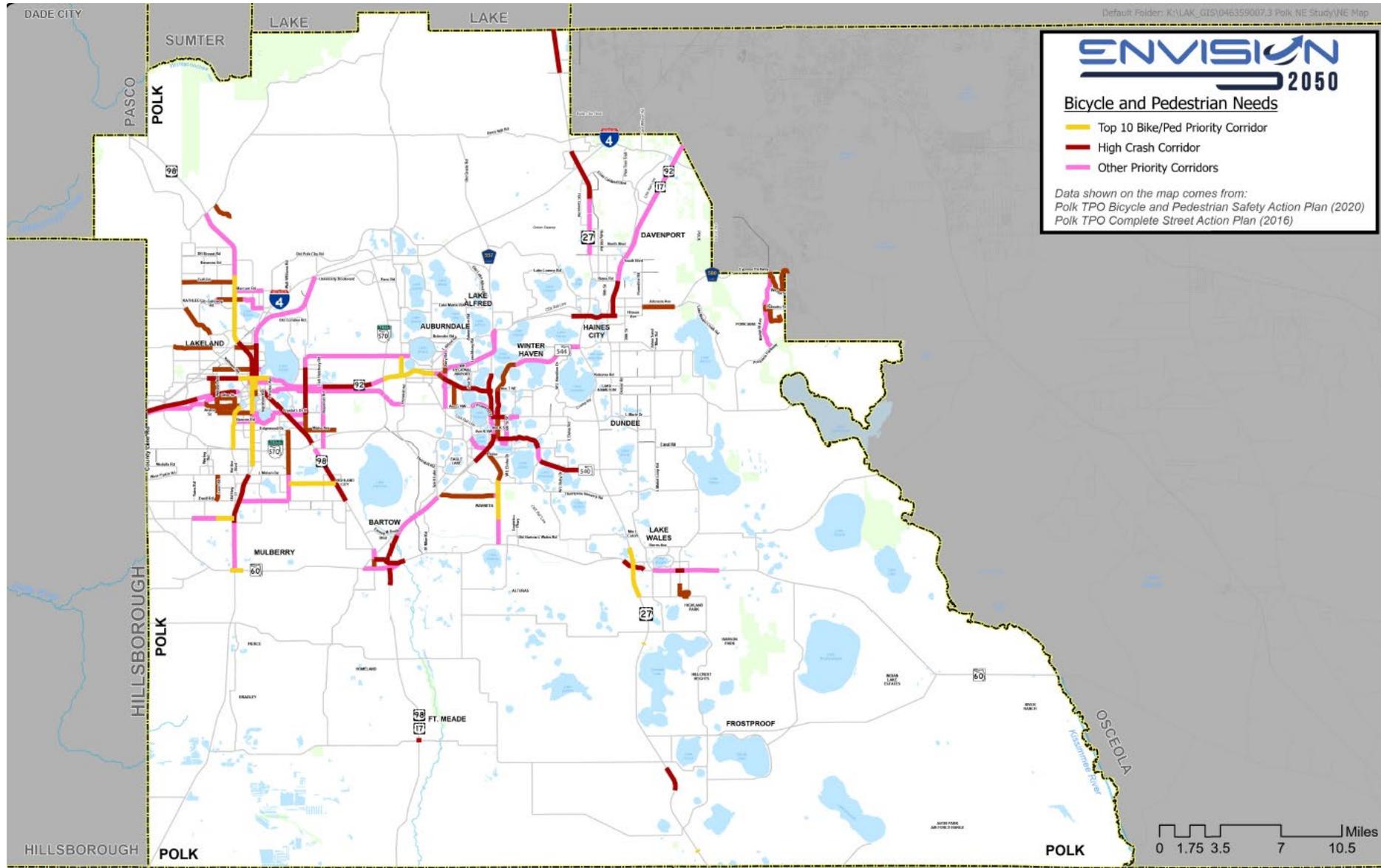


Since 2021, the number of serious injuries and fatalities on Polk County's roads has decreased by 23%. 2021: 636 – 2024: 487



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*

Bicycle and Pedestrian Needs



Multi-Use Trails



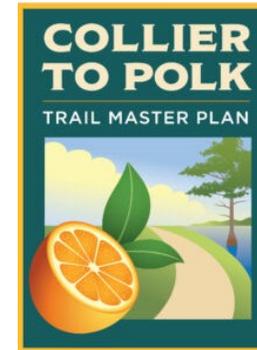
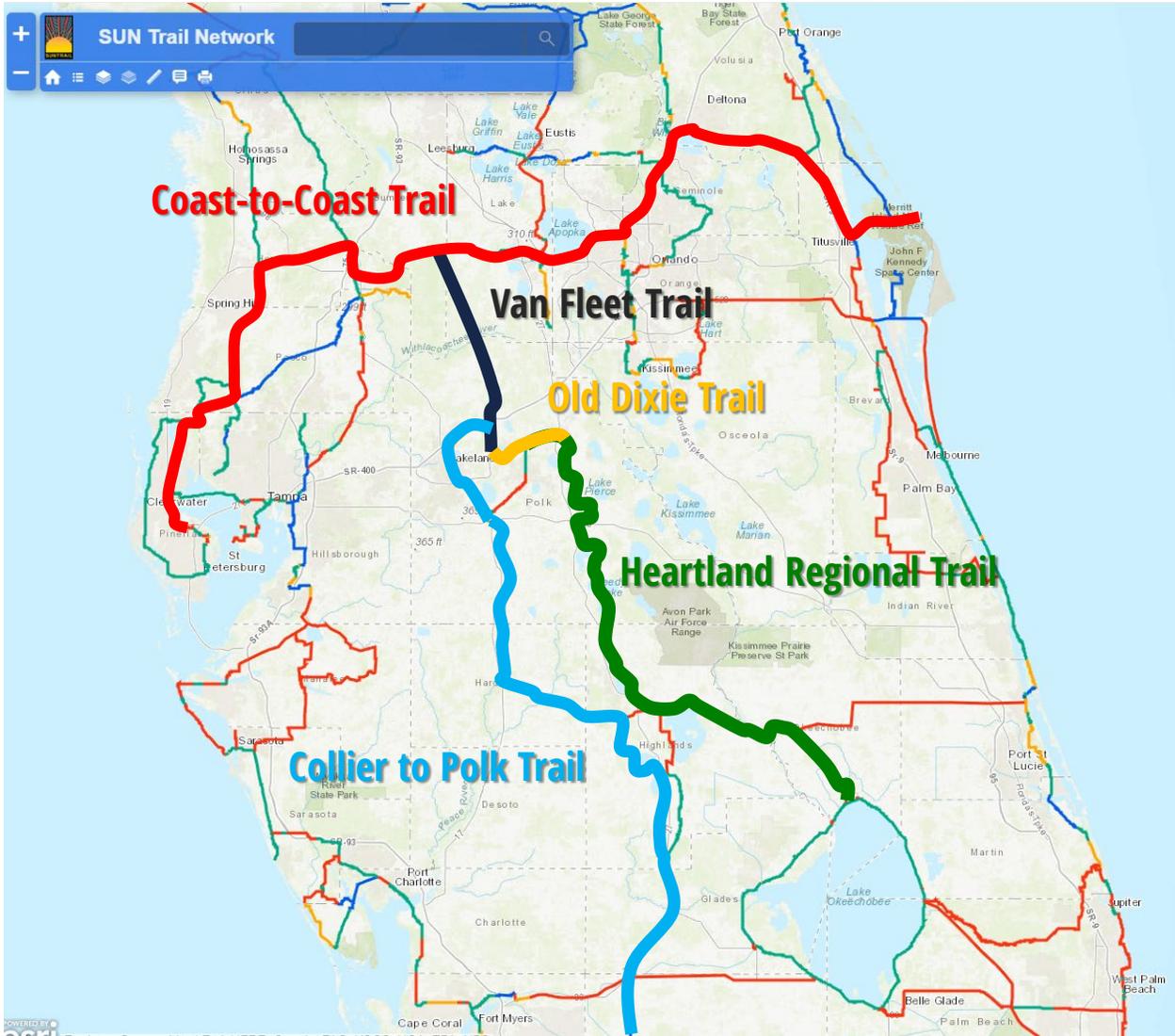
Polk County has nearly 400 miles of trails including 120 miles of paved multi-use trails.



\$31M of Investment in Multi-Use Trails

SUN Trail

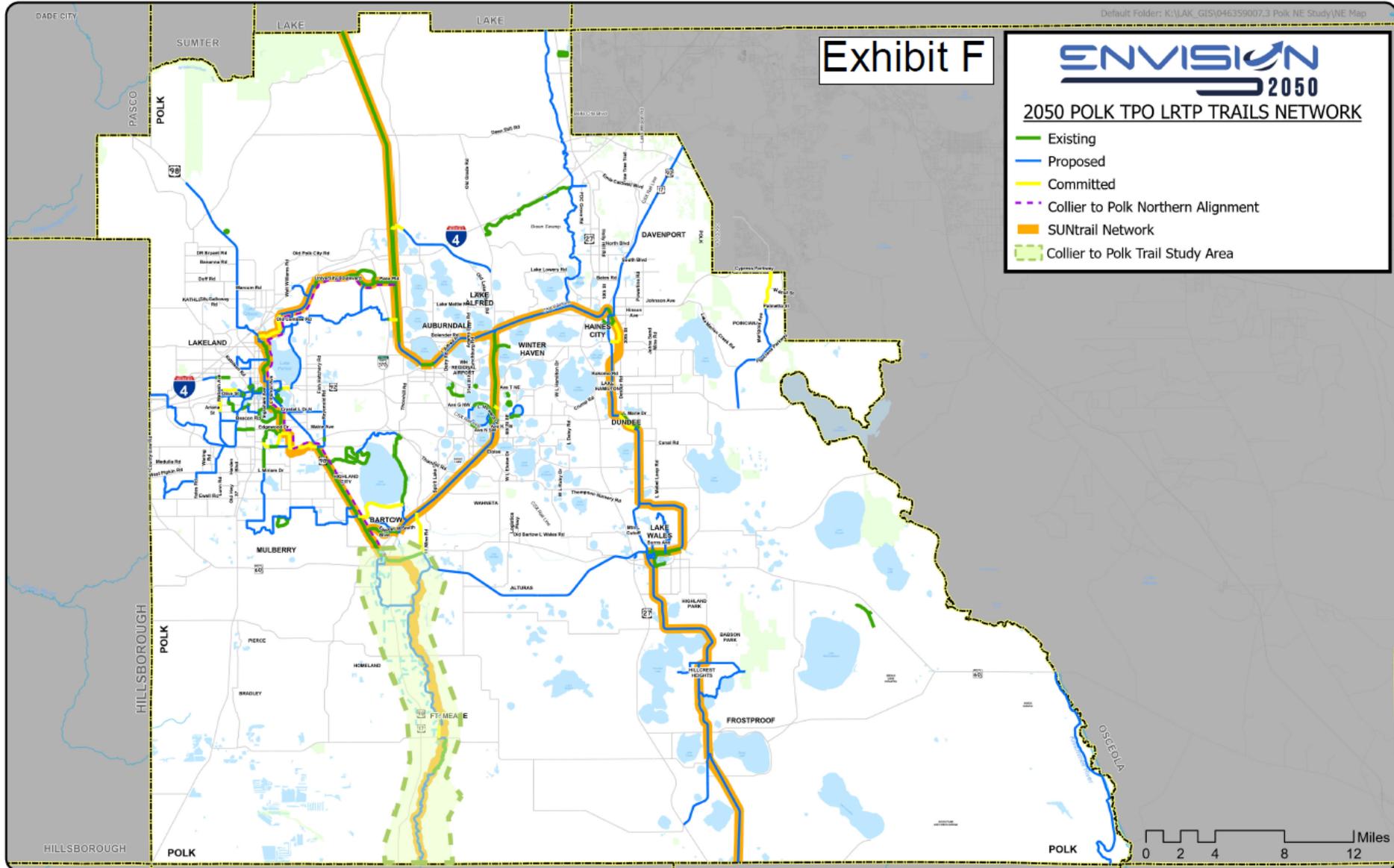
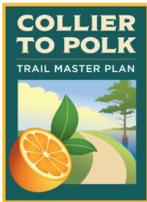
SUN Trail/Regional Trails



The SUN Trail network in Polk County covers 143 miles. 54 miles are currently built.

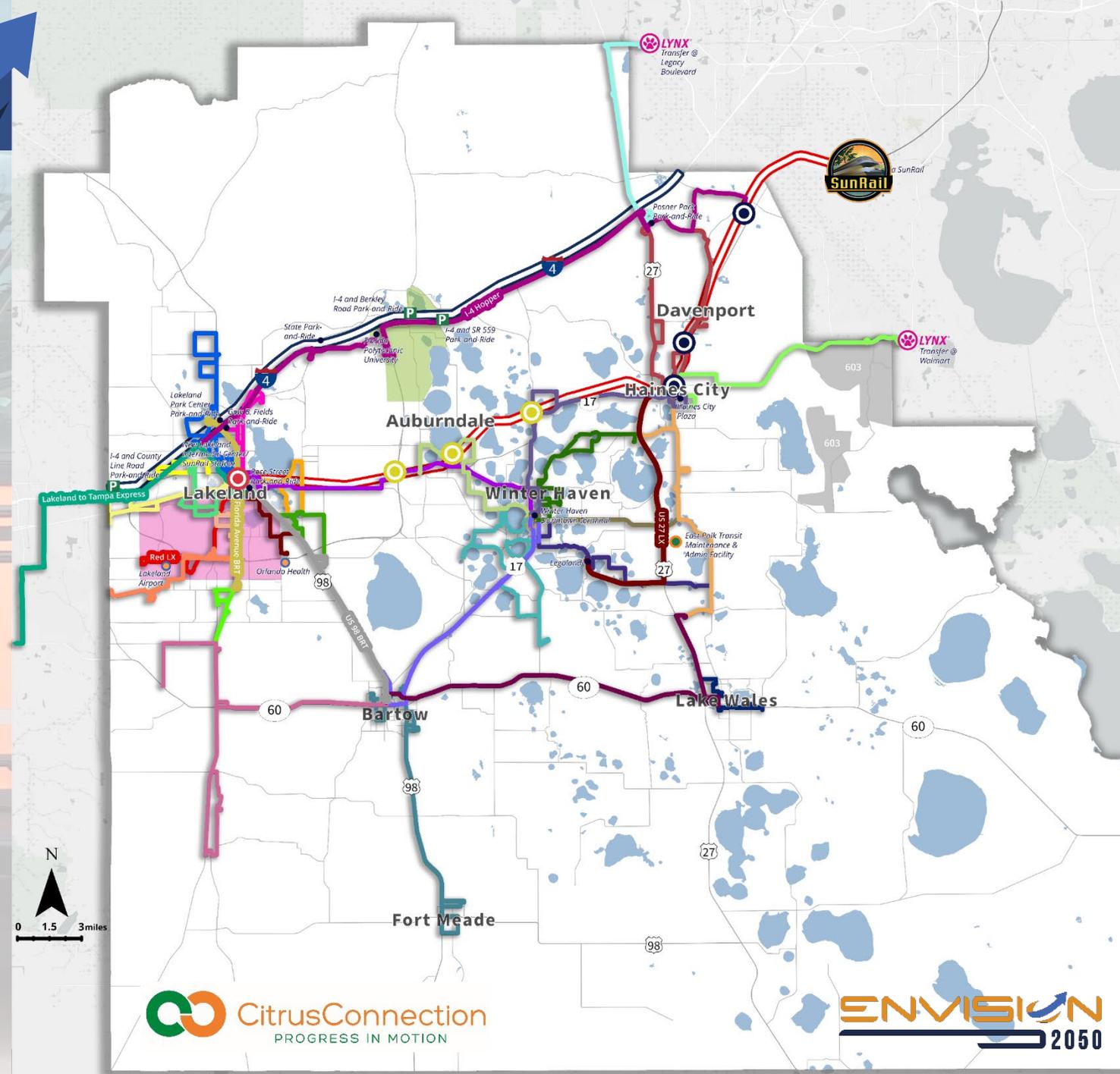


Multi-Use Trails



Transit Needs

- ❑ SunRail Extension
 - ❑ SunRail Feeder Services
- ❑ Bus Rapid Transit (BRT)
 - ❑ Florida Avenue & US 98
- ❑ Express Bus Service
 - ❑ Hillsborough County (regional)
 - ❑ US 27 (local)
- ❑ Local Bus Service
 - ❑ Microtransit – West Lakeland/Airport & Innovation District
 - ❑ Additional Squeeze Services – Winter Haven & Haines City



Capital, Technology & Policy Needs

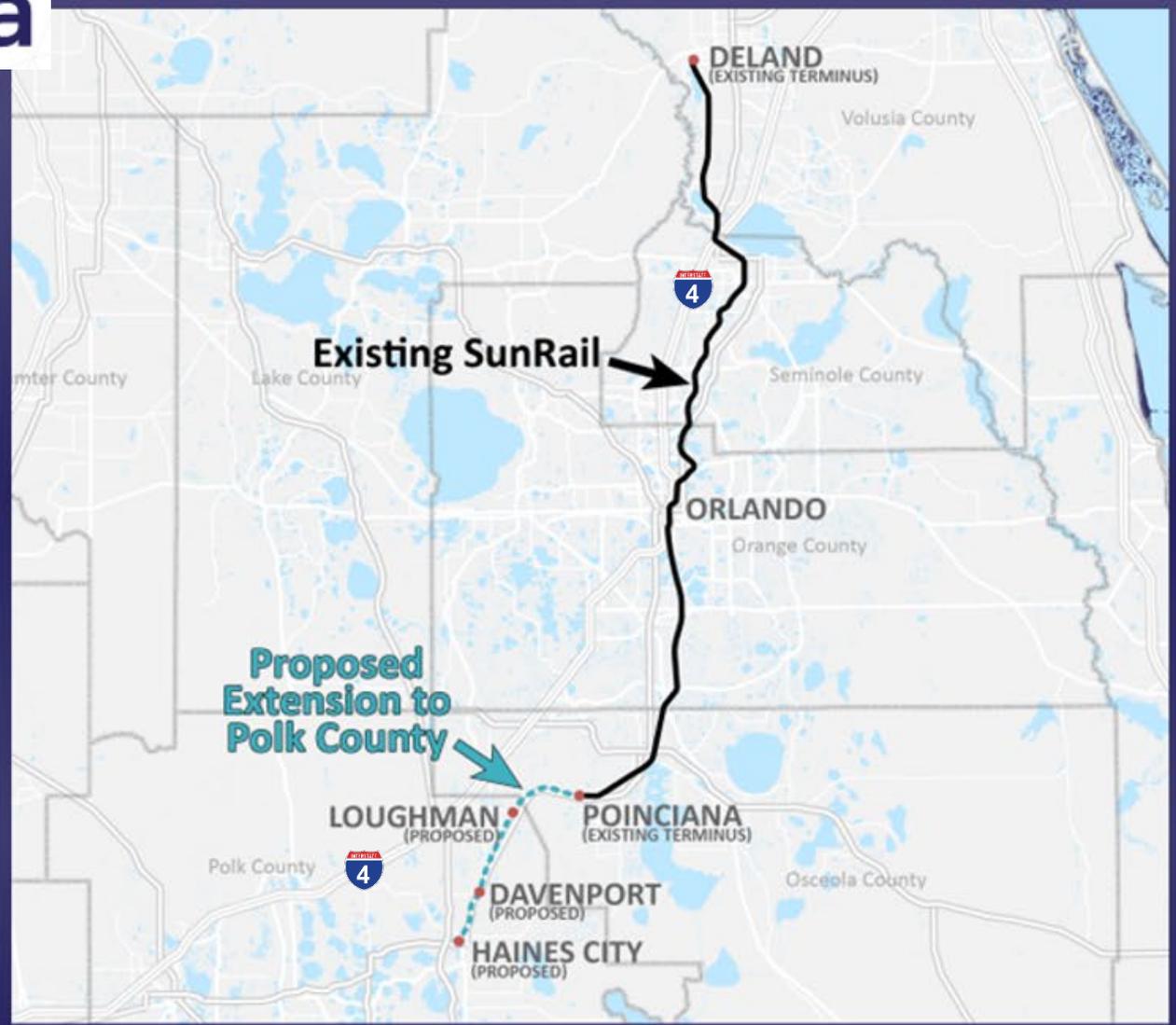
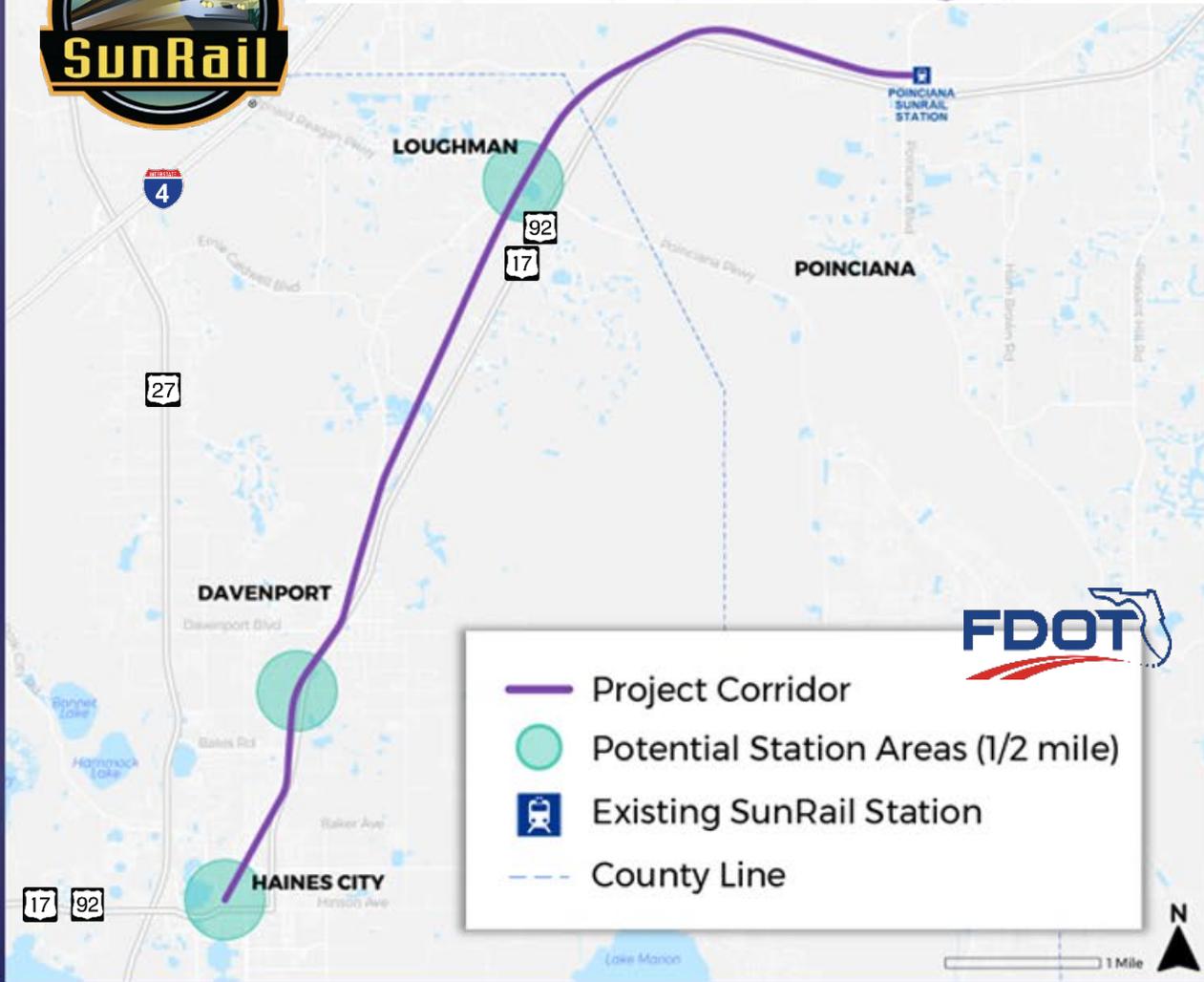


- New Lakeland Intermodal Center
- New Park-and-Rides
- East Polk Transit Maintenance & Administration Facility
- Enhanced Bus Stop Infrastructure
- Multiple Fare Options & Locations
- TSP/Queue Jumps
- Expand UAP (Universal Access Partnership) Program
- Enhanced Marketing Program





PD&E - Study Area



Poinciana SunRail Station



High Speed Rail



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

❑ Brightline currently operates service Orlando - Miami

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

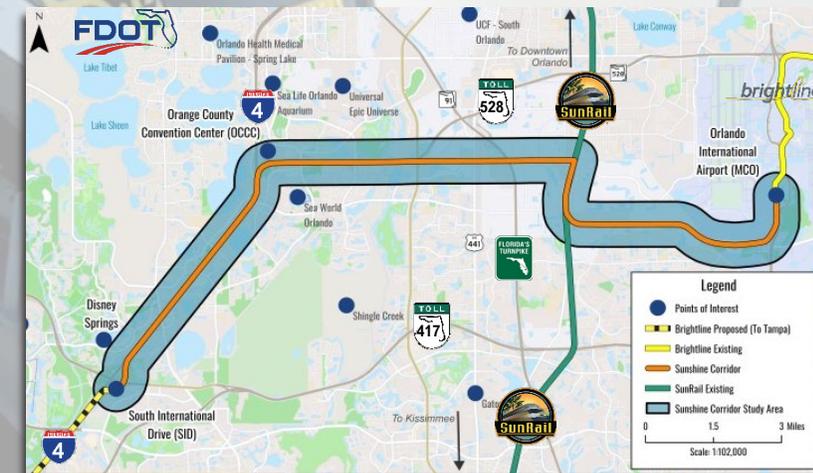
❑ Invested \$4B in extending service from West Palm Beach to Orlando Int. Airport (2023)

❑ Capture the value that is created around the stations

❑ Brightline currently evaluating service between Orlando and Tampa

❑ Route from Orlando International to I-4 (PD&E) “Sunshine Corridor”

❑ Orlando-Tampa Service envisions a stop in Polk County



Brightline Station – Orlando



Public Comments - Summary



ROADWAY (13)

- **Congestion**
Several roads are experiencing severe congestion due to residential growth.
- **Safety** Unsafe
lane merging, pedestrian safety, street lighting & speed control.
- **Expansion & Improvements**
Requests for widening of roads & adding additional lanes to improve traffic flow. Many Roads need repaving & repairs.
- **Residential Growth**
Concerns about uncontrolled development and strained roadway infrastructure.
- **Traffic Flow Solutions**
Improve signal timing, adjust intersections & eliminate unnecessary studies that have delayed lane changes.

INTERSECTIONS (19)

- **Safety & Accidents**
Some intersections are hazardous due to frequent accidents, poor visibility or confusing configurations.
- **Traffic Congestion & Flow**
Roads like Hwy 60, SR 540, SR 570 and I-4/US 27 interchanges experience excessive backups & congestions particularly during morning and afternoon commutes.
- **Roundabout Effectiveness**
Concerns that roundabouts are not functioning properly, leading to backups, confusion & difficulty for trucks to navigate safely.
- **Signal Timing**
Requests to revisit signal timing on critical intersections to improve flow.
- **Infrastructure Improvements**
Need for wider roads, additional turn lanes & better lane guidance.
- **Heavy Truck & Freight Concerns**
Many areas throughout the county are struggling with excessive truck movement which directly contributes to safety concerns.

TRANSIT (8)

- **Public Transportation Expansion**
Request for more bus stops, especially near healthcare and business areas as well as increased access to commuter rail options.
- **Rail Infrastructure Development**
There is a strong interest in extending SunRail into Polk County and a Brightline station to reduce congestion on the interstates.
- **Traffic Congestion**
On going heavy congestions throughout daylight hours especially between US 27 & Disney.
- **Sustainability & Efficiency**
Requests for improved transit system to reduce reliance on cars and ease traffic with emphasis on high-speed rail systems.

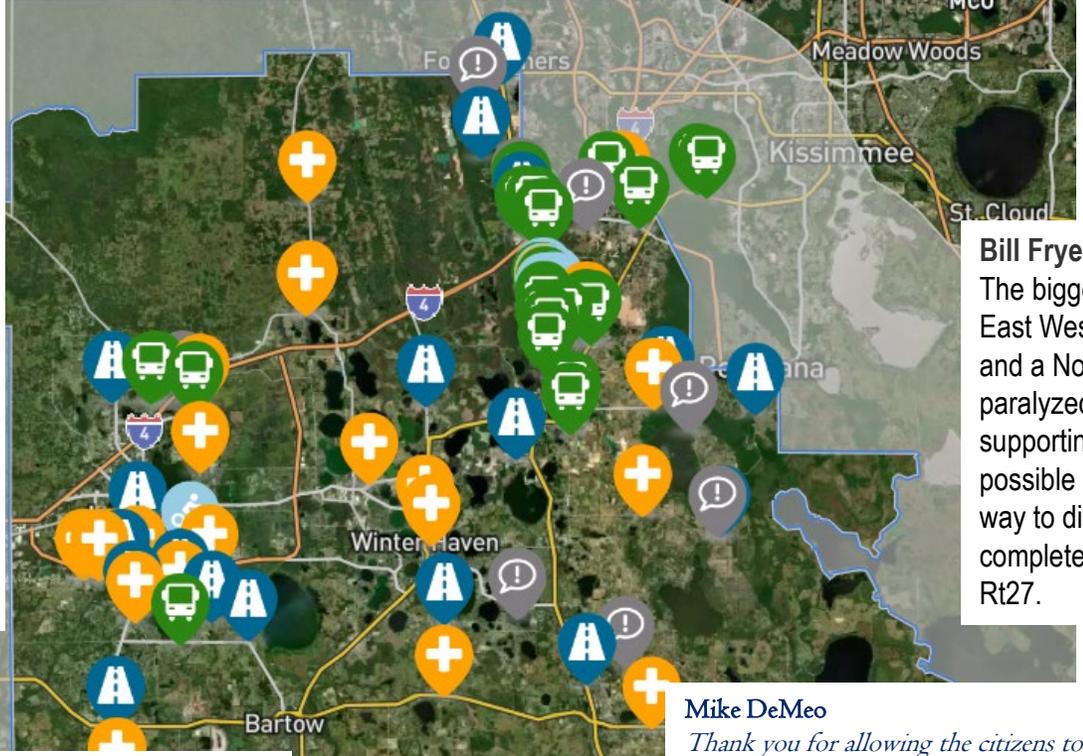
OTHER (8)

- **Environmental Protection & Preservation**
Concerns about transportation development in State Preserve areas; specific impact on Bok Towers.
- **Lighting & Pedestrian Safety**
Requests for additional lighting, citing safety risks due to darkness, pedestrians and lack of sidewalks.
- **Overdevelopment**
Severe traffic congestion, poor traffic signal timing and need for public transit improvements.
- **Road Design Issues**
Reported problem with Pine Tree Trail due to poor traffic flow leading to blockages.
- **Sidewalks & Accessibility**
Many requests for additional sidewalks and side streets to improve safety for pedestrians especially school children.

GENERAL COMMENTS

Poyner Rd Resident
“The turnabout at Dean Still Rd and SR33 is frequently very congested. Specifically, North bound with traffic back ups of 1-7 miles. It appears the vehicles traveling East bound on Deen Still enter the turnabout and continue through East bound have the right-of-way therefore not allowing the SR33 North bound from entering the intersection. This situation seems to be occurring mornings and afternoons multiple days per week. For the traffic backup to be up to 7miles there are likely hundreds of vehicles impacted during each of these congestion periods. I'm hoping Polk Transportation Dept is aware of the situation and is preparing a solution. Respectfully, Concerned Citizen .”

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?



Bill Frye
The biggest problem in Polk County are roads. There is one North-South Road (27) and one East West Road (I-4). Both of them are WOEFULLY overloaded. Polk needs a new East-West and a North-South Road. Since Davenport has exploded with growth Rt 27 and I4 are nearly paralyzed at Posner and a lot of that is due to the massive numbers of 18 wheelers supporting the reason Davenport has exploded with growth the distribution centers. Maybe a possible new exit off I 4 that leads to the Distribution Centers could be a more economical way to divert the huge amount of 18-wheeler traffic. I am still waiting for Westside to be completed. since it's partial completion it has been a welcomed respite from the chaos of Rt27.

KJ Combs
“Polk County needs to work with Osceola County in the following area: 1792 and Old Tampa coming into Davenport. We live in Polk County just across the county line. It can take me up to 45 minutes to an hour to travel from Poinciana at the Gatorade Plant/Home Depot to our home in Providence. The hold up is the stop and go traffic at 17-92 and Old Tampa. It might be 4 miles...If I thought traffic in Poinciana was ever bad- 17-92 into Davenport is truly one lane in and one lane out to Kissimmee unless you do the I-4- which is also insane. Please work on the traffic in Davenport- its truly a quality-of-life issue. .”

Mike DeMeo
Thank you for allowing the citizens to have input in this critical topic. I live in Haines City and drive 30 miles each way to I Drive in Orlando. I and so many other's that live here would love to see Polk County bring the SunRail to Davenport, Haines City and possibly Winter Haven. That will definitely take hundreds of cars off U.S. 27, 17/92 and i-4. The future I-4 express East bound is a great plan but not soon enough. I believe there is nothing you can do except making U.S. 27 a double decker, these past few years of approving homes, apartments ,and businesses along that road and 17/92 makes it impossible to fix those roads. Once again, I appreciate you allowing our input.

Victoria O
Please add wildlife crossing areas. Keep habitat connectivity in Polk.

MARK YOUR CALENDAR

Long Range Transportation Plan

ENVISION 
2050

Live 
Stream

f **+ Q/A Session**

Live Stream begins at Noon
Friday, June 20



Polk Transportation
Planning Organization

HAVE A TRANSPORTATION QUESTION?
Submit it early and tune in for the live response.



TRANSIT DEVELOPMENT PLAN
PUBLIC
WORKSHOP

TUESDAY
June 17, 2025
9AM to 11AM

Winter Haven Downtown Terminal
555 Ave E NW
Winter Haven, Florida 33881
(On Routes 15, 22XW, 25, 27X, 30, 40/44, 50, 60, and Purple Line)

*Please stop by an Open House
Public Workshop to discuss
transit improvements in Polk
County!*

SPECIAL ACCOMMODATIONS

Any person requiring special accommodations to attend or participate, pursuant to the Americans with Disabilities Act, should contact Citrus Connection within at least three (3) business days before the meeting at (863) 534-5500. For Citrus Connection route and schedule information, please visit ridecitrus.com

Questions?



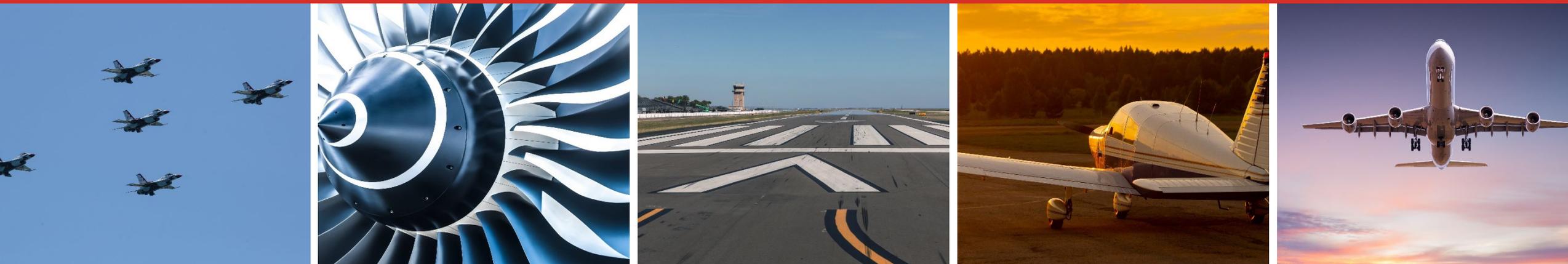


13. FDOT Presentation on Advanced Air Mobility (AAM)

Advanced Air Mobility

Polk County TPO Board

June 12, 2025 / FDOT District One / Congestion Management Multimodal Planning (C3MP)



What is Advanced Air Mobility (AAM)?

- AAM is an air-based transportation system utilizing novel technologies including **electric vertical take-off and landing (eVTOL)** aircraft to carry passengers, cargo, or provide services in an urban or regional setting
- eVTOL aircraft will purportedly be quieter and less expensive to operate than helicopters
- This will enable use cases like urban air taxis, simplified air cargo operations, and less expensive air-based emergency services



Drone vs eVTOL

	Drone	eVTOL / Powered-Lift
Characteristics	Small (<55lb) or large (>55lb) aircraft that is controlled remotely by a person or autonomously by onboard computers	Aircraft capable of vertical take-off, vertical landing, and low-speed flight, powered by electric motors
Pilot	Unmanned	Pilot on board; anticipated to be unmanned in the future
Uses	Uses include surveillance, delivery and recreational activities	Uses include air taxi, air cargo, public safety, recreational activities
Operations	Must be flown within visual line of sight and under 400 feet; some exceptions	Expected to cruise between 1,000 and 3,000 feet

eVTOL aircraft will operate under the same airspace regulations as existing conventional aircraft, including communication with air traffic control when required.

AAM Infrastructure



- Initially, these aircraft may rely on existing airports and heliports, but as eVTOL operations increase, a new form of aviation infrastructure, vertiports, will likely be needed
- Some airports and heliports that exist today may be able to accommodate AAM with minor infrastructure changes, while others will need significant modifications to adapt



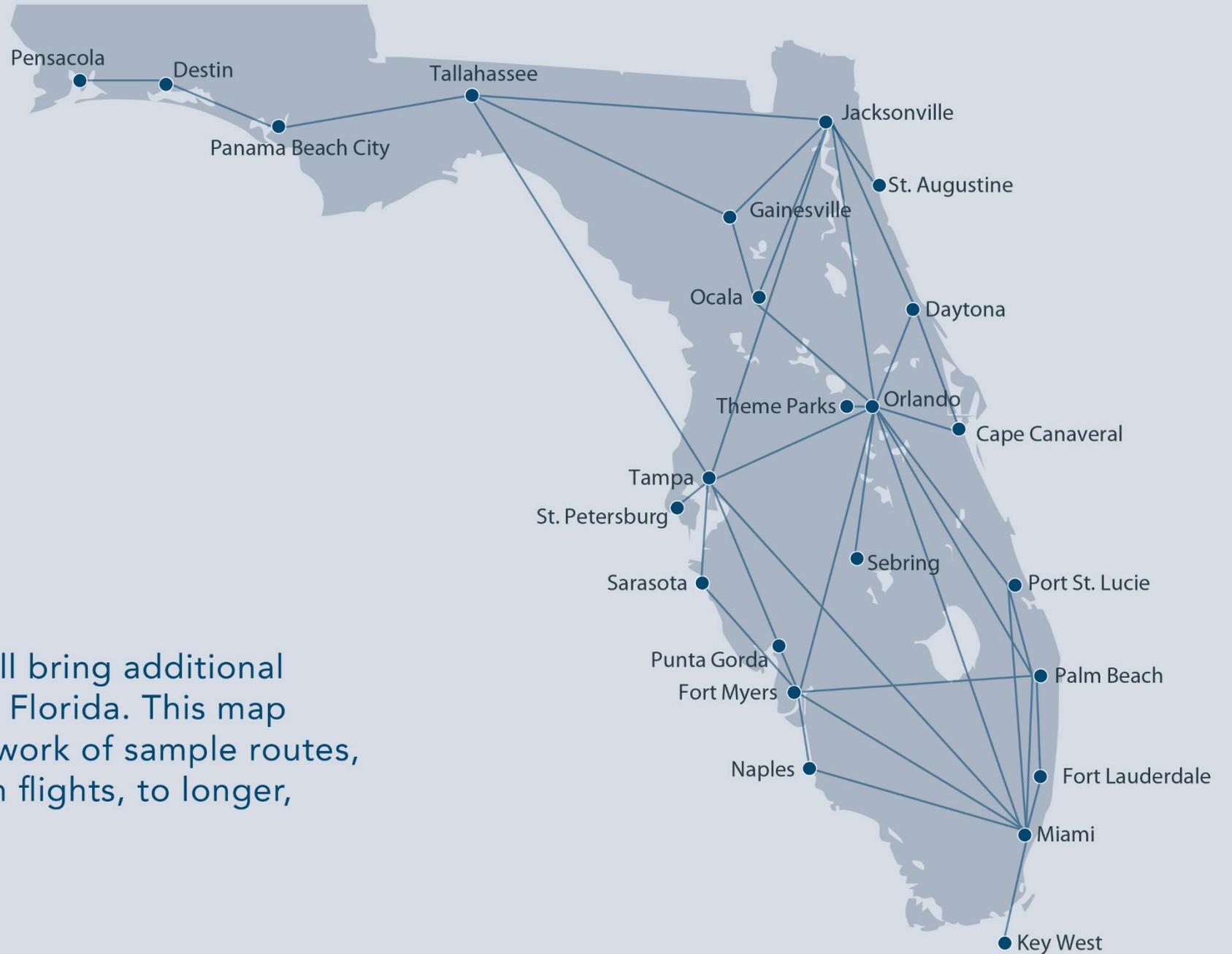
Florida and AAM

- Florida continues to be a nationally recognized leader in the AAM space
- FDOT developed and is implementing a comprehensive program setting the foundation for robust AAM development in Florida
- The FAA recently published new vertiport infrastructure design guidance and pilot certification/operating rules
- Earliest operators now anticipate entry-into-service in 2027

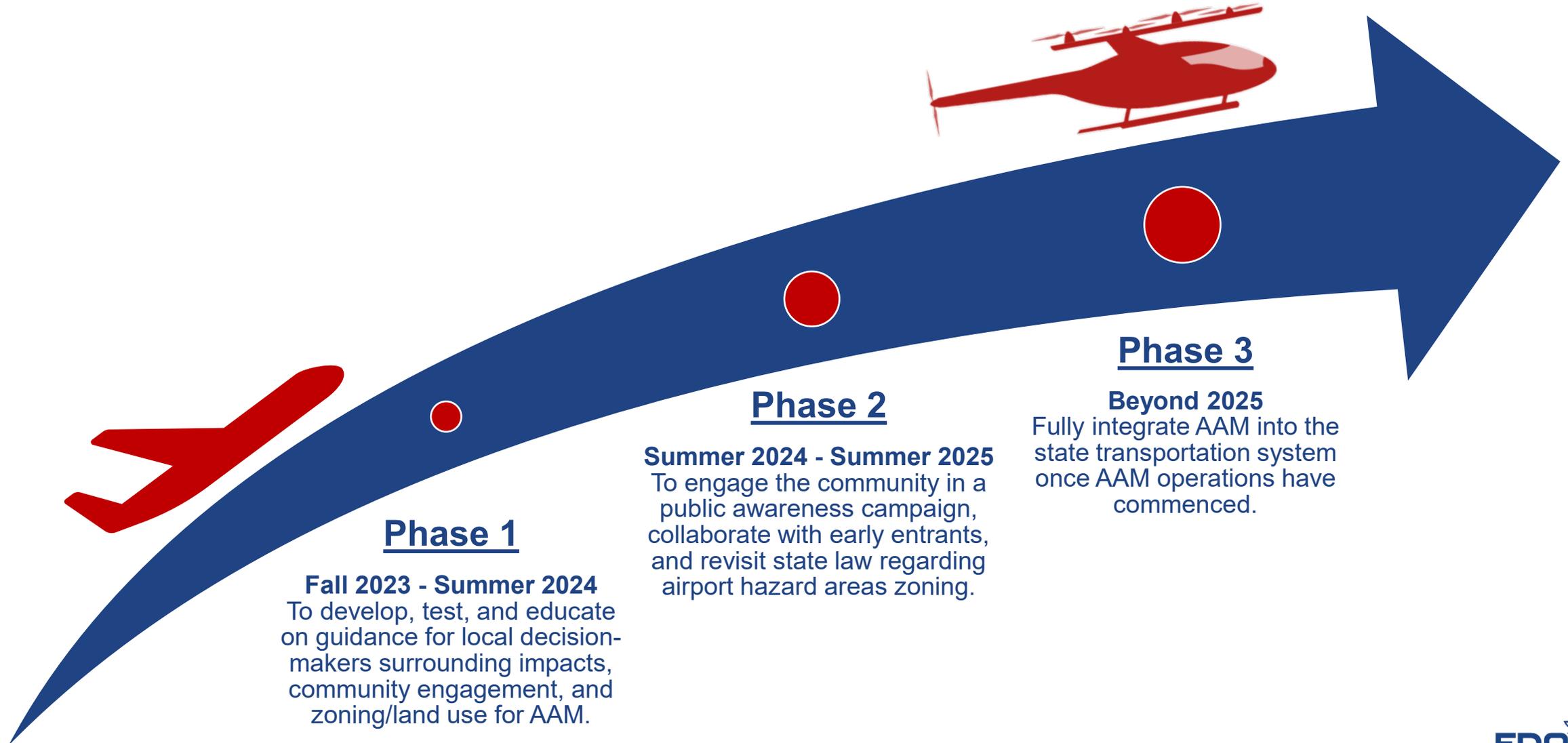
AAM Across Florida

EXAMPLE AAM NETWORK

Advanced Air Mobility will bring additional transportation options to Florida. This map shows a hypothetical network of sample routes, ranging from short, urban flights, to longer, regional connections.



Implementation Plan



AAM Components & Roles

AAM COMPONENTS	FEDERAL GOVERNMENT	STATE GOVERNMENT	LOCAL GOVERNMENT	INFRASTRUCTURE DEVELOPERS	SERVICE PROVIDERS
FLIGHT SCHEDULING					X
VERTIPOINT INSPECTIONS		X			
LAND USE COMPATIBILITY PLANNING			X		
PILOT / OPERATOR REGULATIONS	X				
COMMUNITY ENGAGEMENT			X	X	X
STATEWIDE AAM COORDINATION		X			
UTILITY COORDINATION			X	X	
VERTIPOINT STANDARDS	X	X			
VERTIPOINTS DEVELOPMENT				X	
ZONING PROTECTION			X		
AIRCRAFT CERTIFICATION	X				

AAM Components & Roles

AAM COMPONENTS	FEDERAL GOVERNMENT	STATE GOVERNMENT	LOCAL GOVERNMENT	INFRASTRUCTURE DEVELOPERS	SERVICE PROVIDERS
FLIGHT SCHEDULING					
VERTIPOINT INSPECTIONS	→	X			
LAND USE COMPATIBILITY PLANNING				X	
PILOT / OPERATOR REGULATIONS					
COMMUNITY ENGAGEMENT				X	
STATEWIDE AAM COORDINATION	→	X			
UTILITY COORDINATION				X	
VERTIPOINT STANDARDS	→	X			
VERTIPOINTS DEVELOPMENT					
ZONING PROTECTION				X	
AIRCRAFT CERTIFICATION					

AAM Land Use Compatibility & Site Approval Guidebook



FLORIDA DEPARTMENT OF
TRANSPORTATION AVIATION OFFICE

ADVANCED AIR MOBILITY LAND USE COMPATIBILITY AND SITE APPROVAL GUIDEBOOK

SEPTEMBER 2024



FDOT has issued guidance for local governments on AAM

Includes:

- Introduction to AAM
- Long-Range and Proactive Planning for AAM
- Vertiport Site Approval Process for On and Off-Airport

This guidebook is the foundation of the local government training



For more information, please scan the QR code.



Upcoming Workshops



Date	Location	Time	Available Slot	
07/08/2025 Tuesday	Bartow - FDOT District 1 HQ Conference Center Breakout Room 102 801 N Broadway Ave a Bartow, FL 33830 📍	9:00am- 12:00pm	Planning Staff 28 slots filled	Sign Up
		1:30pm- 4:00pm	Elected / Appointed Officials 8 slots filled	Sign Up
07/10/2025 Thursday	Ft. Myers - Lee County Mosquito Control District 15191 Homestead Rd Lehigh Acres, FL 33971 📍	9:00am- 12:00pm	Planning Staff 20 slots filled	Sign Up
		1:30pm- 4:00pm	Elected / Appointed Officials 11 slots filled	Sign Up

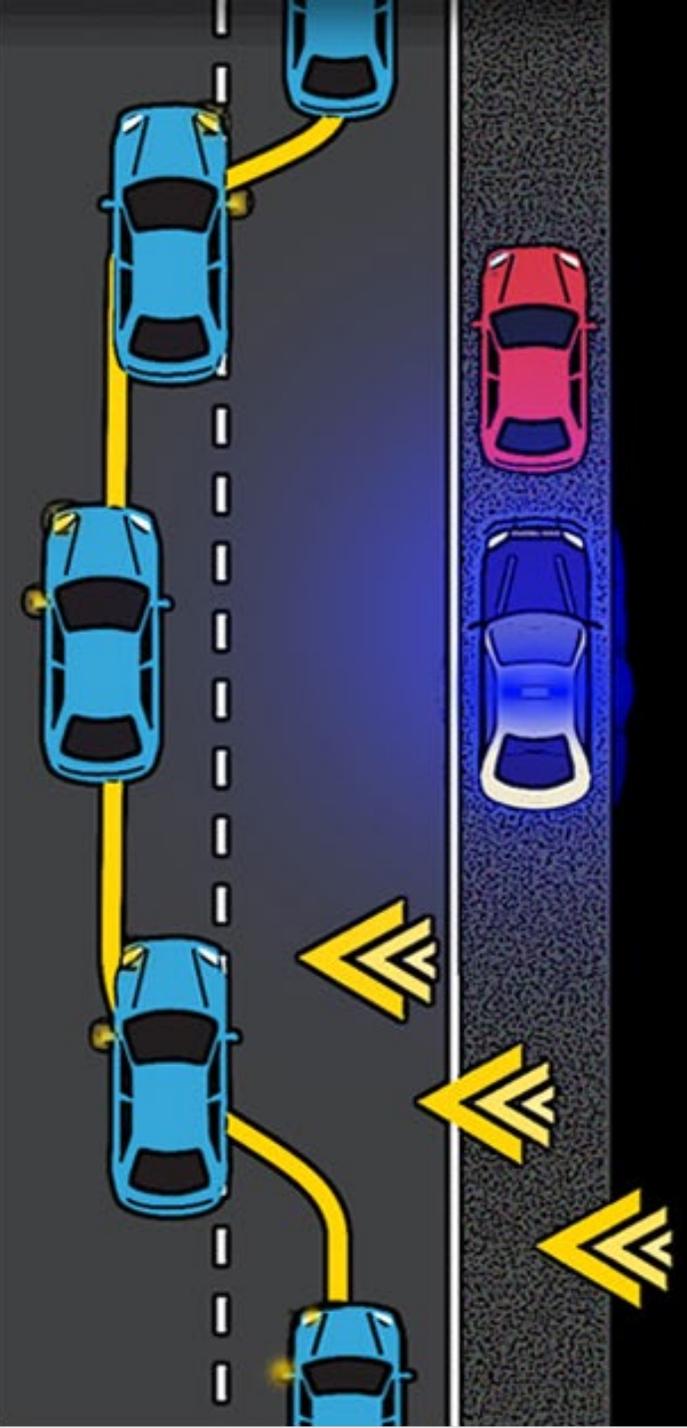


MOVE OVER



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

FLHSMV



A fleet of blue Archer Aviation aircraft, which are high-speed electric vertical takeoff and landing (eVTOL) planes, are lined up on a runway. The aircraft are arranged in a staggered formation, receding into the distance. The scene is captured from an elevated perspective, showing the runway's white markings and the aircraft's sleek, futuristic design. The text "Thank You!" is overlaid in large white letters across the middle of the image.

Thank You!

Source: Archer Aviation





TAB 4 – Reports



14. Executive Director's Report



15. Florida Department of Transportation (FDOT) Report



16. Opportunity for Public Comment



17. Board Member Comments



18. Adjournment

Next TPO Board Meeting is scheduled
for August 28, 2025