POLK TPO

ENVISION 2050

LONG RANGE TRANSPORTATION PLAN

DRAFT

Adoption Report

October 2, 2025

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PLAN OVERVIEW

CHAPTER 1

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1.0 PLAN OVERVIEW

1.1 INTRODUCTION

The Polk County Transportation Planning Organization (TPO) guides transportation planning and decision-making processes in Polk County. As a liaison between the local community and the Florida Department of Transportation (FDOT), the TPO provides comprehensive and cooperative plans for the near-term and long-term futures of the area. Per federal mandate, metropolitan areas with populations that exceed 50,000 must establish an TPO to guide transportation development. The current TPO area, which includes all of Polk County, was established in 1977.

The Long Range Transportation Plan (LRTP) is a strategic document that addresses short- and long-term multimodal transportation needs within the TPO jurisdiction. It is required to be updated every five years and must cover a horizon year of at least 20 years. The 2050 LRTP as prepared by the Polk County TPO serves as the primary guidance for further developing the transportation system in Polk County over the next 25 years.

The LRTP must be fiscally constrained, meaning the TPO cannot plan to spend more money than it can reasonably receive through the year 2050. Importantly, transportation projects must be included in the LRTP to be eligible for federal funding.

The plan considers the adopted Comprehensive Plan for Polk County and adheres to federal standards for metropolitan transportation planning.

The LRTP addresses the transportation needs of both people and freight, covering roadway facilities, public transit assets, bicycle accommodations, and pedestrian facilities. It relies on input from the community, engaging stakeholders and the public throughout its development to ensure comprehensive, inclusive planning.

This plan:

- Is consistent with applicable state and federal requirements,
- Is consistent and coordinated locally, and within the region and state,
- Integrates detailed and general community and stakeholder input,
- Aligns community vision with project priorities,
- Identifies a multimodal, fiscally constrained Cost Feasible Plan to enhance the area's transportation network over the next 25 years, and
- Provides benefits to the entire population without disproportionate adverse impacts.

1.2 FEDERAL LEGISLATION AND GUIDANCE

The previous Polk TPO LRTPs were guided by the Fixing American's Surface Transportation (FAST) Act of 2015. This federal legislation established performance-based planning, emphasized multimodal transportation, and expanded stakeholder involvement. Key additions from the FAST Act included focusing on system resiliency, enhancing tourism, and broadening consultation requirements.

The 2050 LRTP is guided by the new legislation per the Infrastructure Investment and Jobs Act (IIJA) of 2021. The IIJA serves as a reauthorization of the FAST Act, building upon that legislation and upon the 2012 MAP-21 Act. The IIJA introduced new priorities to address contemporary transportation challenges. Key goals of the IIJA include the following:

- Modernizing and expanding transportation infrastructure to enhance safety, efficiency, and sustainability
- Promoting climate resilience and reducing greenhouse gas emissions through investments in clean energy and sustainable transportation
- Enhancing equity in transportation planning to ensure underserved communities have improved access
- Supporting the deployment of electric vehicle infrastructure and smart city technologies to foster innovation
- Strengthening the multimodal transportation system by integrating emerging modes like micromobility and autonomous vehicles

By incorporating these new priorities, the 2050 LRTP aims to provide a resilient, equitable, and sustainable transportation system that meets future needs, building on the foundations of MAP-21 and the FAST Act while addressing critical issues outlined in the IIJA.

1.3 PLAN ORGANIZATION

This Long Range Transportation Plan is organized with an emphasis on the adopted plan and summarizes the activities and assumptions that were used to develop the plan. A Technical Appendix is a companion document to this report and a Summary Report has also been prepared that summarizes the adopted transportation plan in a more concise fashion.

The Navigating the Future 2050 LRTP is organized as follows:

- Chapter 1 – Introduction
- Chapter 2 – Goals and Objectives
- Chapter 3 – Planning Assumptions
- Chapter 4 – Transportation Needs
- Chapter 5 – Cost Feasible
- Chapter 6 – Public Involvement
- Chapter 7 – Performance Evaluation
- Chapter 8 – Implementation

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GOALS, OBJECTIVES, AND PERFORMANCE TARGETS

CHAPTER 2

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2.0 GOALS, OBJECTIVES, AND PERFORMANCE TARGETS

2.1 INTRODUCTION

The scale and focus of transportation plans continue to be a challenge for transportation planning agencies, including Polk TPO. Planning tools have historically prioritized auto-oriented performance measures, which has led to substantial investment in travel demand models that primarily address roadway capacity needs and auto mobility benefits. This approach has been effective for large-scale automobile infrastructure, while overlooking the needs of other modes of transportation such as bicycles, pedestrians, public transit, and other micromobility initiatives. As a result, there is a growing recognition for the need to incorporate all modes of travel into the overall transportation planning strategy.

The Polk County TPO Goals, Objectives, Performance Measures, and Performance Indicators align with the current federal and state transportation planning requirements. This includes policies established in the Infrastructure Investment and Jobs Act (IIJA) and those in the Florida Transportation Plan.

Building on previous efforts, *Envision 2050* aims to provide residents, visitors, and businesses with balanced transportation solutions that efficiently and safely move people and goods while addressing contemporary challenges. This updated plan incorporates several key elements:

- Multimodal Focus: Expanding planning for pedestrian, bicycle, and public transit infrastructure to create a more balanced and interconnected transportation system
- Emerging Technologies: Addressing the impact of autonomous vehicles, electric vehicles, and e-commerce on transportation infrastructure and planning.
- Sustainability: Developing strategies to reduce transportation-related greenhouse gas emissions and incorporate resilience planning.
- Equity Considerations: Ensuring transportation investments and policies promote fairness and accessibility for all communities, with particular attention to underserved populations.
- Innovative Funding: Exploring alternative funding sources and financing approaches to address the evolving funding landscape.
- Post-Pandemic Adaptations: Incorporating lessons learned from COVID-19, including changes in travel patterns and public transit ridership.

The TPO is committed to developing a comprehensive and effective transportation strategy and has established a series of goal elements that guide the planning and decision-making processes. Each goal element is accompanied by measurable objectives designed to ensure accountability and track progress. These objectives are further supported by specific performance measures and indicators, which provide quantifiable metrics for evaluating success.

Each element of the goal is detailed below with their respective objectives, performance measures, and performance indicators to monitor the plan's outcomes. This structured approach not only facilitates transparency but also fosters continuous improvement in local transportation initiatives, ultimately leading to a safer, more efficient, and sustainable transportation system for Polk County communities.

2.2 UPDATED GOALS AND PERFORMANCE MEASURES

The Polk TPO has developed a primary Goal, along with Objectives, Performance Measures, and Performance Indicators, to guide the *Envision 2050* plan. These align with the requirements of the latest federal legislation, as well as those from the Florida Department of Transportation (FDOT). The new framework aims to support a sustainable transportation system that preserves existing infrastructure, enhances Florida's economic competitiveness, improves travel choices to ensure mobility, and addresses emerging priorities such as sustainability, equity, and technology adoption.

Listed below are elements of the goals, with federally required performance measures indicated in bold and related performance indicators. The relationship between the TPO's goals, objectives, and performance measures and indicators reflects a comprehensive and forward-looking approach to transportation planning in Polk County.

GOALS AND OBJECTIVES

The driving vision of *Envision 2050* is as follows:

> *Develop and maintain an integrated multi-modal transportation system to provide safe travel for all users, the efficient movement of goods and services, and to promote livable communities and economic activity.*

The TPO is committed to developing a comprehensive and effective transportation strategy and has established a series of goal elements that guide the planning and decision-making processes. Each goal element is accompanied by measurable objectives designed to ensure accountability and track progress. These objectives are further supported by specific performance measures and indicators, which provide quantifiable metrics for evaluating success.

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Goal 1 – Safety

Support safe movement for all users

- Objective 1.1 – Strive for safe and fatality-free travel conditions on all Polk County roads.
  - Performance Measure: 0 Nonmotorized Fatalities and Serious Injuries
  - Performance Measure: 0% Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
  - Performance Measure: 0% Rate of Serious Injuries per 100 million VMT
  - Performance Target: 0 Fatalities
  - Performance Target: 0 Serious Injuries
- Objective 1.2 – Facilitate safe and secure travel conditions on public transportation
  - Performance Indicator: Maintain zero traffic-related fatalities on public transportation system
  - Performance Indicator: Annually reduce injuries and accidents/incidents on public transportation system

Goal 2 – Mobility

Enhance connectivity for seamless travel options

- Objective 2.1 – Maintain stable traffic flow on major roads, especially those facilitating intercity travel and freight movement (arterial roads)
    - Performance Measure: Interstate Level of Travel Time Reliability (LOTTR)/75% of Reliable Person-Miles (2-year target)
    - Performance Measure: Non-Interstate NHS LOTTR/50% of Reliable Person-Miles (4-year target)
- Objective 2.2 – Support stable flow of truck traffic on the freight network
    - Performance Measure: Interstate Truck Travel Time Reliability (TTTR)/1.75 TTTR Ratio (2-year target)
- Objective 2.3 – Expand transportation options for both intercity and local travel.
    - Performance Indicator: Provide fixed-route transit service to all municipalities in the County.
    - Performance Indicator: Consider potential future regional travel opportunities including express bus and rail options.
    - Performance Indicator: Provide regional multi-use trail connections to all municipalities in Polk County
- Objective 2.4 – Improve access to the Regional Multi-Use Trails Network
    - Performance Indicator: 90% of Polk County population within five miles of the Regional Multi-Use Trails Network (Within three miles = 80%)
    - Performance Indicator: 40 continuous miles on the Regional Multi-Use Trails Network
- Objective 2.5 – Incorporate future transportation technologies, including automated, connected, electric, and shared mobility options
    - Performance Indicator: Incorporate future-ready technology when improving or building new system facilities

Goal 3 – Livability

Foster vibrant communities and high quality of life

- Objective 3.1 – Provide travel options for persons of all ages and abilities
    - Performance Indicator: 50% of Complete Street Network with bicycle facilities
    - Performance Indicator: 50% of Complete Street Network with sidewalks
    - Performance Indicator: Overall average Transit Connectivity Index (TCI) score of 175 for Polk County Census block groups
    - Performance Indicator: 75% of senior residents (age 65+) with high or moderate access to fixed-route transit services based on the Transit Connectivity Index
- Objective 3.2 – Develop transportation infrastructure and services that support livable communities and aim to enhance mobility for all residents
    - Performance Indicator: 100% sidewalk coverage within one mile of elementary, middle and high schools (sidewalk on at least one side of collector or arterial roads)
    - Performance Indicator: Mobility Index score of 10 or greater in neighborhoods with a concentration of traditionally underserved populations

Goal 4 – Economy

Drive growth through efficient transportation

- Objective 4.1 – Enhance transportation infrastructure and services to support economic vitality and job creation
    - Performance Indicator: The plan improves access to major employment hubs and freight distribution facilities
    - Performance Indicator: The plan completes street projects in residential and commercial areas to promote economic development

Goal 5 – Sustainable Resources

Maintain infrastructure and minimizing environmental impacts

- Objective 5.1 – Maintain highway infrastructure in a state of good repair (Non-CMP Objective)
    - Performance Measure: ≥ 60.0 % Interstate Pavements in Good Condition
    - Performance Measure: ≥ 40.0% Non-Interstate NHS Pavements in Good Condition
    - Performance Measure: ≥ 50.0% NHS Bridges Condition
    - Performance Measure: Transit Asset Management Plan (TAM) / Various Targets
- Objective 5.2 – Minimize environmental impacts from transportation projects
    - Performance Indicator: Limit impacts to jurisdictional wetlands or critical habitat to less than 5% of the total footprint or acreage for transportation projects
    - Performance Indicator: Meet or exceed National Ambient Air Quality Standards in Polk County
- Objective 5.3 – Improve transportation resiliency
    - Performance Indicator: Does the plan identify key vulnerabilities and identify resiliency priorities on the major transportation network to enable the programming of resiliency funds?
- Objective 5.4 – Improve air quality and reduce carbon emissions
    - Performance Indicator: Does the plan identify the types of projects that should be considered for carbon reduction funding?
    - Performance Indicator: Does the plan reduce per capita vehicle miles of travel (VMT)?

Goal 6 – Implementation

Transform plans into impactful action

- OBJECTIVE 6.1 – Ensure that projects identified can be implemented in a reasonable time frame, given anticipated funding.
    - Performance Indicator: The plan will identify projects that can be funded for implementation within a 5–10 year period.
    - Performance Indicator: The plan will identify planning studies to prepare future projects for funding and implementation.

WHY MEASURE PERFORMANCE?

The Long Range Transportation Plan developed by the Polk TPO is required to address the transportation planning requirements set forth in federal law and regulations. The Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021, and represents a significant shift in federal transportation funding and planning priorities. This legislation emphasizes the importance of performance measurement as a foundation for planning and funding transportation system improvements.

WHAT ARE THE BENEFITS OF PERFORMANCE MEASUREMENT?

Perhaps the best way to respond is to acknowledge, “You do what you measure!” Transportation planning has a rich history of balancing the technical/analytical approach to transportation planning with the engagement of the public and elected leaders in the decision-making process. However, there is often a disconnect between public policy and the analytical approaches to transportation planning. This can make it difficult to evaluate how well the transportation system addresses the community’s needs or how well future transportation projects may improve the quality of life in the community. The funding for transportation projects is limited, and we need to ensure the right projects and programs are being implemented.

WHEN WILL PERFORMANCE MEASUREMENT BE USED?

Performance Measurement is used in all the major transportation planning efforts and guides the planning process for all the major modes of travel, including automobile, public transportation, bicycle, pedestrian, truck (freight/goods movement), and other emerging modes such as shared and connected vehicles. Performance measurement is an ongoing effort that guides long- and short-term planning efforts of the TPO, as well as the selection for funding of transportation projects and programs, and the annual evaluation of performance of the transportation system in the County.

2.3 PERFORMANCE STANDARD REQUIREMENTS AND GUIDANCE

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

The IIJA provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA builds upon and expands programs included in the Fixing America's Surface Transportation (FAST) Act. Additionally, establishing a performance- and outcome-based program requires investment of financial resources in projects that will collectively make progress toward achieving national multimodal transportation goals. *Envision 2050* has been developed to ensure compliance with the requirements of the IIJA and includes a performance-based approach to the transportation decision-making process.

IIJA (FEDERAL) GOALS

The IIJA maintains and expands upon the national goals established in previous legislation. These goals are as follows:

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.
- System Reliability - To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality - To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment, with a new emphasis on reducing transportation-related carbon emissions.
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

A matrix showing consistency between *Envision 2050* Goals and the IIJA Goals is shown in Table 2-1.

Table 2-1. Envision 2050 Goals and IJJA Goals

IIJA (Federal) Goals	*Envision 2050* Goals					
	Safety	Mobility	Livability	Economy	Sustainable Resources	Implementation
Safety	•		•		•	•
Infrastructure Condition	•	•			•	•
Congestion Reduction	•	•		•	•	•
System Reliability	•	•	•	•		•
Freight Movement and Economic Vitality		•		•	•	•
Environmental Sustainability	•		•		•	•
Reduced Project Delivery Delays		•		•		•

IIJA (FEDERAL) PLANNING FACTORS

Further, the federal legislation has established planning factors that address the relationship between transportation, land use, and economic development. The federal planning factors are applied to *Envision 2050* and include the following:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve resiliency and reliability to improve preparedness and response to natural disasters and other emergencies.
- Enhance travel and tourism.

A matrix showing consistency between Envision 2050 Goals and the IIJA Planning Factors is shown in Table 2-2.

Table 2-2. Envision 2050 Goals and IIJA Planning Factors

IIJA (Federal) Planning Factors	Envision 2050 LRTP Goals					
	Safety	Mobility	Livability	Economy	Sustainable Resources	Implementation
Economic Vitality		•	•	•	•	•
Safety	•		•			•
Security	•		•			•
Movement of People and Freight	•	•	•	•	•	•
Environment and Quality of Life	•		•		•	•
Integration/Connectivity		•		•	•	•
Efficiency		•		•		•
System Preservation					•	•
Resiliency	•	•	•		•	•
Tourism	•	•		•	•	•

FDOT GUIDANCE

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

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

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

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

A matrix showing consistency between the *Envision 2050* and the Florida Transportation Plan Goals is shown in Table 2-3.

Table 2-3. Envision 2050 Goals and 2045 FDOT FTP Goals

2045 FDOT FTP Goals	Envision 2050 LRTP Goals					
	Safety	Mobility	Livability	Economy	Sustainable Resources	Implementation
Safety and security for residents, visitors, and businesses	•	•	•	•		•
Agile, resilient, and quality infrastructure	•				•	•
Connected, efficient, and reliable mobility for people and freight	•	•	•	•	•	•
Transportation choices that improve equity and accessibility		•	•		•	•
Transportation solutions that strengthen Florida's economy		•		•		•
Transportation solutions that enhance Florida's communities	•	•	•		•	•
Transportation solutions that enhance Florida's environment			•	•	•	•

LOCAL PLANS

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community. Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. Envision 2050 is consistent with the following plans adopted by partnering agencies and FDOT:

- The Florida Transportation Plan (FTP)
- FDOT Strategic Highway Safety Plan (SHSP)
- Comprehensive Plans for Polk County and Cities in the County
- Polk TPO Public Participation Plan (PPP)
- Polk TPO Transportation Improvement Program (TIP)
- Polk TPO Congestion Management Process (CMP)

2.4 POLK TPO SYSTEM PERFORMANCE REPORT

Pursuant to federal guidance, FDOT and TPOs must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

The FDOT is required to establish statewide targets for the required performance measures and TPOs have the option to support the statewide targets or adopt their own. Based on this information, the Polk TPO has adopted the transportation performance measure targets included in this section. In addition, local transit agencies must also adopt performance targets in their Transit Asset Management Plan (TAM) and the TPO must consider including the TAM targets in the LRTP and TIP updates.

On February 8, 2018, the TPO adopted Resolution 2018-06 to support the FDOT Performance Targets. The current TIP as adopted in June 12, 2025 reestablishes the TPO's support of the FDOT Performance targets as follows:

SAFETY PERFORMANCE TARGETS (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

On August 31, 2024, FDOT established statewide safety performance targets for calendar year 2025.

The TPO supports FDOT's Safety Performance Targets of a Vision Zero Policy. The Polk TPO and statewide PM1 targets are listed in Table 2-4.

Table 2-4. Polk TPO and Statewide PM1 Targets

Performance Measure	Florida Statewide Baseline Performance (Five-Year Rolling Average, 2020-2024)	FDOT Statewide Targets (Calendar Year 2025)	Polk County Conditions (Five-Year Rolling Average, 2020-2024)	Polk TPO Safety Targets (Calendar Year 2025)
Number of Fatalities	3,423.2	0	141.8	0
Number of Serious Injuries	15,564.2	0	423.0	0
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	1.510	0	1.761	0
Rate of Serious Injuries per 100 million VMT	6.868	0	5.227	0
Total number of nonmotorized fatalities and nonmotorized serious injuries	3,145.2	0	84.4	0

BRIDGE AND PAVEMENT CONDITION PERFORMANCE TARGETS (SYSTEM PRESERVATION) (PM2)

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

- Percent of Interstate NHS pavements in good condition
- Percent of Interstate NHS pavements in poor condition
- Percent of non-Interstate NHS pavements in good condition
- Percent of non-Interstate NHS pavements in poor condition
- Percent of NHS bridges (by deck area) classified as in good condition
- Percent of NHS bridges (by deck area) classified as in poor condition

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

The Polk TPO agreed to support FDOT's pavement and bridge condition performance targets on April 10, 2025. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. Table 2-5 presents baseline performance for each PM2 measure for the State and for the Polk TPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Table 2-5. Polk TPO and Statewide PM2 Targets

Performance Measure	Statewide Baseline Performance (2024)	Florida 2-year Targets (2023)	Florida 4-year Targets (2025)	Polk County Conditions (2024)	Polk County 4-year Targets (2025)
Pavement Performance and Measures					
Percent of Interstate NHS pavements in good condition	65.3%	≥60.0%	≥60.0%	81.7%	≥60.0%
Percent of Interstate NHS pavements in poor condition	0.1%	≤5.0%	≤5.0%	0.0%	≤5.0%
Percent of non-Interstate NHS pavements in good condition	50.2%	≥40.0%	≥40.0%	34.6%	≥40.0%
Percent of non-Interstate NHS pavements in poor condition	0.5%	≤5.0%	≤5.0%	0.7%	≤5.0%
Bridge Targets and Measures					
Percent of NHS bridges by deck area in good condition	53.9%	≥50.0%	≥50.0%	69.7%	≥50.0%
Percent of NHS bridges by deck area in poor condition	0.8%	≤10.0%	≤5.0%	0.0%	≤5.0%

SYSTEM PERFORMANCE AND FREIGHT MEASURES (PM3)

FHWA's System Performance/Freight Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and TPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

- Percent of person-miles traveled on the Interstate NHS that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable

National Highway Freight Program (NHFP)

- Truck Travel Time Reliability Index (TTTR)

The first two performance measures assess the percent of person-miles traveled on the interstate or the non-interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times compared to a normal travel time over all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The third performance measure assesses the reliability of truck travel on the interstate system. The TTTR assesses how reliable the interstate network is by comparing the worst travel times for trucks against the travel time they typically experience.

On Dec. 16, 2022, FDOT established 2023 and 2025 statewide performance targets, and in September 2024, adjusted the 2025 targets for percentage of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable.

The Polk TPO agreed to support FDOT's PM3 targets on April 10, 2025. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. Table 2-6 presents baseline performance for each PM3 measure for the state and for the TPO planning area as well as the two-year and four-year targets established by FDOT for the state.

Table 2-6. Polk TPO and Statewide PM3 Targets

Performance Measure	Statewide Baseline Performance (2024)	Florida 2-year Targets (2023)	Florida 4-year Targets (2025)	Polk County Conditions (2024)	Polk County 4-year Targets (2025)
Percent of person-miles on the Interstate system that are reliable	80.7%	≥75.0%	≥75.0%	79.5%	≥75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	90.0%	≥50.0%	≥50.0%	96.8%	≥60.0%
Truck travel time reliability	1.54	≤1.75	≤2.00	1.81	≤2.00

TRANSIT ASSET MANAGEMENT TARGETS

The Polk TPO's planning area is served by the Lakeland Area Mass Transit District (LAMTD) Citrus Connection which is considered a Tier II provider. Citrus Connection is subject to the Federal Transit Administration's regulations related to public transportation capital assets. On June 8, 2023, the Polk TPO agreed to support Citrus Connection's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets. Table 2-7 shows the FTA's TAM performance measures used to assess performance across each asset category. Table 2-8 through Table 2-10 present LAMTD's performance by asset category.

Table 2-7. FTA TAM Performance Measures

Asset Category	Performance Measure
Equipment	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Rolling Stock (Revenue Vehicles)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale

Table 2-8. Performance Measures for Transit Vehicles

Asset Category	Asset Class	% that have met or exceeded Useful Life Benchmark (ULB)	
		FY 2023 Asset Condition	FY 2028 Target
Revenue Vehicles	Bus	56%	50%
	Cutaway Bus	47%	40%
	Van	0%	50%

Table 2-9. Performance Measures for Transit Equipment

Asset Category	Asset Class	FY 2023 Asset Condition	FY 2028 Target
Equipment	Non-Revenue/Service Automobile	52%	30%

Table 2-10. Performance Measures for Transit Facilities

Asset Category	Asset Class	% of Facilities with a TERM Rating below 3.0 on the FTA Transit Economic Requirements Model (TERM Scale)	
		FY 2023 Asset Condition	FY 2028 Target
Facilities	Administration	3.46%	3.50%
	Maintenance	3.22%	3.50%
	Parking Structures	3.98%	4.00%
	Passenger Facilities	3.27%	3.50%
	Shelter	3.50%	3.75%

TRANSIT SAFETY PERFORMANCE

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on April 9, 2024. This rule requires providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode
- Total number of reportable injuries and rate per total vehicle revenue miles by mode
- Total number of reportable safety events and rate per total vehicle revenue miles by mode
- System reliability – mean distance between major mechanical failures by mode

The PTASP rule took effect on July 19, 2019. Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than December 31, 2020. (The LAMTD/Citrus Connection's PTASP was adopted November 18, 2020.) TPOs then have 180 days to establish transit safety targets for the TPO planning area. Once the public transportation provider establishes targets, it must make the targets available to TPOs to aid in the planning process. The Polk TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021. The Citrus Connection established the safety performance targets listed below in Table 2-11 on December 1, 2024.

Table 2-11. Transit Safety Performance

Mode of Service	Fatalities (Total)	Fatalities (per 100,000 miles)	Injuries (Total)	Injuries (per 100,000 miles)	Safety Events (Total)	Safety Events (per 100,000 miles)	System Reliability (VRM/Failures)
Fixed Route	0	0	7	0.26	10	0.38	7,950
ADA/Paratransit	0	0	4	0.57	4	0.57	8,395

PLANNING ASSUMPTIONS

CHAPTER 3

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3.0 PLANNING ASSUMPTIONS

3.1 INTRODUCTION

The purpose of the Polk TPO's *Envision 2050* Long Range Transportation Plan LRTP is to identify needed transportation improvements within the county and a cost feasible plan for funding the highest priority improvements. One of the first steps in the LRTP process is to develop a forecast of the geographic distribution of the county's population and employment over the LRTP timeframe. These "socioeconomic" data document anticipated population and employment concentrations are at a traffic analysis zone level and are used to forecast future travel patterns. Figure 3-1 illustrates the traffic analysis zone geographic structure for Polk County used for this forecast effort. The forecast data represents a cooperative effort among the Polk TPO, FDOT District One, and the local government jurisdictions in Polk County.

The local government Comprehensive Plans guide public policy in terms of land use through the Future Land Use Element. In addition to these policy documents, attempts were made to maintain an appropriate degree of consistency between the 2050 forecasts and the 2045 forecasts prepared five years ago.

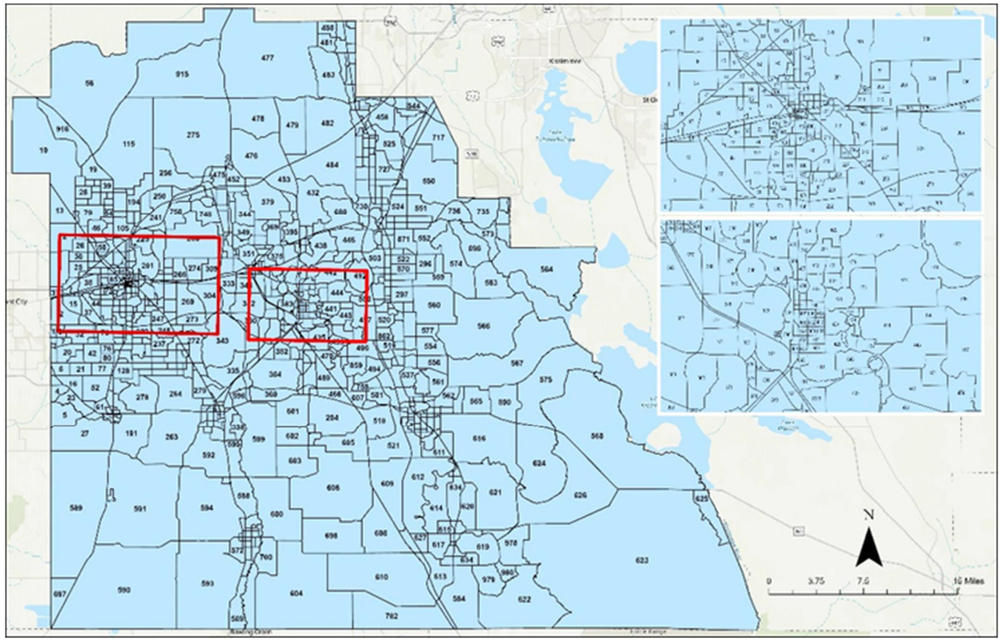


Figure 3-1. Polk Transportation Analysis Zones (TAZs)

3.2 POPULATION CONTROL TOTALS

The development of population control was one of the first steps in the 2050 socioeconomic data forecast. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts by county. These forecasts, prepared for each county, provide three countywide forecasts:

- Low: The low range of the forecasts
- Medium: The average of all forecasts (Typically used for planning forecasts)
- High: The High range of the forecasts

BEBR's forecasts have been significantly impacted/reduced by the Great Recession, which lasted from late 2007 through 2009. Historically, the BEBR Medium forecast has underestimated growth in high growth counties. This experience with the BEBR Medium forecast coupled with other factors, including Polk County's continued economic recovery from the recession, the rapid growth of the Lakeland-Winter Haven metropolitan area, the county's strategic logistics and manufacturing benefits as a gateway between the Orlando and Tampa markets, and its similar appeal for commuters, support the use of a population control total higher than the BEBR Medium forecast. The 2050 population forecast will assume a population control total based on the average of the 2023 BEBR Florida Estimates of Population Medium and High forecasts, resulting in a 2050 forecast of 1,233,050 persons. Polk County's population is forecasting to grow to nearly 1.2 million persons by the year 2050. This reflects an increase of over 471,500 persons from 2019 to 2050 as shown in Table 3-1. Employment is also forecasted to increase significantly from 222,666 employees in 2019 to 364,963 in 2050, an increase of 142,297 employees. This includes robust growth in the service sector employment and industrial/warehousing employment.

For the purposes of use with the Transportation Demand Model, only the permanent population—residents living in Polk County for more than six months per year—was forecasted. The permanent population includes Household population and Group Quarters population. The U.S. Census Bureau defines Household population as "all the people who occupy a housing unit as their usual place of residence." A housing unit, according to the U.S. Census Bureau is, "a house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall…." The U.S. Census Bureau also describes "all people not living in households as living in group quarters. There are two types of group quarters: institutional (for example, correctional facilities, nursing homes, and mental hospitals) and non-institutional (for example, college dormitories, military barracks, group homes, missions, and shelters)."

Table 3-1. Polk County BEBR Population Forecast

Scenario	BEBR Forecast							Growth
	2021	2025	2030	2035	2040	2045	2050	21→50
BEBR Low	770,019	768,800	799,500	816,000	822,400	821,900	819,200	49,181
BEBR Medium	770,019	817,800	888,400	946,100	993,900	1,033,800	1,070,900	300,881
BEBR High	770,019	866,900	977,200	1,076,200	1,165,300	1,245,700	1,322,500	552,481
BEBR Avg of Medium and High	770,019	842,350	932,800	1,011,150	1,079,600	1,139,750	1,196,700	426,681

3.3 EMPLOYMENT CONTROL TOTALS

The employment control totals for each of the scenarios were developed based on a total employees/population ratio and an assumption that unemployment will stable through 2050. Total employment was broken out into Industrial, Commercial, and Service employment categories. The categories are based on the Standard Industrial Classification (SIC) Manual, published by the U.S. Department of Commerce and described as follows:

- Industrial Employment - All full-time and regular part-time employees, and self-employed persons by job location, whose job is in an industry classified in Standard Industrial Classification (SIC) categories 01 to 39 (i.e., agriculture, forestry, fisheries, mining, contract construction, and manufacturing).

- Commercial Employment - All full-time and regular part-time employees and self-employed persons, by job location, whose job is in an industry classified in SIC categories 50 to 59 (retail trade and wholesale trade are commonly located in areas zoned for commercial land use activities.
- Service Employment - All full-time and regular part-time employees, and self-employed persons, by job location, whose job is in an industry classified in SIC categories 40 to 49 and 60 to 93 (i.e., transportation, communication and utilities services; finance, insurance and real estate services; selected personal services; tourism and recreational services, health and educational services; government services.

It is forecasted that Polk County's 2050 total population will be 1,233,050 persons with an employment total of approximately 1,196,700 employees. This represents an increase in population of 410,348 persons and employment of 153,648 employees from 2019 to 2050. The forecasted population and employment for Polk County from 2019 to 2050 represents a growth of nearly 65 percent for population and almost 79 percent for employment. The employment-to-population ratio is forecasted to increase from 2020 to 2025 and then remain consistent through the forecast horizon. This initial increase and subsequent stabilization reflect an economy enjoying the accelerated growth of post-recession recovery early on and then calming to settle at a consistent employment ratio through 2050. A graph showing the change in employment from 2019 to 2050 is shown in Figure 3-2 below.

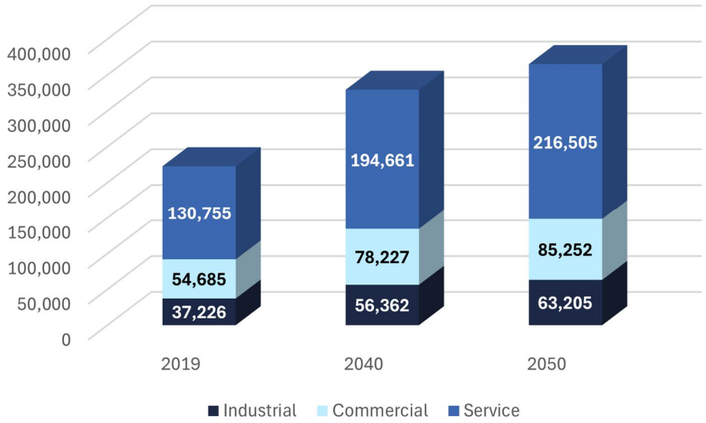


Figure 3-2. Change in Employment from 2019 to 2050

3.4 SCHOOL ENROLLMENT TOTALS

The projected school enrollment totals for Pre K to Grade 12 and College/University students are presented in Table 3-2.

Table 3-2. School Enrollment Projections

	Students		Growth
	2019	2050	19→50
Pre K to Grade 12	115,689	191,115	75,426
College/University	39,287	64,901	25,614

3.5 HOTEL/MOTEL CONTROL TOTALS

The forecasted hotel/motel units are shown in Table 3-3.

Table 3-3. Projected Hotel/Motel Units

	Units		Growth
	2019	2050	19→50
Hotel/Motel	6,814	11,257	4,443

3.6 PLANNING AREA ALLOCATION SUMMARY

The land use policies that guided the 2045 forecast, also strongly influenced the 2050 forecast. The county was delineated into three Planning Areas identified by the Polk TPO staff. Similar to other communities with a historically high growth rate, the economic recession that started in 2008 delayed the growth forecasted between 2008 and 2015 that was considered when developing the 2050 forecast. Attention was directed throughout the forecast in maintaining relative consistency between the allocation of growth by planning areas between the 2045 and 2050 forecasts.

The resulting growth forecasts by planning area are summarized in

Table 3-4 through Table 3-10 for each of the major forecast categories (single-family dwelling units, multi-family dwelling units, industrial employment, commercial employment, and service employment). The Planning Areas are illustrated in Figure 3-3.

The primary criteria used to develop the forecasts include the following:

- Existing land use
- Future land use
- Existing population and employment
- Location of cities
- Major roadway corridors
- Character of areas
- Functional relationship of land uses

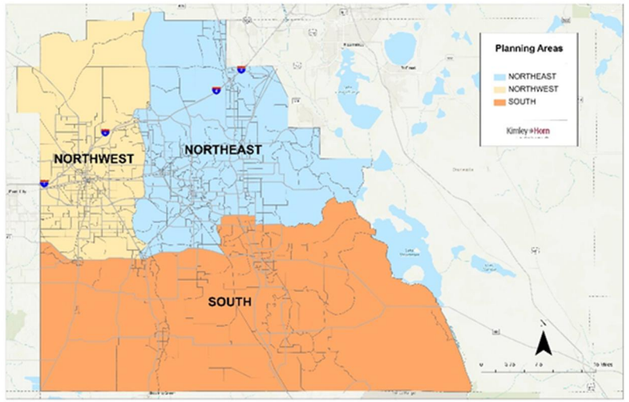


Figure 3-3. Polk County Planning Areas

Table 3-4. Planning Area Allocation Summary Table (Single Family Dwelling Units)

Planning Area	Single Family Dwelling Units			Single Family Dwelling Unit %		
	2019	2050	19→50	2019	2050	19→50
Northeast	94,741	146,192	51,451	48%	49%	52%
Northwest	74,963	106,641	31,678	38%	36%	32%
South	26,559	43,133	16,574	14%	15%	16%
Countywide	196,263	295,966	99,703	100%	100%	100%

Table 3-5. Planning Area Allocation Summary Table (Multi Family Dwelling Units)

Planning Area	Multi Family Dwelling Units			Multi Family Dwelling Unit %		
	2019	2050	19→50	2019	2050	19→50
Northeast	45,051	72,985	27,934	40%	40%	40%
Northwest	49,758	82,061	32,303	44%	45%	47%
South	17,791	26,959	9,168	16%	15%	13%
Countywide	112,600	182,005	69,405	100%	100%	100%

Table 3-6. Planning Area Allocation Summary Table (Total Household Population)

Planning Area	Total Household Population			Total Household Population %		
	2019	2050	19→50	2019	2050	19→50
Northeast	327,395	567,745	895,140	46%	48%	47%
Northwest	296,500	454,394	750,894	41%	38%	40%
South	91,077	158,972	250,049	13%	14%	13%
Countywide	714,972	1,181,111	1,896,083	100%	100%	100%

Table 3-7. Planning Area Allocation Summary Table (Industrial Employment)

Planning Area	Industrial			Industrial %		
	2019	2050	19→50	2019	2050	19→50
Northeast	12,514	23,179	35,693	34%	37%	36%
Northwest	18,462	23,033	41,495	50%	36%	41%
South	6,250	16,993	23,243	16%	27%	23%
Countywide	37,226	63,205	100,431	100%	100%	100%

Table 3-8. Planning Area Allocation Summary Table (Commercial Employment)

Planning Area	Commercial			Commercial %		
	2019	2050	19→50	2019	2050	19→50
Northeast	19,087	35,057	15,970	35%	41%	52%
Northwest	29,632	39,596	9,964	54%	46%	33%
South	5,966	10,627	4,661	11%	13%	15%
Countywide	54,685	85,280	30,595	100%	100%	100%

Table 3-9. Planning Area Allocation Summary Table (Service Employment)

Planning Area	Service			Service %		
	2019	2050	19→50	2019	2050	19→50
Northeast	47,874	90,956	43,082	37%	42%	50%
Northwest	65,742	94,789	29,047	50%	44%	34%
South	17,139	30,767	13,628	13%	14%	16%
Countywide	130,755	216,512	85,757	100%	100%	100%

Table 3-10. Planning Area Allocation Summary Table (Total Employment)

Planning Area	Employees			Employees %		
	2019	2050	19→50	2019	2050	19→50
Northeast	79,475	149,192	69,717	36%	41%	49%
Northwest	113,836	157,391	43,555	51%	43%	31%
South	29,355	58,387	29,032	13%	16%	20%
Countywide	222,666	364,969	142,304	100%	100%	100%

Figure 3-4 through Figure 3-8 illustrate the projected total population, industrial employment, commercial employment, service employment, and total employment by TAZ.

Polk Parkway and South Florida Avenue

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

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

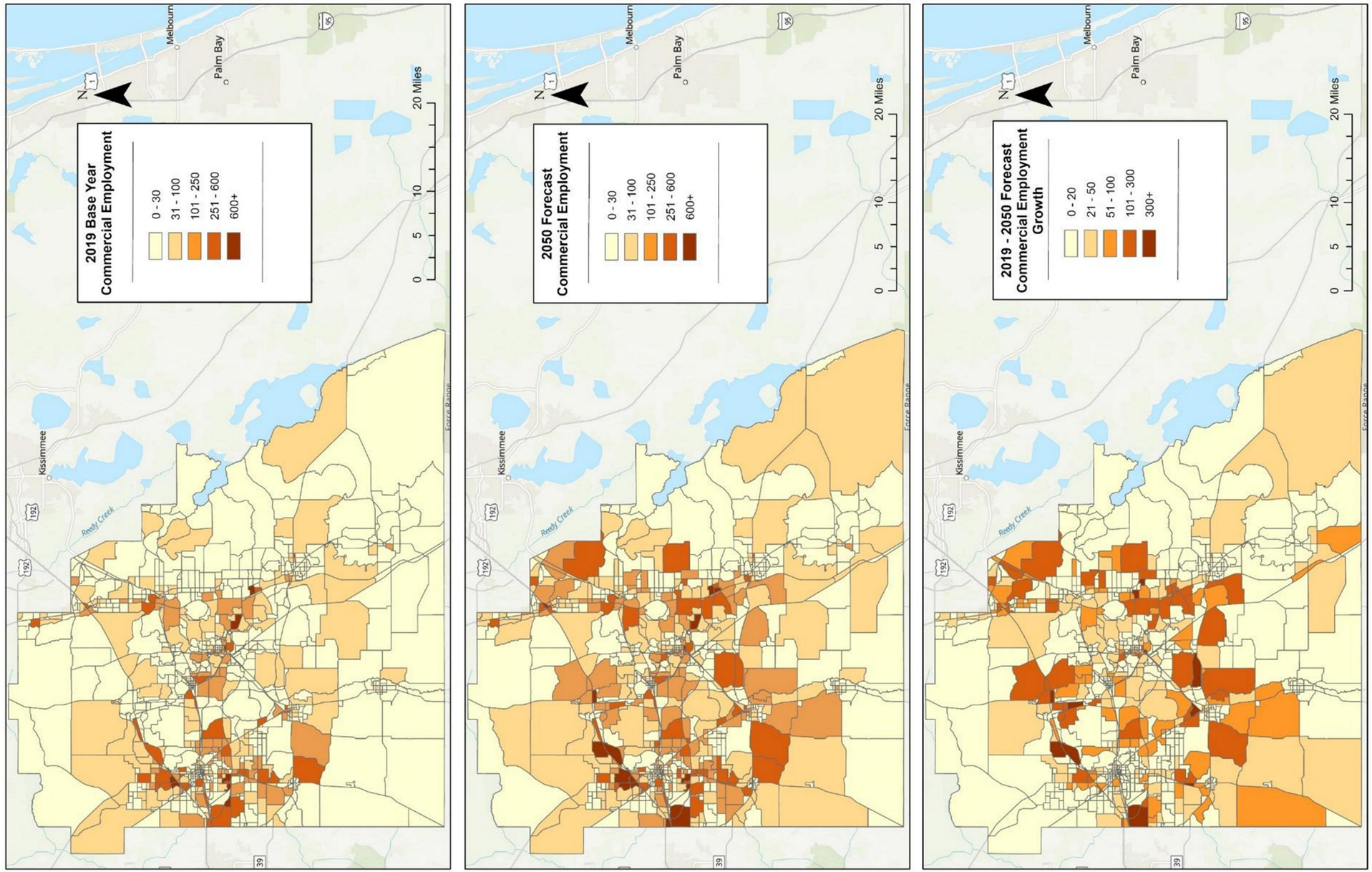
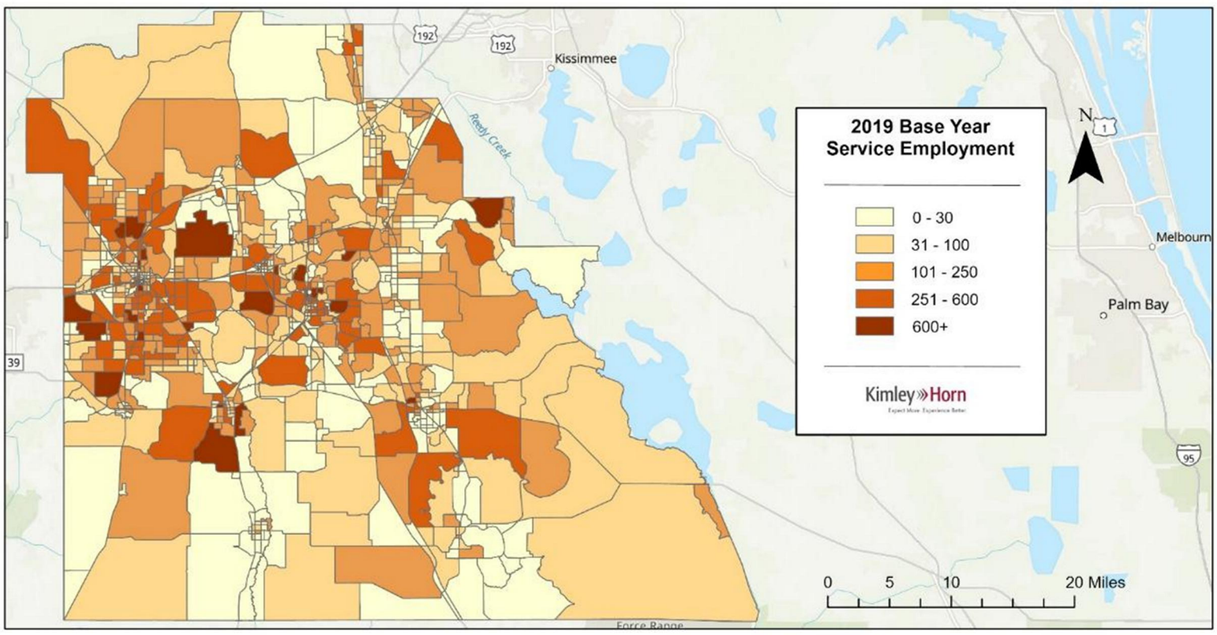
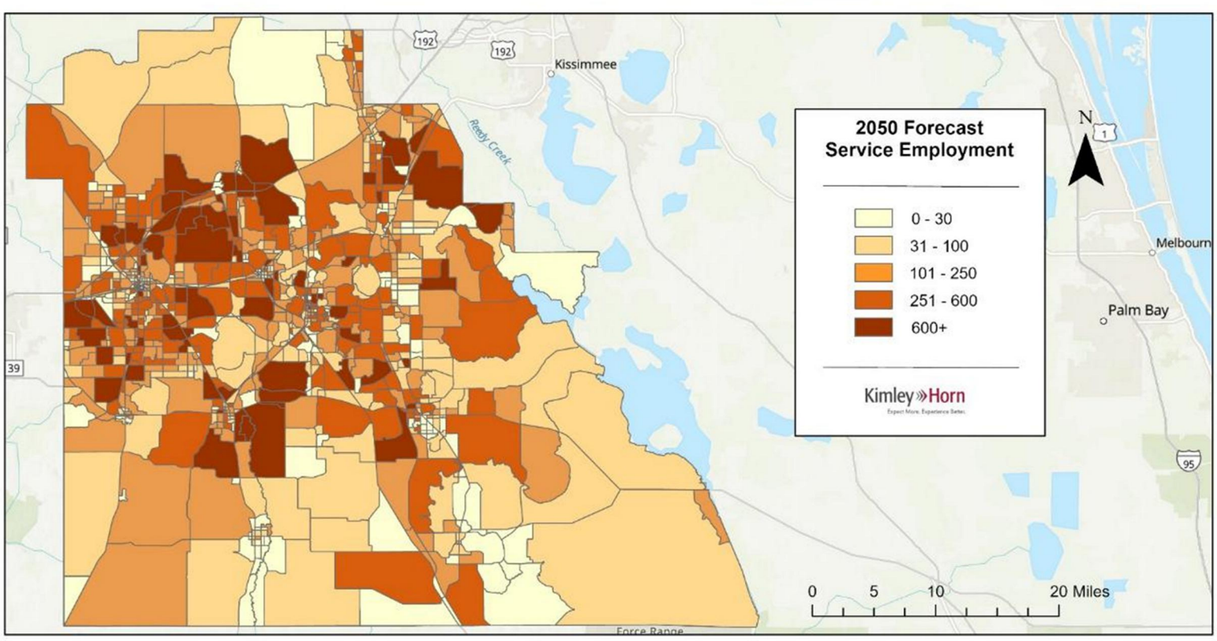


Figure 3-6. Projected Commercial Employment by TAZ (2019-2050)





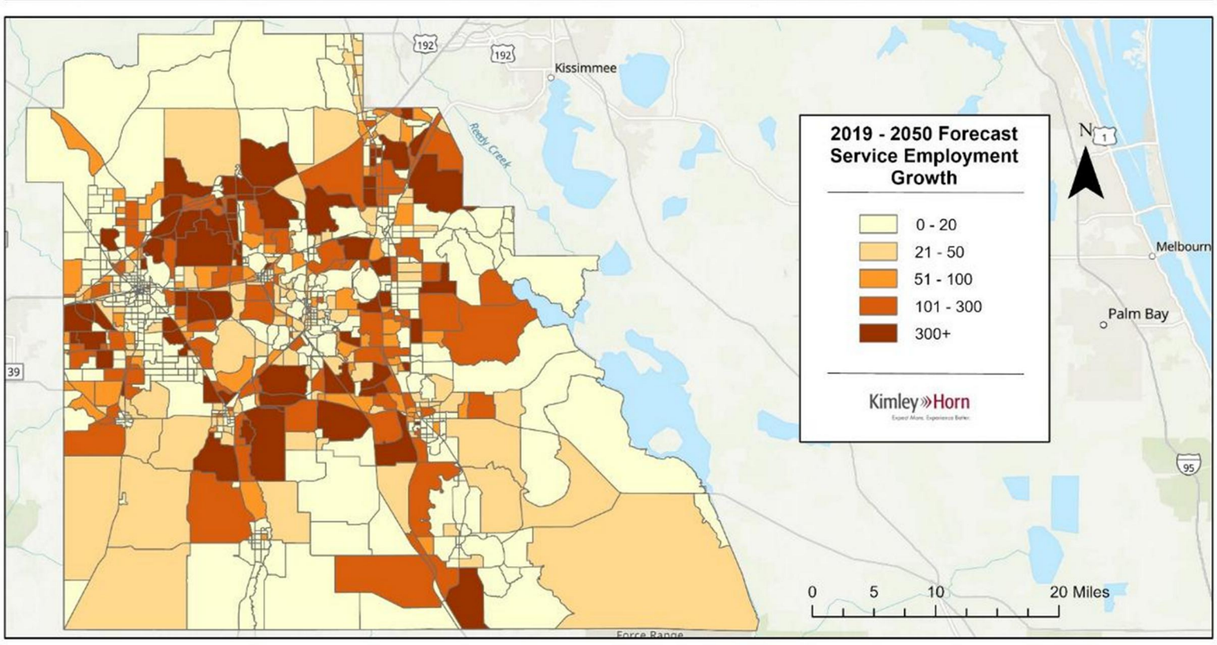


Figure 3-7. Projected Service Employment by TAZ (2019-2050)

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

3.7 TRAVEL DEMAND MODEL

The key purpose of the forecasted population and employment data is to develop a forecast of the travel demand for the year 2050. This is accomplished by using a travel demand forecast model that converts the population and employment data into trips which are subsequently assigned to a roadway and/or transit network. The *Envision 2050* Plan makes use of the District One Regional Planning Model (D1RPM) which was developed by one of Polk TPO's partners, the Florida Department of Transportation.

The D1RPM is one of the larger models in the state of Florida with 5,288 traffic analysis zones (TAZ) covering 12,400 square miles in a twelve-county area and is used to represent the travel characteristics of a population of approximately 4.1 million. The D1RPM is a 'traditional' Florida Standard Urban Transportation Structure (FSUTMS) four-step, trip-based model that has been updated with many of the recommendations provided by the FDOT Transit Model Update project to improve the preparation of transit demand forecasts to a point consistent with federal expectations, and to incorporate state of the practice techniques and tools through a prototype model application.

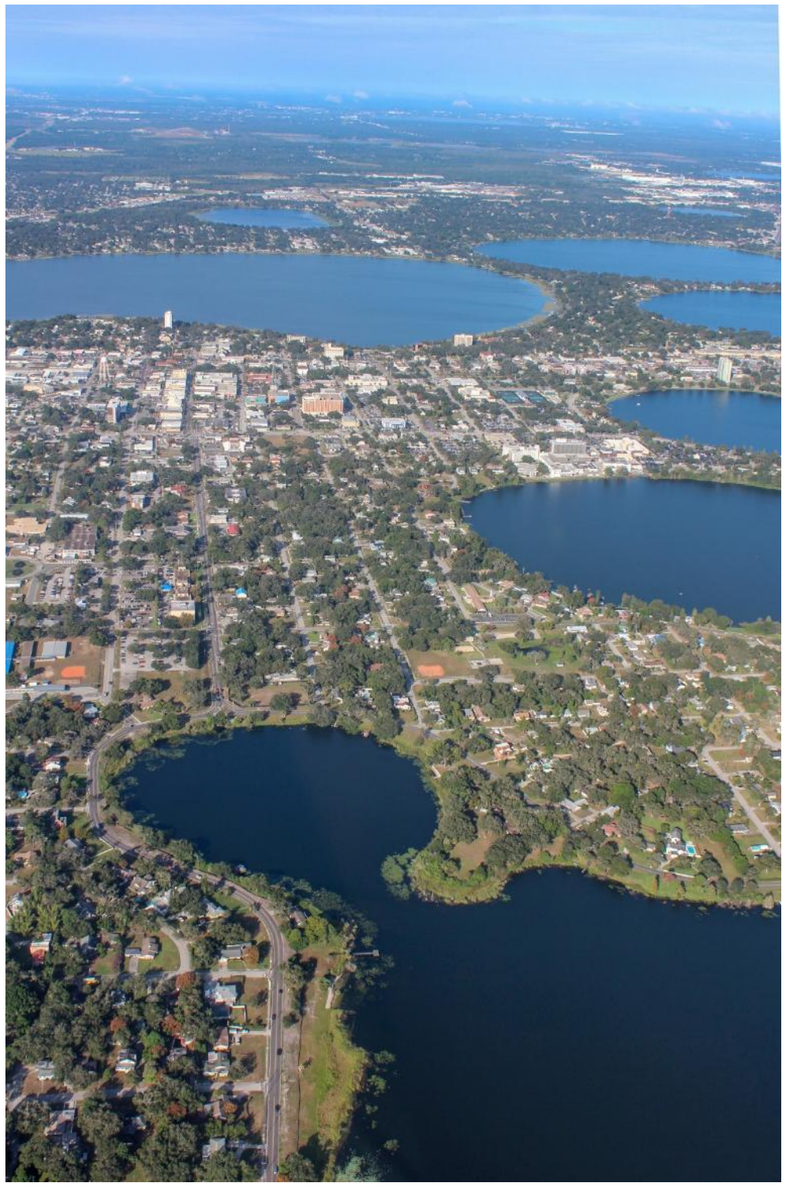
The results on the travel demand model are shown in Figure 3-9 on the next page.

3.8 REGIONAL COORDINATION

In Central Florida, there has and continues to be a need for regional transportation planning due to the amount of growth that the region has experienced and the expectation that this trend will continue. For more than ten years, the TPO has maintained strong regional alliances with our counterparts in the Tampa Bay and Orlando urbanized areas in Central and west Central Florida. The TPO has interlocal agreements with the West Central Florida Chairs Coordinating Committee (CCC) and Central Florida MPO Alliance (CFMPOA) regarding regional transportation planning and coordination. The TPO provided regular updates to these groups as the *Envision 2050* Plan was being developed. The TPO will ensure that the regional projects contained in *Envision 2050* are reflected in the regional transportation plan for both the CCC and CFMPOA.

Throughout the development of the FDOT District One Regional Planning Model D1RPM, Polk TPO also coordinated with FDOT District One as well as the other five MPOs/TPOs within District One, especially the Heartland TPO which is comprised of the six counties south of Polk. The Polk TPO recognizes there are several regional transportation corridors that link our regions and there may be opportunities in the future for coordination between the Polk TPO and Heartland TPO.

The D1RPM was prepared as one regional model for all twelve counties in District One to be used by each the MPOs/TPOs for their LRTPs. A substantial amount of coordination was required between FDOT and each MPO/TPO through each of the major steps in building the D1RPM, as each MPO/TPO provided data and input in support of the model validation, population and employment forecast, and subsequent model runs as various alternatives were tested for the LRTPs.



Lake Elbert

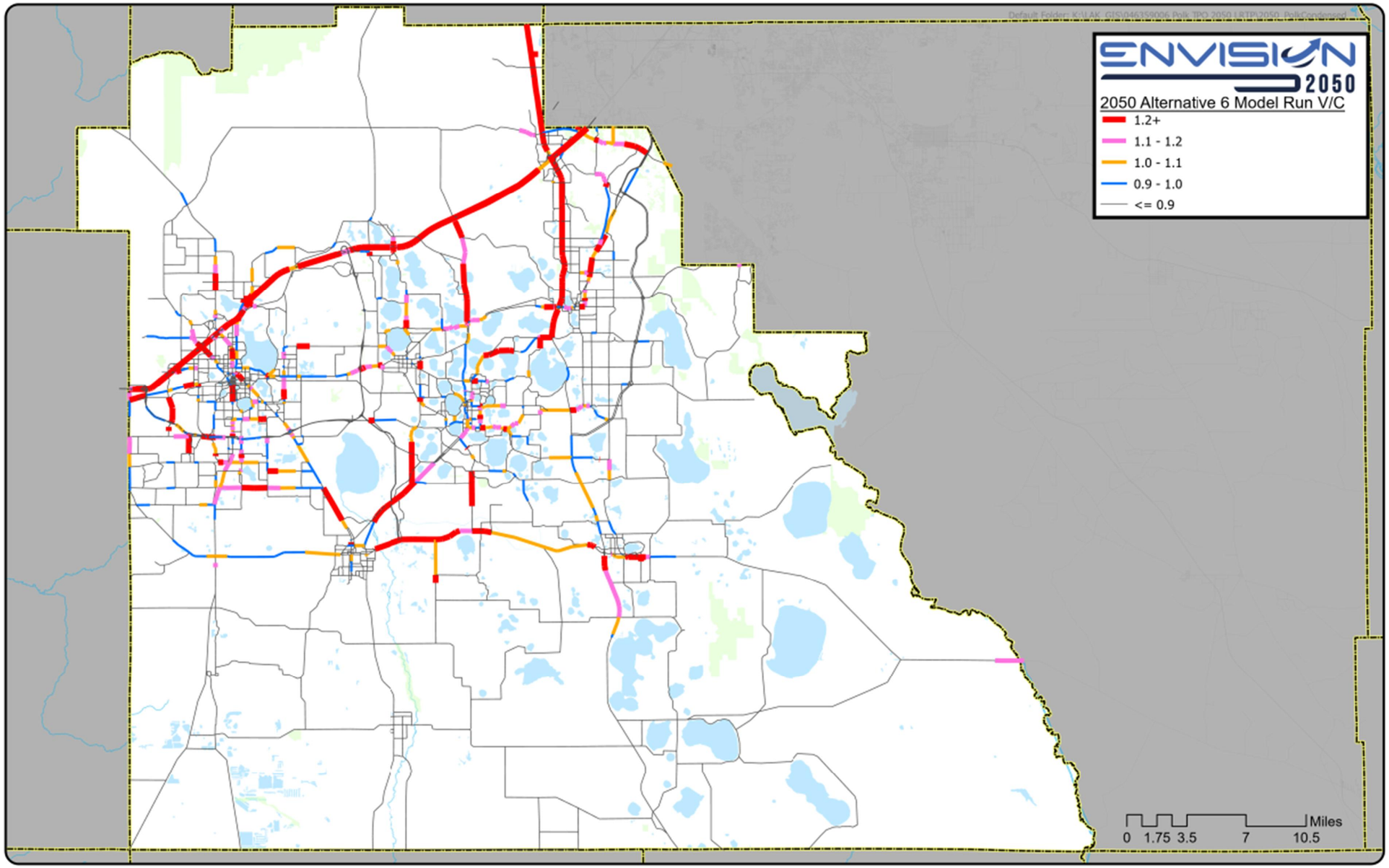


Figure 3-9. Travel Demand Model Results

TRANSPORTATION NEEDS

CHAPTER 4

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4.0 TRANSPORTATION NEEDS

4.1 INTRODUCTION

A key aspect of long-range transportation planning involves estimating the revenues that can be reasonably expected, which helps prioritize the Needs Plan and shape a Cost Feasible Plan. These revenue projections represent a snapshot of the current financial landscape and anticipated trends. Another critical component of the forecast is identifying how transportation funds are allocated between capital investments and operations and maintenance. Ensuring the continued upkeep of transportation infrastructure will remain a vital priority moving forward. However, compared to 20 years ago, when needs and revenues were more closely aligned, the cost of meeting transportation needs has risen dramatically while available revenues have remained relatively flat—widening the gap and creating increasing challenges in balancing investment priorities over time. Figure 4-1 illustrates this by comparing the costs of needs in 2005 to the cost of needs in 2025 and the anticipated revenue available to address those needs.

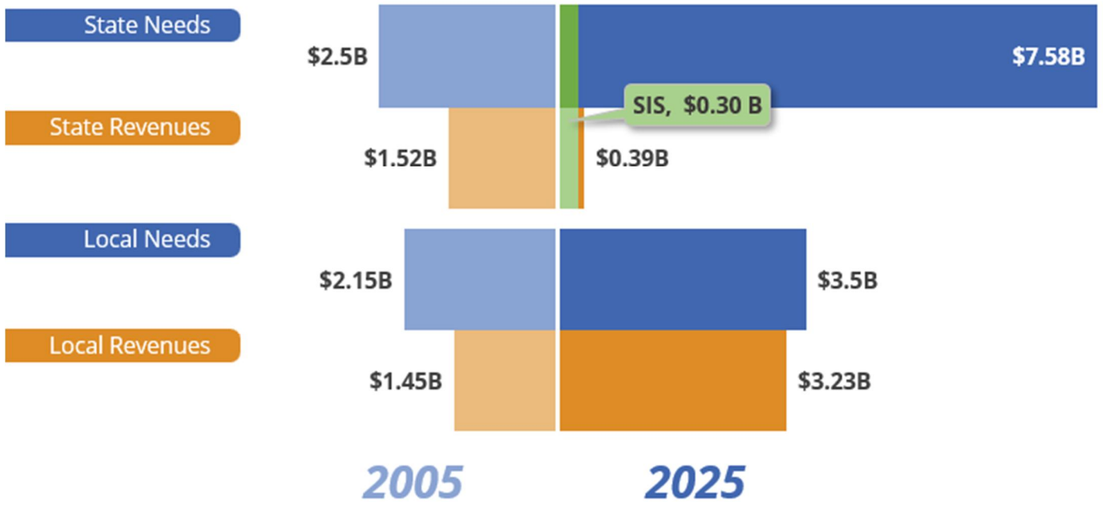


Figure 4-1. Transportation Needs and Revenues in 2005 vs. 2025

4.2PROJECTED REVENUES

Table 4-1 provides a summary of the roadway revenue totals by revenue source available for capital projects by timeframe through the year 2050. The revenues are shown in Year of Expenditure (YOE), which is the estimated value of the dollars at the time of spending in the future, including inflation.

Table 4-1. Federal and State Revenue Summary in Year of Expenditure (YOE)

Revenue	2031-2035	2035-2040	2041-2050	2050 LRTP Total
Surface Transportation Block Grant – Urbanized Area (SU)	$33,780,000	$33,780,000	$67,560,000	$135,120,000
Transportation Alternatives – Urbanized (TALU)	$6,170,000	$6,170,000	$12,340,000	$24,680,000
State Highway System (non-SIS)	$21,320,000	$22,160,000	$45,110,000	$88,590,000
State Highway System (non-SIS) SHS Product Support*	$4,690,000	$4,875,000	$9,924,000	$19,489,000
Other Roads (Non-SIS, Non-SHS)	$14,060,000	$14,630,000	$29,780,000	$58,470,000
Other Roads (Non-SIS, Non-SHS) Product Support*	$3,093,000	$3,219,000	$6,552,000	$12,864,000
Subtotal	$88,233,000	$89,954,000	$181,516,000	$359,703,000
Strategic Intermodal System (SIS)	$147,357,000	$0	$358,206,000	$505,563,000
Surface Transportation Block Grant (SN, SM, SL)*	$13,764,000	$14,021,000	$28,391,000	$56,176,000
Transportation Alternatives (TALT, TALN, TALM, TALL)*	$8,146,000	$8,210,000	$16,613,000	$32,969,000
TRIP (Transportation Regional Incentive Program)*	$8,966,000	$9,445,000	$19,511,000	$37,922,000
Total State and Federal	$349,579,000	$206,464,000	$775,503,000	$1,331,546,000

Note: Estimated allocation of Districtwide funding based on Polk TPO's proportion of projected total population within District One
Note: Source for State and Federal Revenue Data: FDOT 2050 Revenue Forecast
Note: Planned SIS projects are sources from the SIS Funding Strategy document set (*https://www.fdot.gov/planning/systems/programs/mspi/plans/default.shtm*), where the project list is not in priority order.
*Includes years 2030 to 2050 (21 years)
**In addition to TALU, other competitive funding sources include:
TALL (Transportation Alternatives for areas with populations between 5,000 and 200,000), TALT (Transportation Alternatives for any area of the state), TRIP (Transportation Regional Incentive Program), TLWR (SUN Trail), CIGP (County Incentive Grant Program), SCOP (Small County Outreach Program)

Locally generated revenues are also considered and are summarized in Table 4-2.

Table 4-2. Polk County Revenue Summary in Year of Expenditure (YOE)

Polk County Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	2050 LRTP Totals
County Gas Tax - 1¢ of 1¢	$25,084,050	$30,334,200	$75,446,600	$130,864,850
Constitutional Gas Tax - 2¢ of 2¢	$56,726,460	$68,599,440	$170,621,060	$295,946,960
Local Option Gas Tax - 6¢ of 6¢	$102,277,650	$123,684,600	$307,625,800	$533,588,050
Second Local Option Gas Tax 5¢ of 5¢	$64,712,850	$78,257,400	$194,640,200	$337,610,450
9th Cent Gas Tax 1¢ of 1¢	$18,576,000	$22,464,000	$55,872,000	$96,912,000
Transportation Millage Fund (Ad Valorem Tax)	$1,039,238,190	$1,387,559,160	$4,481,520,280	$6,908,317,630
Road Impact Fees	$158,541,000	$128,341,200	$627,784,000	$914,666,200
Total Polk County Revenues	$1,465,156,200	$1,839,240,000	$5,913,509,940	$9,217,906,140

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

4.3 ROADWAY PLAN

PHASING OF PROJECTS

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

	TIER 1	TIER 2	TIER 3	TIER 4	TIER 5	TIER 6
	Existing and Committed Roadway Improvements	Interim Cost Feasible Plan (2031-2040)	Cost Feasible Plan (2041-2050)	Illustrative Projects / Other Priority Projects	Other Unfunded Needs	Vision Roadway Improvements
Needs Assessment?	Yes	Yes	Yes	Yes	Yes	
High Priority?	Yes	Yes	Yes	Yes		
Cost Feasible?	Yes	Yes	Yes	Should funds become available		

Figure 4-2. Phasing Tiers

PRIORITIZATION CONSIDERATIONS

The selection of projects for the cost feasible plan was consistent with the prioritization criteria identified in Figure 4-3. A detailed summary of the cost feasible projects is provided in Appendix B and Appendix C. Appendix B presents project costs in terms of Year of Expenditure and Appendix C presents project costs in terms of Present Day Value (PDV). The total unfunded needs include nearly $6.2 billion of roadway improvements in YOE costs. These tables ensure that the Cost Feasible Plan and the proposed improvements are described in sufficient detail to develop cost estimates per 23 C.F.R. 450.322(f)(6).

Figure 4-3. Prioritization Criteria

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

Table 4-3. Projects Listed in TIP FY 2025/2026-2029/2030

ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27	AT US 27	INTERSECTION/INTERCHANGE
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	INTERSECTION/INTERCHANGE
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	INTERSECTION/INTERCHANGE
CR 557	US 17/92	I-4	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	INTERSECTION/INTERCHANGE
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	INTERSECTION/INTERCHANGE
SR 33	AT MOUNT OLIVE ROAD	AT MOUNT OLIVE ROAD	INTERSECTION/INTERCHANGE
US 27	AT FOUR CORNERS BLVD	AT FOUR CORNERS BLVD	INTERSECTION/INTERCHANGE
US 98	HALL RD	PASCO COUNTY LINE	WIDEN 2 TO 4 LANES
US 98	N OF WEST SOCRUM LOOP ROAD	HALL RD	WIDEN 2 TO 4 LANES
WEST PIPKIN RD	HARDEN BLVD	SR 37	WIDEN 2 TO 4 LANES

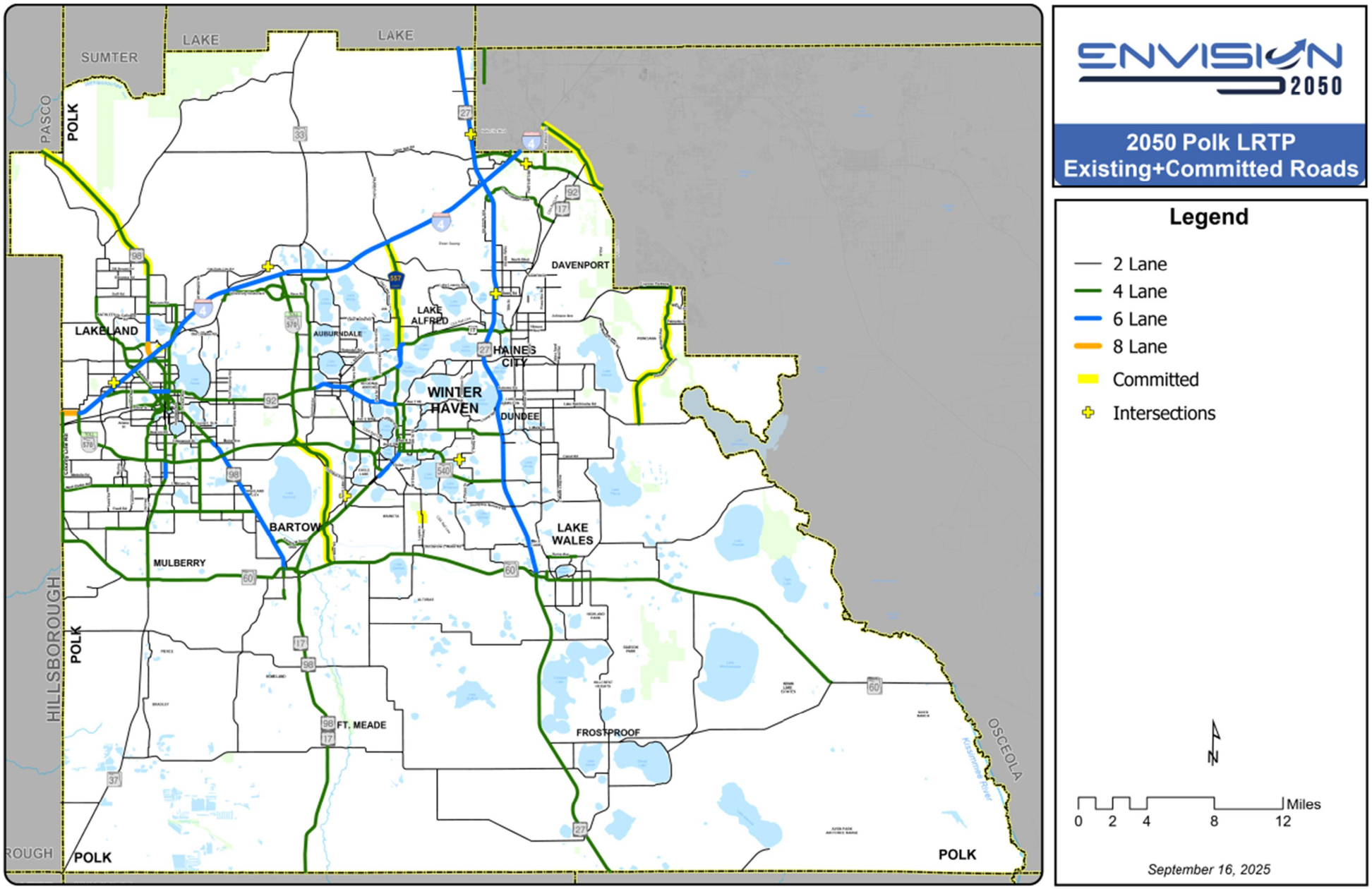


Figure 4-4. Existing + Committed Roadway Network

FREIGHT CORRIDORS

Polk County plays a critical role as an inland freight logistics hub in Florida, largely due to its advantageous position between the Tampa and Orlando metropolitan areas and its proximity to key highway routes—US 17, US 27, and SR 60—which connect to both southeast and southwest Florida. Recognizing this strategic location, CSX Transportation has established a major Intermodal Logistics Center in Winter Haven, adjacent to SR 60. In recent years, companies such as Amazon and Wal-Mart have significantly expanded their operations across the county.

Freight movement and warehousing have long been central to Polk County's economic strength and continue to drive growth. As a result, the Polk TPO places strong emphasis on freight corridors when setting project priorities and defining performance measures and objectives. Identifying major corridor upgrades is just one method used to address freight-related challenges.

REGIONAL PROJECTS

Central Polk Parkway East

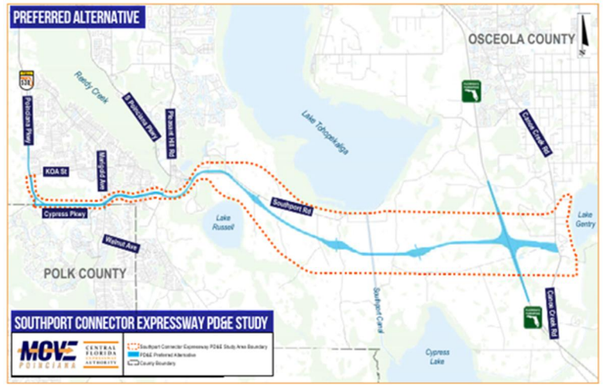
FDOT and Florida's Turnpike Enterprise (Enterprise) are conducting a study to evaluate corridor alternative for a new tolled, limit access highway from SR 60 to US 17/92. The proposed facility would provide a direct link to Interstate 4 and SR 429 through the future Poinciana Connector. The proposed corridor would provide some relief to the existing US 27 corridor in northeast Polk, which has become increasingly congested in recent years and is projected to worse in the future due to forecasted population growth. The project is scheduled to be completed in late 2025.

A ladder-rung consensus-building exercise was conducted to determine the benefits, connectivity, impacts, barriers, and environmental justice of expanding east-west corridors to support connectivity to the planned Central Polk Parkway East roadway. The five east-west corridors most suitable for expansion and their proposed improvements, as determined during the consensus-building exercise include:

- Ernie Caldwell Boulevard – Interchange with Central Polk Parkway East
- Bates Road – Widen to four-lanes and extend east to connect to Powerline Road
- Marion Road (SR 544) – Widen to four-lanes to proposed interchange with Central Polk Parkway East
- Kokomo Road/CR 546E – Widen to four-lanes from US 27 east to Powerline Road
- Lake Hatchineha Road East – Widen to four-lanes east of Polk Parkway east to Powerline Road and construct interchange with Central Polk Parkway East

Southport Connector Expressway

The Southport Connector Expressway is a proposed regional transportation corridor intended to improve mobility and relieve congestion in the rapidly growing Poinciana area of Osceola and Polk counties. Originally studied by the Central Florida Expressway Authority (CFX) through a Concept, Feasibility, and Mobility (CF&M) Study, the corridor would extend approximately 13 miles from the southern terminus of the Poinciana Parkway at Cypress Parkway eastward to Florida's Turnpike. While the CFX Board opted not to advance the project beyond the feasibility phase in 2018 due to funding limitations and community concerns, the corridor remains under periodic review as growth and transportation needs evolve. The project continues to be referenced in planning discussions as a potential long-term solution for regional connectivity, multimodal access, and improved hurricane evacuation routes.



SPECIAL STUDIES

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

The Lake Shore Way/Shinn Boulevard Corridor Planning Study, led by FDOT, is a key initiative aimed at enhancing safety, mobility, and downtown connectivity in Lake Alfred. Focused on the one-way pair of Lake Shore Way and Shinn Boulevard between US 17 and Rochelle Avenue, the study explores alternatives such as converting the corridor to two-way traffic to support a more walkable and vibrant downtown. In response to community concerns about increased traffic volumes, pedestrian safety, and speeding, FDOT will conduct a lane repurposing analysis as part of the broader SR 600 (US 17/92) PD&E Study. The planning effort, which runs through 2027, includes robust public engagement and is aligned with the Polk TPO's goals for multimodal accessibility and context-sensitive design.

Lakeland Area Alternatives Analysis

The Lakeland Area Alternatives Analysis (LAAA), conducted by FDOT in partnership with the City of Lakeland and the Polk TPO, is a multimodal planning study focused on improving safety, mobility, and connectivity across key corridors in north-central Lakeland. The study evaluated travel demand and developed corridor action plans for SR 539/Kathleen Road, US 92/Memorial Boulevard, US 98, and SR 33/Lakeland Hills Boulevard. Recommendations included lane eliminations, intersection redesigns, and enhanced pedestrian and bicycle infrastructure. The City of Lakeland formally endorsed the study through Resolution #5495, and its findings have been integrated into broader planning efforts such as the Midtown CRA and the City's Comprehensive Plan. The LAAA supports complete streets principles and aligns with transit expansion initiatives, including the Peach Line circulator route, reinforcing the region's commitment to context-sensitive and multimodal transportation solutions.

Lakeland Intermodal Center Feasibility Study

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

South Florida Avenue (SR 37) Road Diet Pilot Project

The South Florida Avenue (SR 37) Road Diet Pilot Project is a transformative initiative launched by FDOT in partnership with the City of Lakeland to improve safety, multimodal access, and corridor aesthetics along the one-mile Dixieland segment between Ariana Street and Lime Street. Implemented in April 2020, the pilot reconfigured the corridor from five lanes to three—one lane in each direction with a center turn lane—allowing lane widths to meet FDOT standards and creating space for future pedestrian, bicycle, and streetscape enhancements. Extensive public engagement, including surveys, storefront design studios, and charrettes, informed the pilot's evaluation. FDOT deployed over 90 sensors and cameras to monitor traffic performance and safety impacts.

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

US 17 Vision and Action Plan (Winter Haven)

The US 17 Vision and Action Plan is a corridor planning initiative developed by the FDOT District One in collaboration with Renaissance Planning and local stakeholders to guide future transportation and land use decisions along the US 17 corridor in Winter Haven. Covering the segment from Motor Pool Road to Cypress Gardens Boulevard, the plan was developed through FDOT's Planning Studio framework and emphasizes early community engagement, multimodal mobility, and context-sensitive design. The two-phase process included a Corridor Context Report and a Vision and Action Plan, which identified operational improvements, infrastructure investments, and land use strategies to support safety, connectivity, and economic development. The plan aligns with Winter Haven's broader redevelopment goals and reflects a commitment to placemaking and multimodal accessibility.

US 17/92 Hinson Avenue PD&E Study

The US 17/92 Hinson Avenue Project Development and Environment (PD&E) Study is an ongoing initiative led by FDOT to address congestion, safety, and multimodal connectivity in downtown Haines City. The study corridor extends from South 1st Street to 17th Street and evaluates alternatives to improve roadway operations and accommodate future travel demand. Key options include reconstructing the existing underpass to maintain grade separation between the roadway, rail line, and Haines City Trail, or adding new at-grade lanes north of the current structure. The latter raises safety and clearance concerns, as the existing rail bridge provides only 14 feet 5 inches of vertical clearance. FDOT has conducted public workshops and released concept plans to gather community input, with a formal public hearing anticipated in Winter 2024 or Spring 2025. The study supports the Polk TPO's goals for safe, efficient, and context-sensitive transportation infrastructure.

US 17/92 Vision and Action Plan (Haines City and Davenport)

The US 17/92 Vision and Action Plan is a corridor planning initiative developed by FDOT District One in partnership with Renaissance Planning and local stakeholders to guide future transportation and land use decisions along a 12-mile segment of US 17/92 from US 27 to the Polk/Osceola County Line. Developed through FDOT's Planning Studio framework, the plan emphasizes early community engagement and context-sensitive design to support multimodal mobility, safety, and economic development. The planning process included a Corridor Context Report and a Vision and Action Plan that identified operational improvements, infrastructure investments, and land use strategies aligned with community goals. The plan reflects a commitment to placemaking and integrated transportation solutions that enhance connectivity and support revitalization efforts in both Haines City and Davenport.

VISION ROADWAY IMPROVEMENTS

Vision Roadway Improvements (Tier 6) include public and private collector roads that are needed to serve long-term growth and development in Polk County. These roads are needed to provide adequate access to developing areas and surrounding arterial roads. In many cases these vision collector roads will help form a grid network that will relieve parallel corridors.

The need and suitability of each project should be considered in the preparation and review of land development plans or projects. Where possible, collector roads should be designed and constructed as part of, or in conjunction with, new development. Additional funding for these projects will be pursued through public-private partnerships. The proposed road alignments should be considered conceptual and subject to change until a more detailed alignment and engineering study can be completed. TPO staff will coordinate with local governments to include propose collector roads in local land use plans.

Lakeland Linder International Airport Terminal Master Plan

The Lakeland Linder International Airport (LAL) Terminal Master Plan (TAMP) positions the airport as a forward-thinking hub in Florida's Strategic Intermodal System (SIS), with new designations for Drane Field Road and County Line Road as SIS connector roads to enhance regional connectivity. A key feature of the plan is its proactive integration of advanced air mobility (AAM) into the airport's future development. The Preferred Development Alternative site plan specifically designates an "Advanced Air Mobility Zone," signaling LAL's commitment to supporting next-generation aviation technologies such as electric vertical takeoff and landing (eVTOL) aircraft and other emerging AAM operations.

This AAM zone is incorporated into the phased development strategy, ensuring that infrastructure and operational planning will accommodate future AAM services as the industry evolves. The plan's multi-modal center further supports this vision by providing a hub for ground transportation, ride-share, and future mobility options, facilitating seamless connections between traditional air travel and advanced air mobility platforms.

By including AAM in its master planning, LAL demonstrates leadership in embracing innovative transportation solutions, aligning with SIS priorities, and preparing the region for the future of air travel. The TAMP's approach ensures that LAL will remain adaptable and competitive, ready to serve both conventional and advanced aviation needs as part of a comprehensive, sustainable growth strategy.

Congestion Management Process

The Polk TPO's updated Congestion Management Process (CMP) reflects a data-driven and performance-based approach to identifying and addressing congestion across the metropolitan transportation network. The CMP integrates operational and management strategies aimed at improving the efficiency of existing facilities, enhancing safety, and maximizing mobility for both people and goods. It supports the LRTP by informing project prioritization and investment decisions, particularly for single-occupancy vehicle (SOV) projects and multimodal enhancements. The CMP also aligns with federal requirements under 23 C.F.R. 450.324, ensuring consistency with FAST Act guidance and emphasizing the role of intercity transit, transportation demand management (TDM), and emerging mobility technologies. The updated process incorporates corridor-level analysis, travel time reliability metrics, and stakeholder input to guide strategic improvements and support regional resilience planning.

4.4 PUBLIC TRANSPORTATION

CITRUS CONNECTION 2025 TRANSIT DEVELOPMENT PLAN UPDATE

The 2025 Citrus Connection Transit Development Plan (TDP), prepared by the Polk Transportation Planning Organization in partnership with Citrus Connection, presents a comprehensive 10-year vision for public transit in Polk County, Florida. The TDP includes public engagement, demographic analysis, and coordination with local, regional, and state agencies. Some key themes of the plan include rapid population growth, evolving travel patterns, and the need for enhanced regional connectivity. Extensive outreach—including stakeholder interviews, public workshops, and surveys—revealed strong community support for expanded service hours, increased frequency, improved regional connections (including future SunRail and Brightline extensions), and upgraded amenities such as shelters, Wi-Fi, and alternative-fuel vehicles. The TDP also emphasizes the importance of serving transit-dependent populations, supporting economic development, and integrating land use strategies that foster transit-supportive growth.

The TDP outlines a phased 10-year program of service and capital improvements designed to enhance mobility, reduce congestion, and support sustainable growth. Key recommendations include extending weekday service hours, increasing frequency on high-demand routes, introducing new local and regional services (such as express and microtransit options), and implementing premium Bus Rapid Transit (BRT) on major corridors like Florida Avenue and US 98. The plan prioritizes investments in infrastructure, including new and upgraded transit centers, park-and-ride facilities, and technology enhancements to improve rider experience and operational efficiency. Financial projections and a prioritized project list ensure that improvements are both ambitious and achievable, with funding strategies leveraging federal, state, local, and public-private partnerships. The TDP positions Citrus Connection to meet the county's growing and diversifying mobility needs, while supporting broader LRTP goals for a connected, accessible, and resilient transportation network.

TDP SERVICE IMPROVEMENTS

The TDP includes service improvement recommendations, which were developed to improve transit access to jobs and services in and next to Polk County and help reduce traffic congestion in core areas and corridors. These include strategies to enhance existing services and new services. New services include premium transit options, new express and local routes, and technology-based microtransit services. Key service improvements are described below.

Enhancements to Existing Network

The TDP identified a need to improve the existing network by extending service and increasing frequency. The map in Figure 4-5 below shows the recommended improvements to enhance existing service.

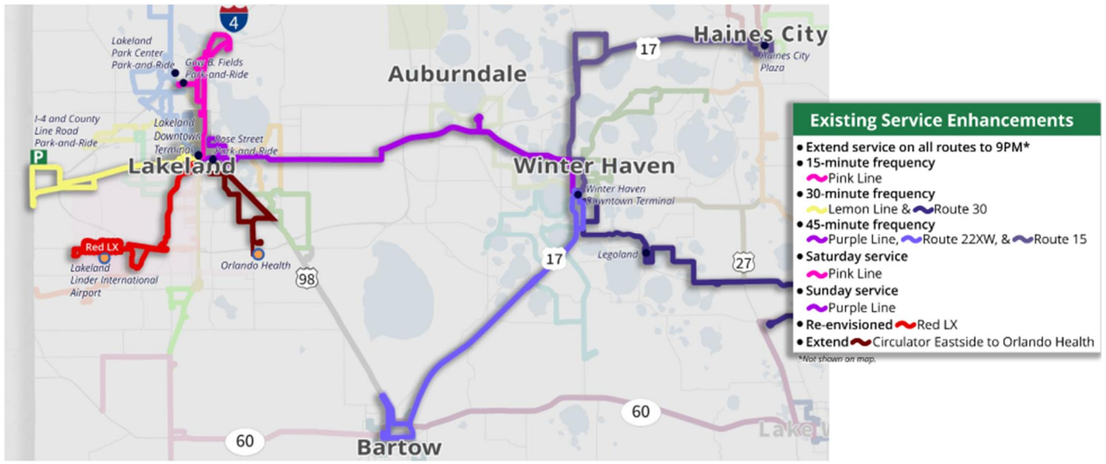


Figure 4-5. Enhancements to Existing Network

New Local Service

The TDP identified a need to expand service to potentially mitigate worsening traffic congestion resulting from the county's rapid growth. The recommended new local service expansions are shown in Figure 4-6 below.

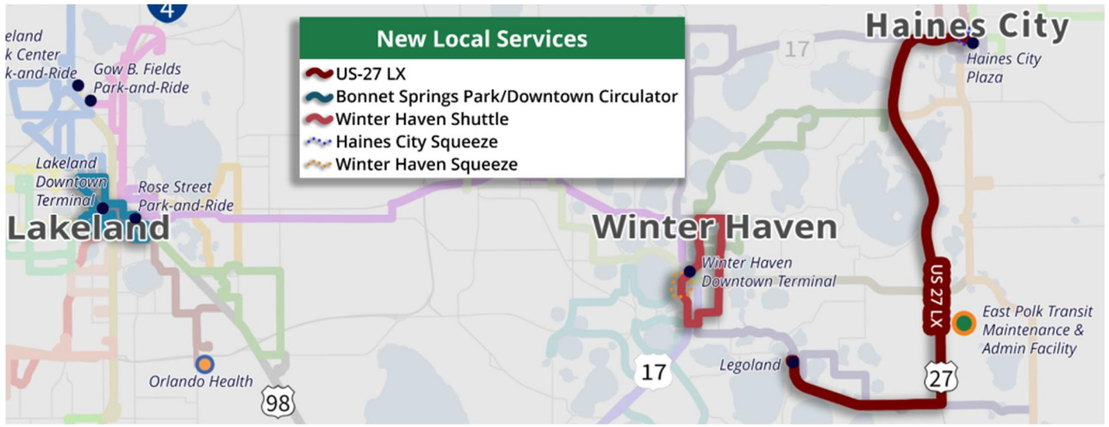


Figure 4-6. New Local Service

New Regional and Rail Services

The TDP identified regional and rail services as needed in order to support growth and enhance connectivity within and beyond Polk County. The recommended regional and rail services improvements are shown in Figure 4-7.

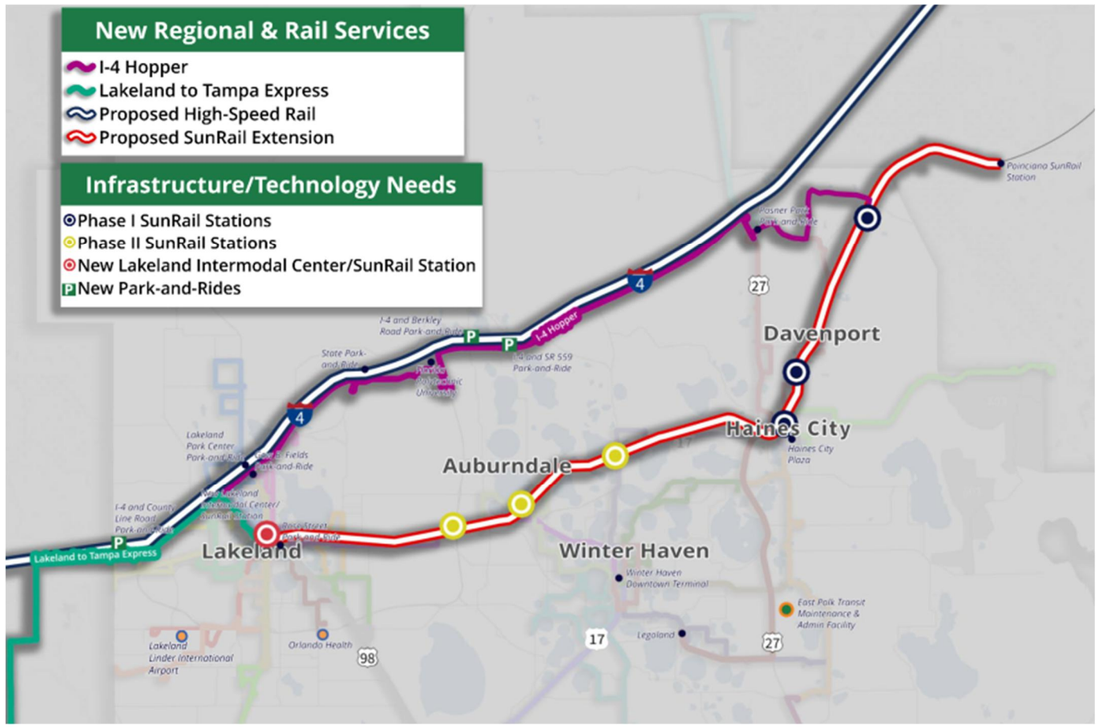


Figure 4-7. New Regional and Rail Services

New Premium Service

The TDP identified a need to add premium service on high demand corridors/areas in order to attract new customer and improve the quality of service for current customers. Key features of the expanded premium service include TSP/queue jumps at needed/applicable intersections, branded stations with enhanced amenities (covered/sheltered bus stops with real-time passenger information, WiFi, information kiosks, etc.) and branded low-floor BRT vehicles. The recommended new premium services are shown in Figure 4-8 below.

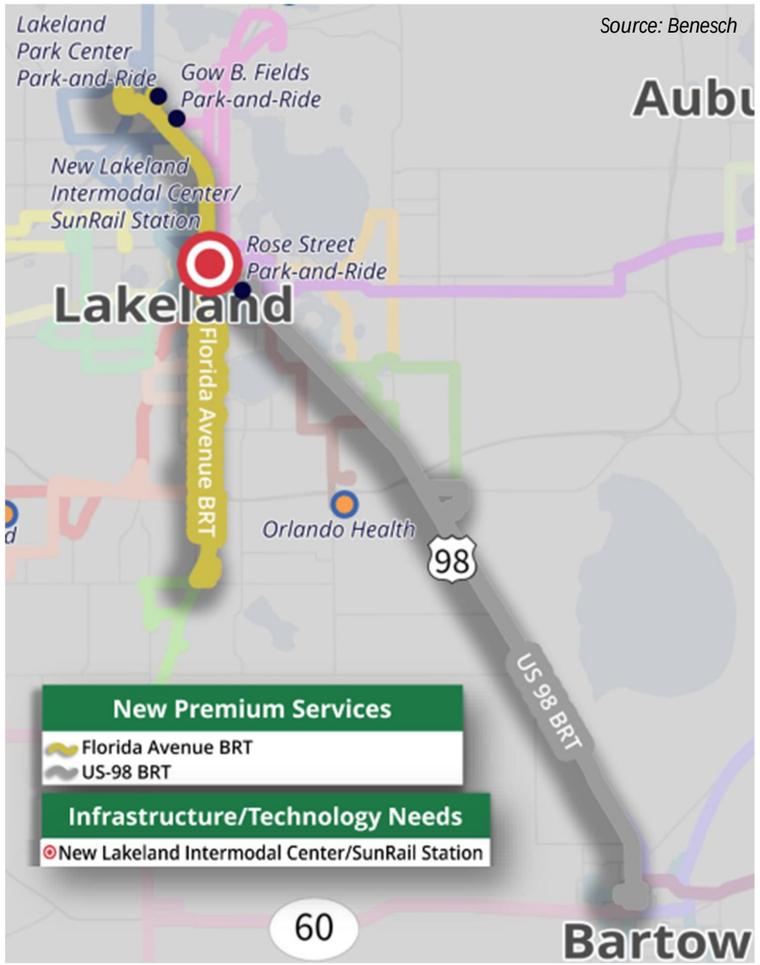


Figure 4-8. New Premium Services

New Microtransit Service

The TDP identified a need to provide microtransit service to increase accessibility and improve convenience, particularly in low-density areas where traditional bus service may be inefficient. The recommended new microtransit service is shown in Figure 4-9 below.

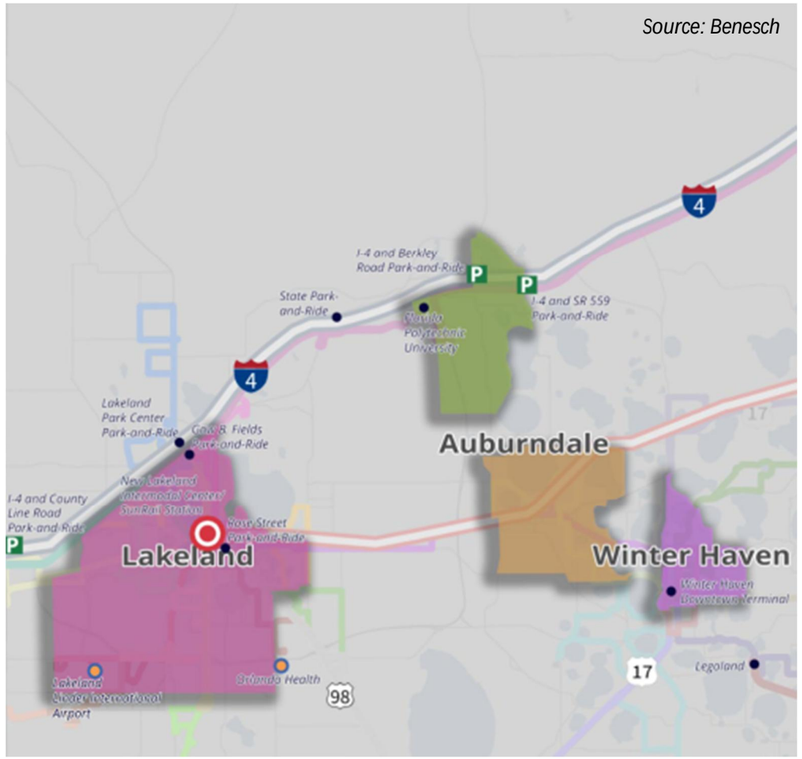


Figure 4-9. New Microtransit Service

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

Table 4-4. 10-Year Schedule of Projects for TDP (Service)

Project	Description/Location	Type of Service	Level of Service			Associated Costs (2025 Dollars)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
Enhancements to Existing Services									
Extended weekday service until 9:00 PM	Throughout Polk County	Local	Various	Various	Monday-Friday	$3,951,176*	N/A	2-3 years	Local
15-minute Frequency on Pink Line	Along SR 33, Parkview Place, and Florida Avenue	Local	15	6:15 AM – 6:08 PM	Monday-Friday	$570,673*	$1,400,000	2-5 years	Local
30-minute Frequency on Lemon Line	Along George Jenkins Boulevard, US 92, and County Line Road	Local	30	5:45 AM – 5:38 PM	Monday-Friday	$397,109*	$700,000	2-5 years	Local
30-minute Frequency on Route 30	Along Central Avenue, Cypress Gardens Boulevard, Waverly Road, and Scenic Highway	Local	30	6:15 AM – 7:00 PM	Monday-Friday	$871,520*	$1,400,000	2-5 years	Local
45-minute Frequency on Purple Line	Along Main Street, US 92, Havendale Boulevard, and US 17	Local	45	5:45 AM – 6:53 PM	Monday-Friday	$551,851*	$1,400,000	2-5 years	Local
45-minute Frequency on Route 15	Along 6th Street, Lake Alfred Road, and US 17	Local	45	5:45 AM – 7:10 PM	Monday-Friday	$440,171*	$700,000	2-5 years	Local
45-minute Frequency on Route 22XW	Along US 17, US 98, and Main Street	Local	45	5:45 AM – 7:04 PM	Monday-Friday	$439,139*	$700,000	2-5 years	Local
Saturday service on Pink Line	Along SR 33, Parkview Place, and Florida Avenue	Local	30	7:00 AM – 3:00 PM	Saturday	$103,533*	N/A	5-10 years	Local
Sunday service on Purple Line	Along Main Street, US 92, Havendale Boulevard, and US 17	Local	90	9:00 AM – 3:00 PM	Sunday	$77,650*	N/A	5-10 years	Local
Convert Red Line to Limited Express	Along Sikes Boulevard and Drane Field Road	Local	30	5:45 AM – 5:35 PM	Monday-Friday	N/A	N/A	2-3 years	Local
Extend Circulator Eastside to Orlando Health	Along Lakeland Highlands Road	Local	60	6:15 AM – 6:15 PM	Monday-Saturday	$86,236*	N/A	1-2 years	Local
New Local Service									
US 27 LX	Along US 301 and Eiland Boulevard	Local	45	6:00 AM – 7:00 PM	Monday-Friday	$689,888	$1,400,000	5-10 years	Local
Bonnet Springs Park/Downtown Circulator	Along Kathleen Street, 5th Street, Martin Luther King Jr Boulevard, George Jenkins Boulevard, Lake Morton Drive, Bonnet Springs Boulevard	Local	45	7:30 AM – 6:45 PM	Monday-Friday	$208,768	$250,000	1-2 years	Local

Project	Description/Location	Type of Service	Level of Service			Associated Costs (2025 Dollars)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
Winter Haven Shuttle	Along 6th Street, 1st Street, Martin Luther King Jr Boulevard, 7th Street, Avenue O, and Cypress Gardens Boulevard	Local	30	9:00 AM – 5:00 PM	Monday-Friday	$148,457	$250,000	1-2 years	Local
Haines City Squeeze	Along Main Street, 4th Street, Oak Avenue, Ledwith Avenue, and 8th Street	Local	10	11:00 AM – 2:00 PM	Monday-Friday	$37,800	$75,000	5-10 years	Local
Winter Haven Squeeze	Along Lake Howard Drive, Avenue C, 1st Street North, and Avenue E	Local	10	11:00 AM – 2:00 PM	Monday-Friday	$37,800	$75,000	2-3 years	Local
New Regional and Rail Services									
I-4 Hopper	Along I-4 from US 98 to Loughman Rail Station	Express	60	6:00 AM – 9:00 AM / 3:00 PM – 6:00 PM	Monday-Friday	$376,303	$1,400,000	5-10 years	Local, Regional
Lakeland – Tampa Express	Along I-4 from downtown Lakeland to SR 60 in Dover	Express	90	6:00 AM – 9:00 AM / 3:00 PM – 6:00 PM	Monday-Friday	$188,151	$700,000	5-10 years	Local, Regional
Haines City – Posner Express (Pre-SunRail)	Along US 27 from 17th Street to Ernie Caldwell Boulevard	Express	60	6:00 AM – 9:00 AM / 3:00 PM – 6:00 PM	Monday-Friday	$188,151	$700,000	2-5 years	Local
Lakeland – Haines City Express (Pre-SunRail)	Along US 92 from downtown Lakeland to Poinciana SunRail Station	Express	60	6:00 AM – 11:00 AM / 3:00 PM – 8:00 PM	Monday-Friday	$1,254,342	$2,800,000	2-5 years	Local
New Premium Service									
Florida Avenue BRT	Along Florida Avenue from downtown Lakeland to Lake Miriam Shopping Center	BRT	15	6:00 AM – 6:00 PM	Monday-Friday	$1,121,591*	$2,800,000	5-10 years	Local, Regional, State
US 98 BRT	Along US 98 from downtown Lakeland to downtown Bartow	BRT	20	6:00 AM – 6:00 PM	Monday-Friday	$3,469,350*	$4,200,000	5-10 years	Local, Regional, State
New Microtransit Service									
Auburndale	In Auburndale from Lake Ariana Boulevard to K-Ville Avenue between Berkley Road and Lynchburg Road	Microtransit	On-Demand	9:00 AM – 5:00 PM	Monday-Friday	$201,600	$500,000	1-2 years	Local
Innovation District/Polk City	In central Polk County adjacent to I-4 and Polk Parkway	Microtransit	On-Demand	9:00 AM – 5:00 PM	Monday-Friday	$201,600	$500,000	2-5 years	Local
Lakeland/Airport	In Lakeland, west of County Road 33A along Drane Field Road	Microtransit	On-Demand	9:00 AM – 5:00 PM	Monday-Friday	$403,200	$1,000,000	1-2 years	Local
Winter Haven	In central Winter Haven from US 17 to Buckeye Loop, north of Dundee Road	Microtransit	On-Demand	9:00 AM – 5:00 PM	Monday-Friday	$108,000	$250,000	1-2 years	Local

**Incremental cost*

Note: The High Speed Rail project and SunRail extension to Polk County are not included in the TDP Schedule of Projects. The SunRail extension continues to be studied by FDOT.

TDP CAPITAL IMPROVEMENTS

The TDP includes capital improvements recommendations such as technological and infrastructure improvements that will enhance rider experience. Key capital improvements are described below.

Lakeland Intermodal Center/SunRail Station

The TDP has determined that the existing Lakeland Downtown Terminal is inadequate to accommodate expanded transit service improvements. It is anticipated that the Lakeland Intermodal Center will be relocated to one of the potential site locations as identified in the Lakeland Intermodal Feasibility Study, which is available under separate cover. The proposed facility will include bus based, park-and-ride facilities, multimodal amenities, a drop-off and pick-up area, and other amenities. A Project Development and Environment (PD&E) study will be conducted to support this effort. The potential locations for the proposed facility are shown in Figure 4-10. A conceptual rendering of the proposed facility is shown in Figure 4-11.

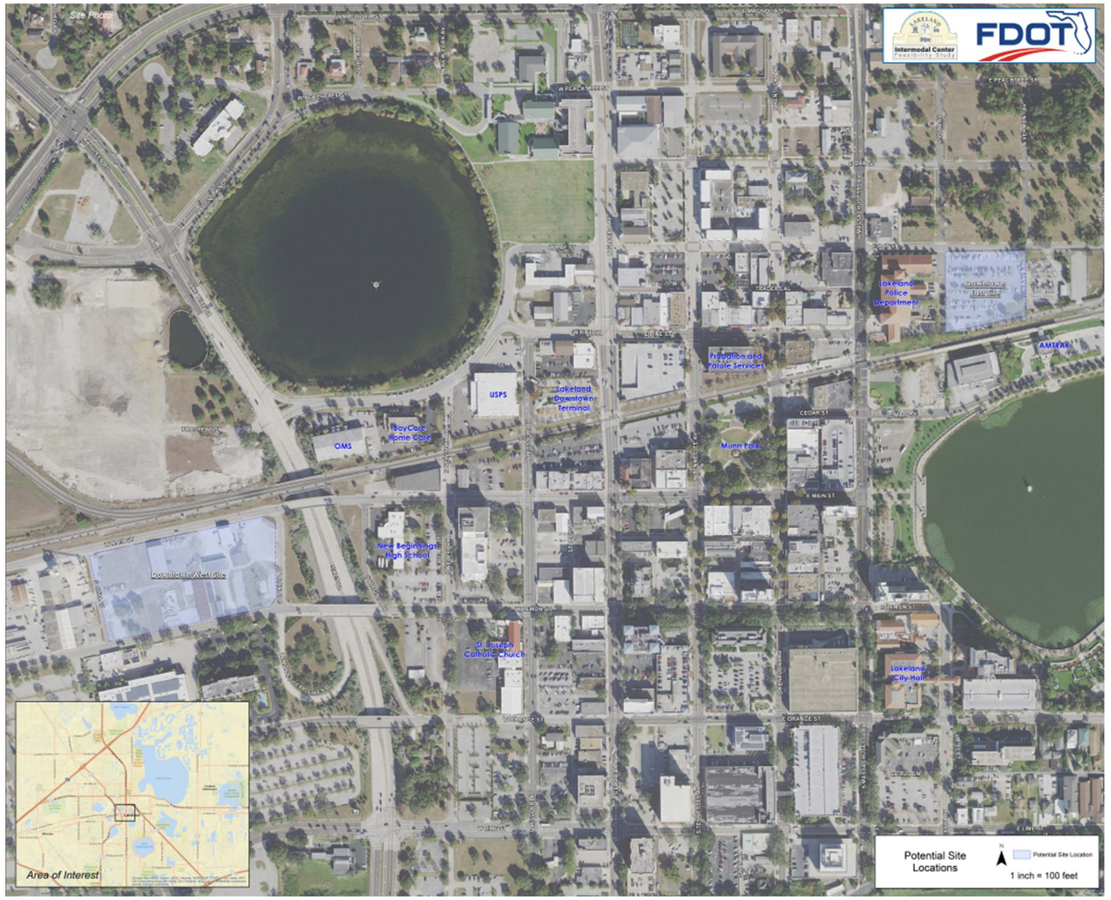


Figure 4-10. Lakeland Intermodal Center Potential Site Locations

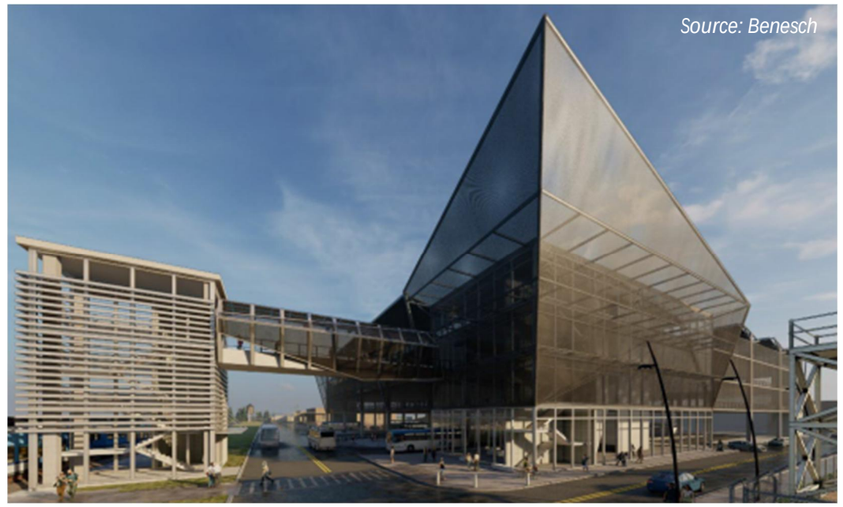


Figure 4-11. Lakeland Intermodal Center Conceptual Rendering

East Polk Transit Maintenance and Administrative Facility

This facility has been planned to reduce deadhead mileage for services in east Polk County, to support increasing the system's efficiency. This facility will be utilized to consolidate administration, maintenance, and vehicle storage for routes in east Polk County. A site has been acquired for this proposed facility, located on Lincoln Avenue.

Proposed New Transit Center and Super Stop

The TDP identified a need for a transit center and super stop to support the growing Citrus Connection network. The new transit center is proposed to serve Lakeland International Airport, connecting passengers and workers to and from the airport. The super stop is proposed at the new Orlando Health location adjacent to Lakeland Highlands Road to provide quality experience for customers with comfort and ease to access services.

New Park and Ride Facilities

There are currently five park-and-ride facilities serving Polk County. The TDP identified the need for additional park-and-ride facilities at the following locations to support the new regional/express services and the extended route network growth:

- I-4 and Berkley Road
- I-4 and SR 559
- I-4 and County Line Road

Implement Alternative Fuel Vehicles

Citrus connection continues to relace its fleet and add new vehicles to provide service improvements. With the proposed on-demand and Squeeze services, the TDP recommends that Citrus Connection consider acquiring alternative fuel vehicles as replacements, when possible.

Additional/Enhanced Facilities and Bus Stop Infrastructure

The TDP recommends that Citrus Connection should continue to enhance its infrastructure with amenities such as bus shelters, benches, and bike racks. These infrastructure enhancements will support the existing and proposed routes, enhance the customer experience, and potentially attract new customers.

TSP/Queue Jumps

The TDP recommends implementing bus preferential treatments on critical corridors such as Florida Avenue and US 98 to mitigate the effects of increased traffic. TSP and queue jumps are strategic enhancements designed to create more efficient transit travel, particularly during periods of peak congestion. These enhancements are essential to the successful implementation of BRT services. The TDP recommends that Citrus Connection reviews the 2024 FDOT District One Districtwide BRT Feasibility Study to plan for potential TSP and queue jump implementation, in coordination with the appropriate local agencies. Figure 4-12 illustrates a conceptual TSP with Queue Jump that could be used to support BRT.

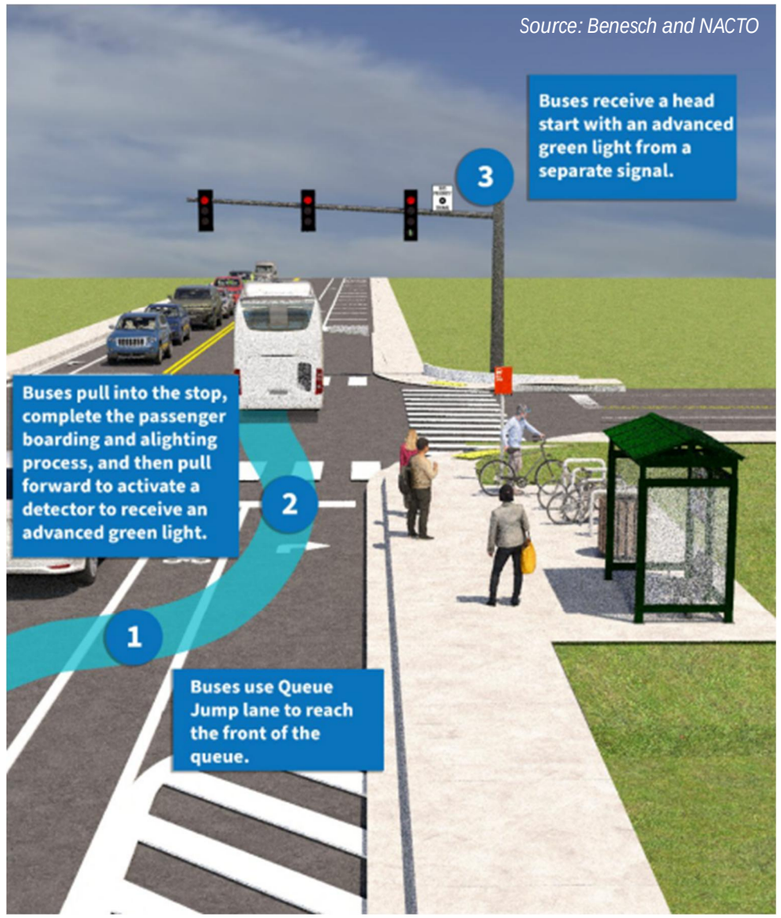


Figure 4-12. TSP with Queue Jump Concept to Support BRT

Expand Pass Sale Location and Implement Mobile Payment

The TDP recommends expanding the locations where customers can buy bus passes and allowing bus passes to be purchased via the Citrus Connection mobile app. This recommendation is supported by strong demand for these services, which was identified through the public outreach efforts for the TDP.

Enhance Marketing and Promote UAP Partnerships

The TDP recommends that Citrus Connection broadens its marketing reach by engaging major employers and higher education centers and implementing targeted social media campaigns to reach specific audiences. Doing so will help attract new customers and help educate the community as a whole about the services offered by Citrus Connection. Figure XX shows a photo of an effort to engage the public as part of the TDP.

Figure 4-13. TDP Public Engagement

The 10-year schedule of capital projects for the TDP are listed in Error! Not a valid bookmark self-reference.. A map of the schedule of projects for the TDP is provided in Figure 4-14. A map of the 2050 transit service needs are shown in Figure 4-15.

Table 4-5. 10-Year Schedule of Projects for TDP (Capital)

Project	Description/Location	Type of Service	Level of Service			Associated Costs (2025 Dollars)		Recommended Implementation Timeframe	Consistent with/Support for Related Plan
			Freq (min)	Span of Service	Days of Service	Operating	Capital		
Capital Improvements									
Lakeland Intermodal Center/SunRail Station	Intermodal facility in downtown Lakeland	Intermodal Center	N/A	N/A	N/A	N/A	$30,000,000	5-10 years	Local
East Polk Transit Maintenance and Administration Facility	Maintenance and Administration in Dundee, Florida	Maintenance/Administration Facility	N/A	N/A	N/A	N/A	$13,500,000	5-10 years	Local
Proposed New Transit Center/Super Stop	At the Lakeland Linder International Airport and Orlando Health Facility	Infrastructure	N/A	N/A	N/A	N/A	$500,000 / $250,000	2-5 years	Local
I-4 and County Line Road Park-and-Ride	Park-and-Ride facility adjacent to I-4 and County Line Road	Park-and-Ride	N/A	N/A	N/A	$12/parking spot**	TBD*	5-10 years	Local
I-4 and Berkley Road Park-and-Ride	Park-and-Ride facility adjacent to I-4 and Berkley Road	Park-and-Ride	N/A	N/A	N/A	$12/parking spot**	TBD*	5-10 years	Local
I-4 and SR 559 Park-and-Ride	Park-and-Ride facility adjacent to I-4 and SR 559	Park-and-Ride	N/A	N/A	N/A	$12/parking spot	TBD*	5-10 years	Local
Transit Signal Priority	Florida Avenue and US 98	Technology	N/A	N/A	N/A	N/A	$32,000 each	5-10 years	Local, State
Queue Jumps	Florida Avenue and US 98	Technology	N/A	N/A	N/A	N/A	$150,000 each	5-10 years	Local, State
Alternate-Fuel Vehicles	Throughout Polk County	Technology	N/A	N/A	N/A	N/A	$1,000,000 each	5-10 years	Local
Lakeland Intermodal Center PD&E Study	Intermodal facility in downtown Lakeland	Study	N/A	N/A	N/A	N/A	$2,000,000	1-2 years	Local
Additional/Enhanced Facilities and Bus Stop Infrastructure	Throughout Polk County	Infrastructure	N/A	N/A	N/A	N/A	$250,000**	5-10 years	Local
Expand Pass Sale Locations/Mobile Payment/Fare Options	Throughout Polk County	Technology	N/A	N/A	N/A	N/A	$25,000	2-5 years	Local
Expand Transit Marketing/UAP	Throughout Polk County	Marketing	N/A	N/A	N/A	N/A	$150,000**	2-5 years	Local

**The cost will be determined based on the cost of land and development. This cost will be explored in a later study.*

***Annually*

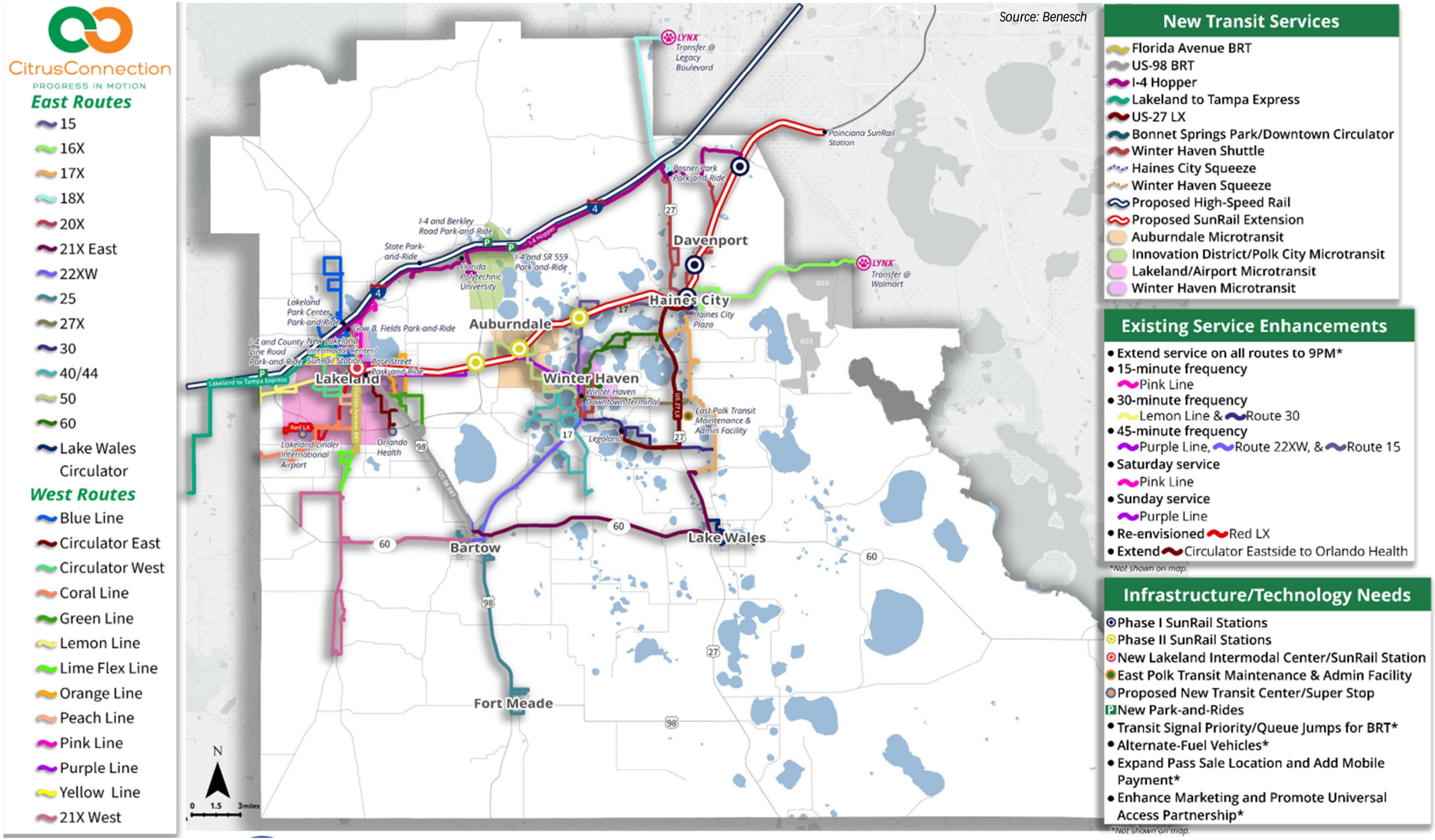


Figure 4-14. Schedule of Projects (Service and Capital) for TDP

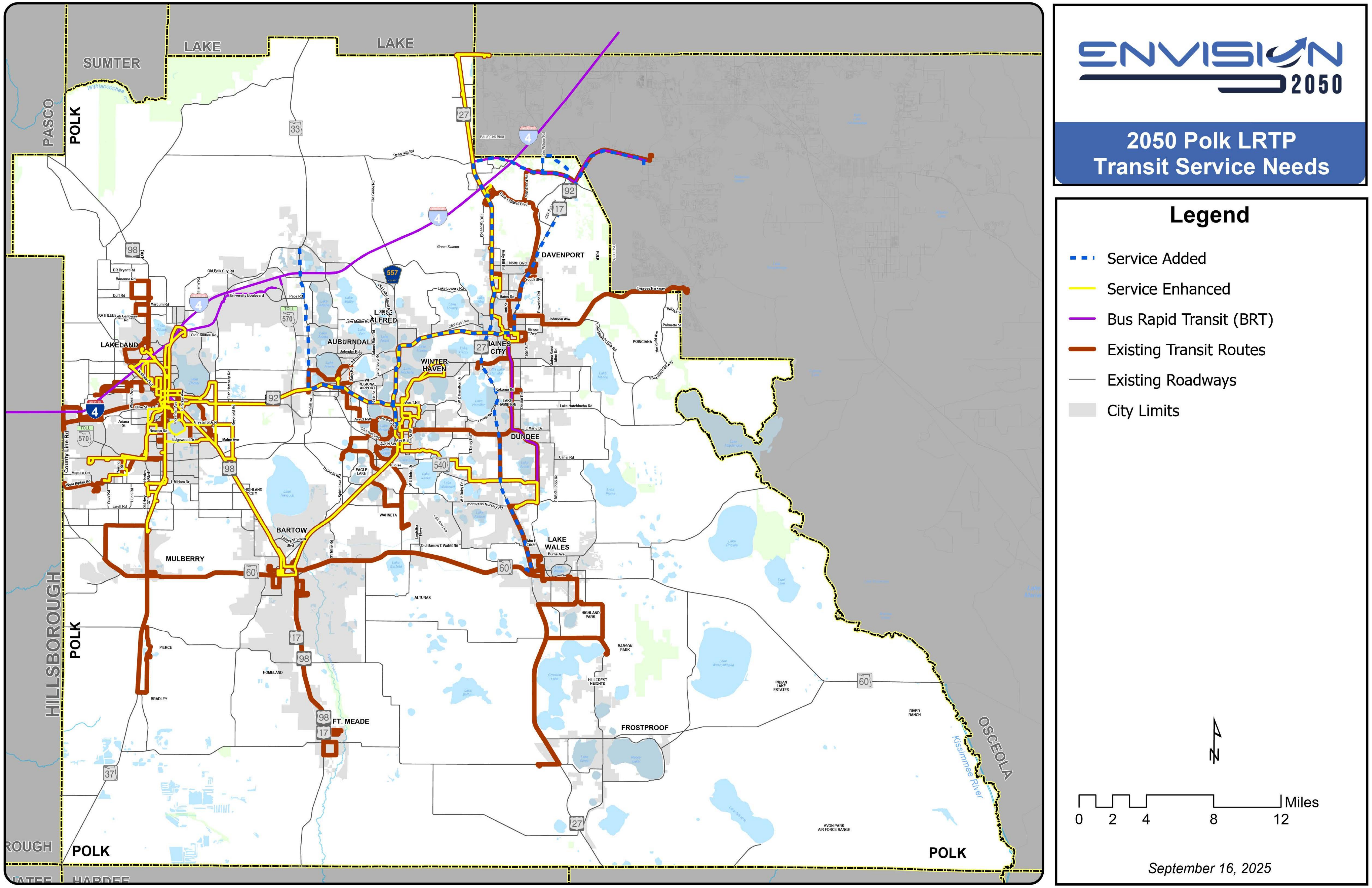


Figure 4-15. 2050 Transit Service Needs

SUN RAIL

SunRail is a commuter rail system that currently operates over 61 miles with 17 stations, connecting DeLand in Volusia County to Poinciana in neighboring Osceola County. FDOT is conducting a Project Development and Environment (PD&E) Study to evaluate a potential expansion of SunRail commuter rail into Polk County. The proposed extension would continue service southwest into Polk County with possible stations in the Loughman area, Davenport, and Haines City as shown in Figure 4-16.

This effort comes at a pivotal time. Polk County is one of the fastest-growing counties in the country, with population projected to reach nearly 1.2 million by 2050. Much of this growth will occur in the northeastern portion of the county, directly along the I-4 corridor. Expanding SunRail service into Polk would provide new mobility options to support this growth, reduce pressure on congested highways, and improve access for both residents and visitors.

The PD&E Study will examine alternatives, environmental considerations, conceptual costs, ridership and revenue potential, and possible funding strategies. It will also assess how the extension could generate economic development and enhance regional connectivity. The study is scheduled to run through late 2026, with a locally preferred alternative recommended at its conclusion. A newsletter describing the PD&E process is shown as Figure 4-17.

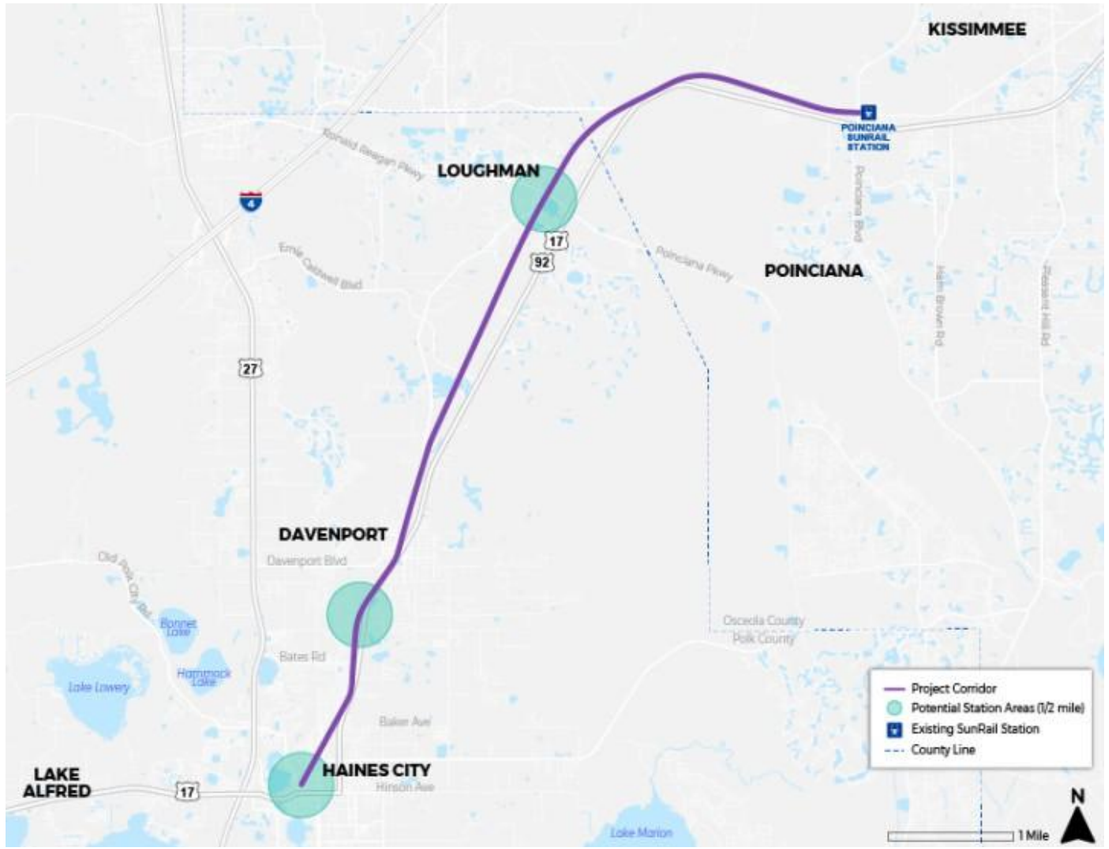


Figure 4-16. SunRail Expansion Study Area

Looking ahead, Polk TPO and its partners are closely monitoring and supporting the study as part of the region's long-range vision. If advanced, the expansion could begin operating as early as the mid-2030s. Stations would be designed as multimodal hubs, connecting SunRail service with local bus routes, the LYNX transit network, bicycle and pedestrian facilities, and roadway access. This would further position Polk County as a critical link in Florida's transportation system.

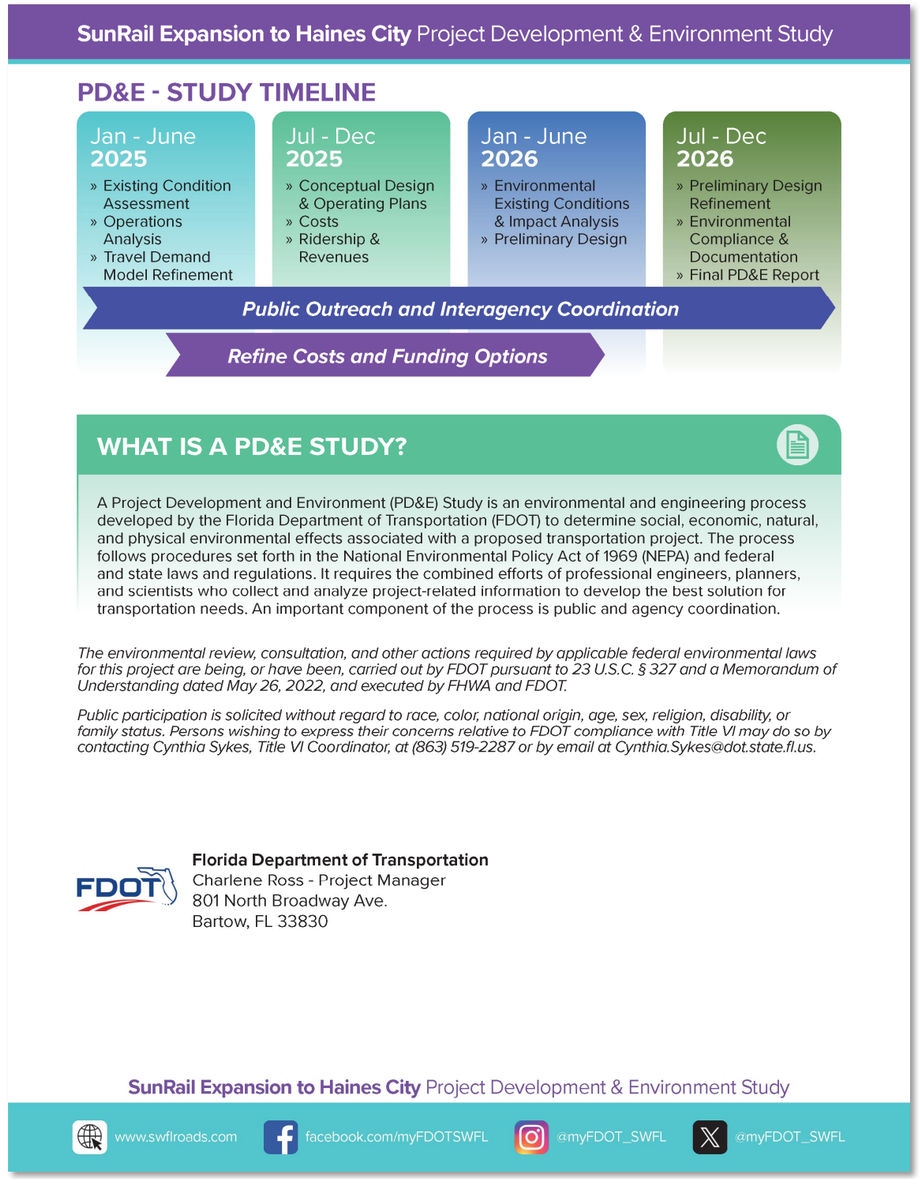


Figure 4-17. SunRail Expansion Newsletter

HIGH SPEED RAIL

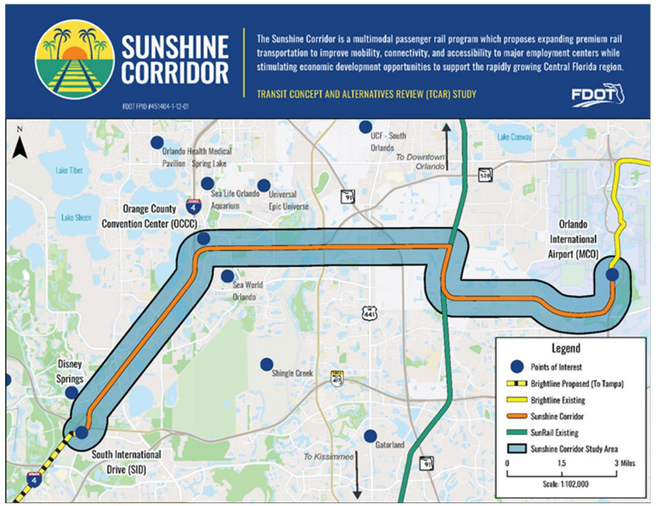
High-speed rail (HSR) has long been discussed as a transformative mobility option for Central Florida, particularly along the I-4 corridor between Tampa and Orlando. While earlier efforts were discontinued in 2011, interest in regional and statewide passenger rail continues to resurface as population growth, tourism, and economic activity place new pressures on the transportation system. The private-sector Brightline service has expanded operations in Florida, demonstrating the viability of higher-speed passenger rail and renewing discussion of potential future extensions westward toward Tampa and eastward toward Orlando International Airport.

Looking toward 2050, Polk TPO and its regional partners are committed to monitoring and supporting opportunities for HSR or similar advanced intercity passenger rail service as part of a balanced long-term transportation system. Such a service could provide an alternative to automobile travel on one of the state's most congested corridors while enhancing regional connectivity, economic development, and environmental sustainability. Should opportunities advance, potential station locations and supporting access investments would be reevaluated with an emphasis on multimodal connections to local transit, bicycle and pedestrian networks, and roadway access.

Sunshine Corridor Transit Concept and Alternatives Review (TCAR)

FDOT completed the Sunshine Corridor Study (shown in Figure 4-18), which evaluated new passenger rail service opportunities to improve regional mobility, focused on major employment centers, attractions, and transportation hubs in Central Florida. The recommended alternative—commuter rail expansion—would enhance connectivity between Polk County and key destinations such as Orlando International Airport, downtown Orlando, the Orange County Convention Center, and major theme parks. The expanded rail service would provide Polk County residents and workers with more reliable and efficient transportation options, reducing dependence on single-occupancy vehicles and alleviating congestion on I-4. The study projects significant increases in ridership and improved access to jobs, education, and entertainment, supporting both local economic development and regional travel needs.

Additionally, the Sunshine Corridor's proposed alignment and station locations are designed to complement existing and future land use plans in Polk County, encouraging transit-oriented development and supporting the county's long-term growth strategy. By leveraging investments in SunRail and Brightline, the project aims to deliver environmental benefits, promote sustainable growth, and enhance the overall quality of life for Polk County residents.



4.5 BICYCLE, PEDESTRIAN, AND TRAILS

Envision 2050 continues Polk TPO's strong emphasis on bicycle, pedestrian, and trail investments as part of a balanced multimodal transportation system. The Adopted 2024 Priority Transportation Projects reflect this commitment, with nearly $20 million in candidate Surface Transportation Program (TMA SU), Transportation Alternatives (TAP), and SUN Trail projects identified for construction in the coming years.

At the countywide scale, Polk TPO has prioritized regional multi-use trail projects that connect communities into the statewide SUN Trail network. The Dixie Trail between Auburndale and Haines City will provide a regional east–west trail corridor linking Lake Alfred, Winter Haven, and Haines City. Combined with the Ingraham Avenue Trail, these investments represent more than $17 million in regional trail projects. Additional priorities identified through the Lakeland Area Alternatives Analysis include the Kathleen Road Complete Street and intersection improvements and the Lake Beulah-Bonnet Springs Park bicycle/pedestrian tunnel at Sloan Avenue, both designed to improve multimodal access to emerging destinations in Lakeland.

Several projects focus on Complete Streets improvements that enhance safety and accessibility for people walking and biking. These include sidewalk and streetscape enhancements along Hall Mill Drive, West Central Avenue, and Lake Martha Drive, as well as the Roselawn Avenue/SW Complete Street Enhancement in Winter Haven. Collectively, these projects address missing sidewalks, add crosswalks and pedestrian-scale lighting, improve intersections, and create safer conditions for non-motorized users. The Ingraham Avenue Trail Project will provide a ten-foot-wide shared-use trail extending through Bartow, offering a safe and direct bicycle and pedestrian corridor.

Haines City has advanced additional priorities, including the Johnson Avenue Complete Street project and Peninsular Drive sidewalks, which will expand pedestrian access and safety in growing residential areas. The City of Davenport is pursuing the North Lake Fitness Trail, adding a dedicated trail connection near North Boulevard. Regional connectivity is also reinforced by the US 92 (Memorial Boulevard) Bridge Improvement project, which will reconstruct a critical bridge crossing in Lakeland with multimodal accommodations.

Beyond these candidate projects, Polk County has begun construction on the 2.4-mile Fort Fraser Trail extension between US 98 and Lakeland Highlands Road (CR 37B). Once complete, this facility will connect more than 36 miles of paved and unpaved multi-use trails, linking Lakeland's Lake-to-Lake system of trails to Circle B Bar Reserve and Bartow. Future priorities also include the Fort Fraser Trail SR 60 Bridge Project, which will span SR 60 in Bartow to create a safe and continuous trail connection into Downtown Bartow. Additional trail improvements are planned for Glendale Street and Lakeland Highlands Road, strengthening the county's interconnected network of trails.

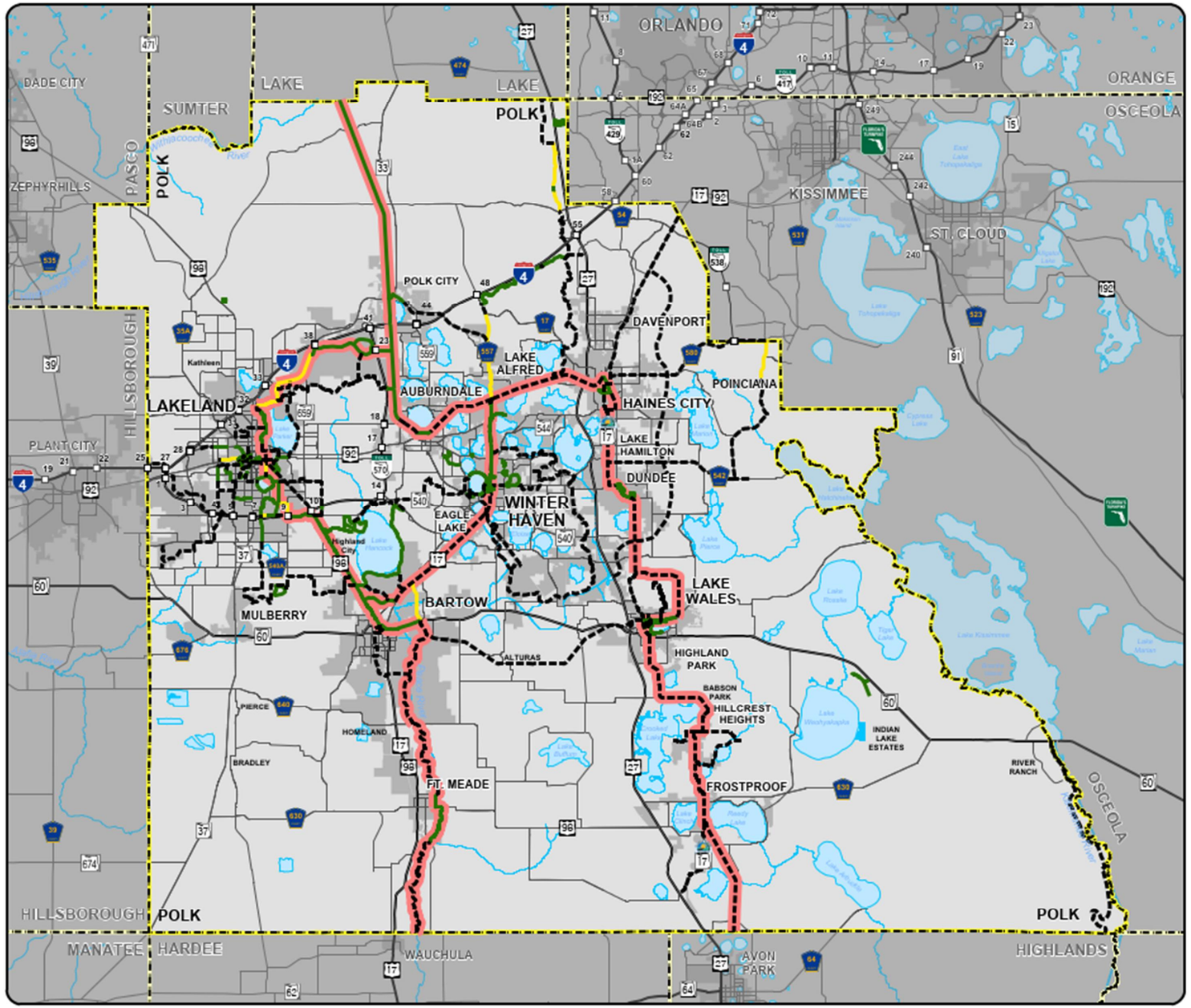
Together, these projects demonstrate the scale of Polk TPO's investment in bicycle, pedestrian, and trail infrastructure. By advancing Complete Streets, filling sidewalk gaps, expanding the trail system, and improving multimodal safety, *Envision 2050* supports a future where walking and biking are safer, more accessible, and more fully integrated into the region's transportation system. Table 4-6 lists the adopted bicycle, pedestrian, and trail projects.

Figure 4-19 and Figure 4-20 illustrates the needs for multi-use trail facilities in Polk County, while Figure 4-21 highlights bicycle and pedestrian facility needs.

Source: Polk TPO

Table 4-6. Adopted Priority Bicycle, Pedestrian, and Trail Projects

Project	Location	Improvement	Status
Mall Hill Drive Sidewalk	North side of Mall Hill Drive, between Kathleen Pointe neighborhood and Kathleen Road intersection	Construct 0.28 miles of 5-ft sidewalk, street lighting improvements at Kathleen Road intersection	Design Underway
West Central Avenue Complete Streets Enhancement	South side of West Central Avenue from North Lake Howard Drive to 7th Street SW	Design and reconstruction of existing sidewalk, lighting, four on-street parking spaces, and sight lanes and 3-way stop at intersection with Lake Howard Drive	Design Committed
Lake Martha Drive Complete Street Enhancement	From Avenue F NE to Avenue H NE	Straightening the curve in the road and balance the ROW on both sides of the street (approximately 0.65 miles). After this is complete, then 6-ft sidewalks will be added to both sides of the street. Crosswalks and pavement markings will be installed at the side streets and other mid-block locations. Two transit stops will be replaced with ADA and safety provisions.	Design Committed
Roselawn Avenue Southwest Complete Street Enhancement	South side of Roselawn Street Southwest/Sheridan Street Southwest East side of Avenue O Southwest from North Lake Shipp Drive to Sheridan Street Southwest Intersection with Sheridan Street Southwest	6-ft sidewalk from Avenue O Southwest to 15th Street Southwest, including crosswalk markings and signage if necessary New sidewalk construction Roundabout configuration, potential parklet or landscaped green space, intersection realignments and adding streetlighting	Design Committed
Ingraham Avenue Trail Project	West side of Ingraham Avenue	Replace existing 5-ft sidewalk with 10-ft multi-use trail for 0.63 miles	Design Committed
Johnson Avenue Complete Street	Johnson Avenue from 12th Street to US 17/92	Construct sidewalks and bicycle lanes	All Phases Unfunded
North Lake Fitness Trail	North Lake	Construct recreational trail around North Lake	Design Funded
US 92 (Memorial Blvd) Bridge Improvements (Bridge #160068)	On or adjacent to US 92/Memorial Boulevard that spans CSX "S" Line and State Road 539 (Kathleen Road), just northwest of downtown Lakeland	PD&E and preliminary design phase for appropriate bicycle/pedestrian infrastructure	All Phases Unfunded
Peninsular Drive Sidewalks	From Grace Avenue to US 17/92	Sidewalk construction	All Phases Unfunded
Old Dixie Trail – Auburndale to Haines City FPN: 435391-2	From Auburndale to Haines City	Construct multi-use trail linking the Auburndale/Van Fleet Trail with the Lake Alfred/Chain of Lakes Trail	Design Funded
SR 539 (Kathleen Road)	From 8th to 14th Street	Pedestrian/complete street and intersection improvements	All Phases Unfunded
Lake Beulah-Bonnet Springs Park Bicycle/Pedestrian Tunnel – Sloan Avenue	From Bonnet Springs Park to Downtown Lakeland	Construct bicycle/pedestrian route	All Phases Unfunded



ENVISION 2050

Multi-Use Trail Needs

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

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

DRAFT
September 24, 2025

Figure 4-19. 2050 Multi-Use Trail Needs

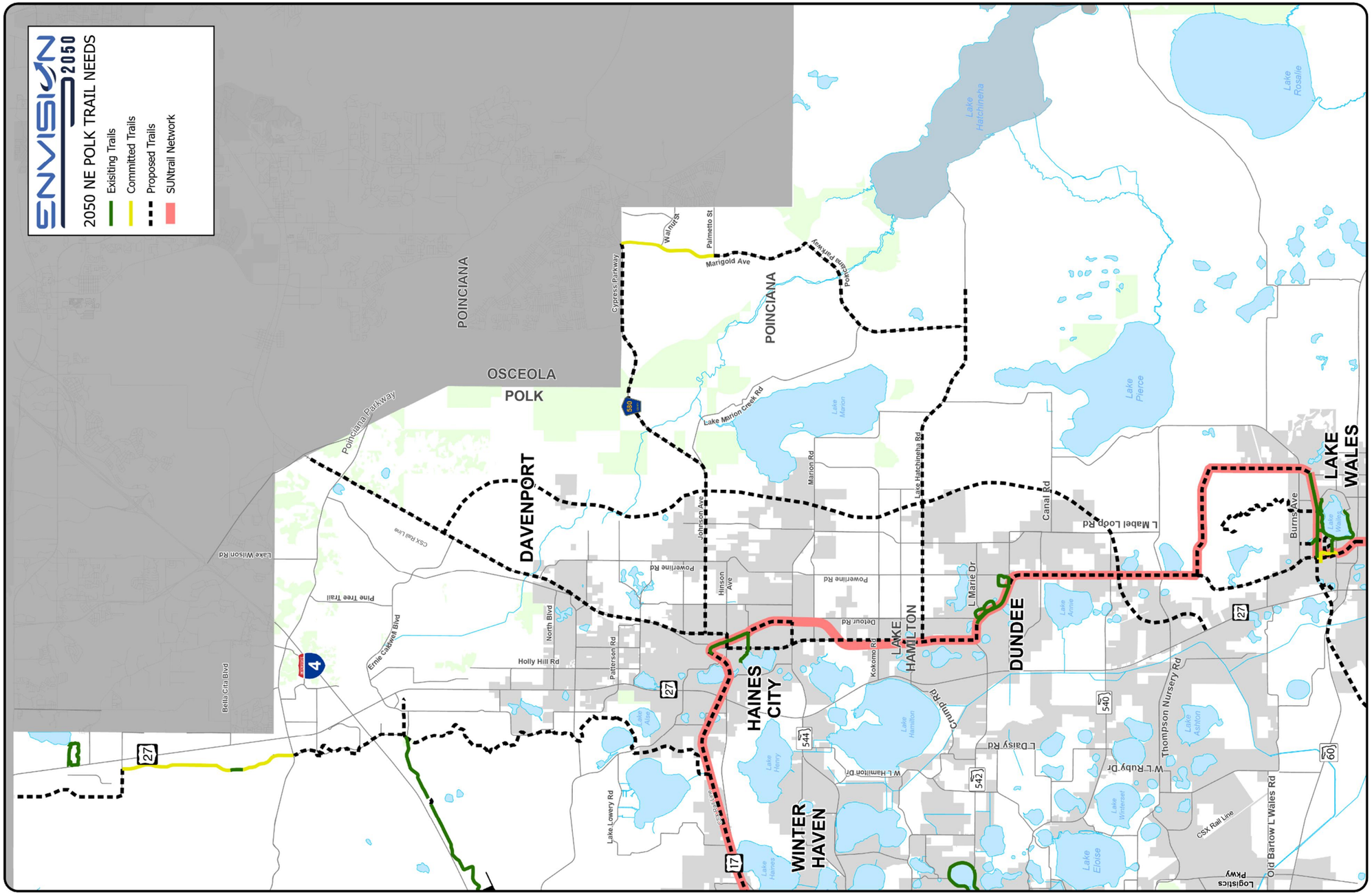
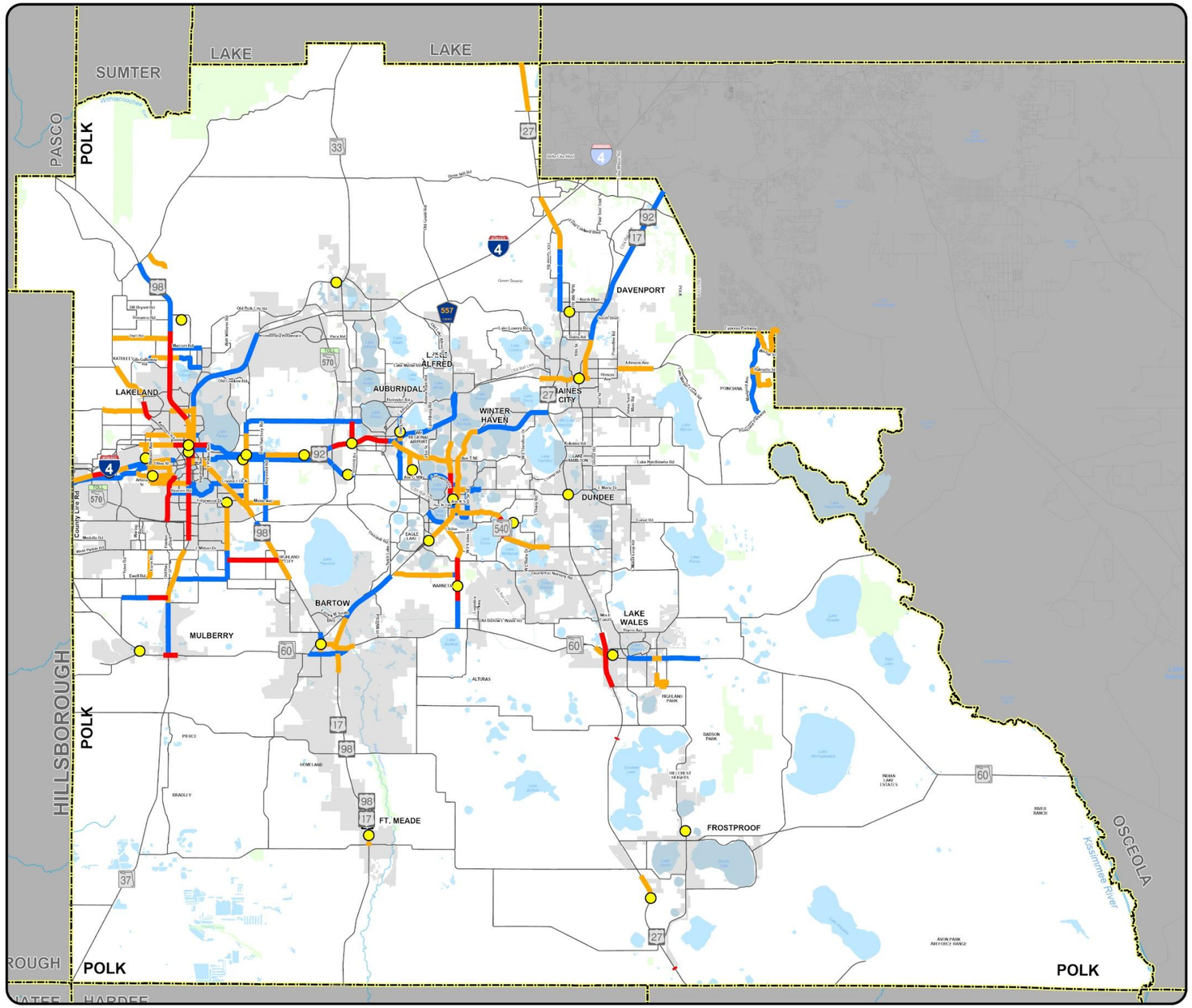


Figure 4-20. Northeast Polk 2050 Trail Needs



ENVISION 2050

2050 Polk LRTP Bicycle & Pedestrian Needs

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)

N

0 2 4 8 12 Miles

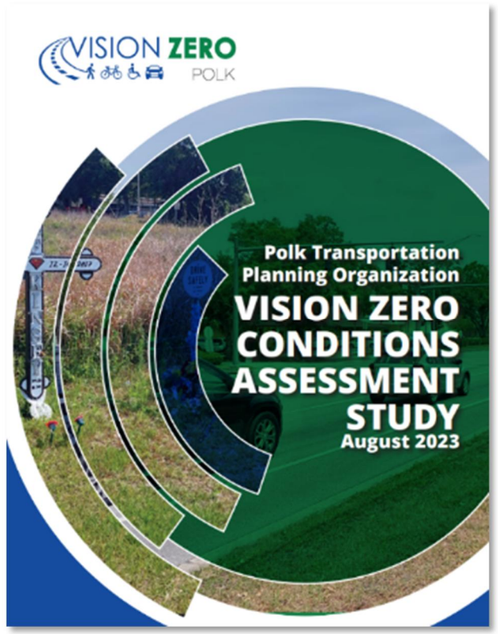
September 16, 2025

Figure 4-21. 2050 Bicycle and Pedestrian Needs

4.6 SAFETY

VISION ZERO CONDITIONS ASSESSMENT STUDY

Polk TPO completed a Vision Zero Conditions Assessment Study in 2023 which provides a comprehensive blueprint for eliminating traffic fatalities and serious injuries across the county. The study recognizes that human error is inevitable and focuses on designing roadways and policies that prevent fatal and severe crashes for all users—including drivers, pedestrians, and bicyclists. The assessment identifies Polk County's high-injury network and intersections using crash data from 2017–2021 revealing that vulnerable users and transportation-disadvantaged communities are disproportionately affected by severe crashes. Notably, over half of fatal and severe injury crashes occur in areas defined as transportation disadvantaged.



The study outlines a phased strategy of programs, policies, and projects to address key safety challenges, such as speeding, impaired driving, lack of seatbelt use, and poor roadway lighting. Recommended actions include updating design standards, implementing speed-calming measures, prioritizing investments in high-injury corridors, and expanding education and enforcement campaigns. The Vision Zero initiative is supported by a broad coalition of local agencies and community partners and is backed by federal funding opportunities such as the Safe Streets for All (SS4A) program.

The study identified 3 phases of action items to be implemented in order to work toward the goal of zero traffic deaths and serious fatalities in the county, which the following:

- Phase 1 – Programs, Policies, and Projects to create new communication inroads between Polk TPO and Polk residents.
    - Program Level Action Items
        - Update design standards: introduce target speeds, context-based design, safety-positive designs for new development; update standards to ensure safest designs are present
        - Develop and implement a toolbox of tactical/temporary improvements and initiate a quick-build program to support rapid deployment
        - Develop a comprehensive strategy and toolbox in place for traffic safety and behavior marketing/education
        - Train police officers in better data collection and appropriate language
        - Provide a Vision Zero portal for users in Polk County to share information/ideas/support/track fatal crashes/fatalities, and monitor Vision Zero progress and statistics/reporting
        - Develop mechanism to trigger "after" studies once projects are completed
        - Identify potential severe crash risk areas through a systemic approach based on crash history, roadway design, posted speeds, land-use context, and other common factors. Feed into model to identify corridors at risk for future severe crashes
        - Review posted speeds and/or implement speed calming measures on critical corridors, including transition zones to rural towns and areas with new development
        - Identify high-crash corridors to implement semiregular high-visibility enforcement
        - Work with transportation-disadvantaged communities to implement safety measures that work with their community
        - Initiate a rapid response multidisciplinary team to quickly respond to known crash locations and coordinate efforts amongst various departments and agencies. Hold monthly or bimonthly meetings with key staff, police and fire officers, plus other relevant staff or agencies to review recent fatal and severe injury crash reports collectively and identify if there are quick-turnaround treatments
        - Track fatal crashes on Vision Zero website
        - Identify Vision Zero champions from disadvantaged communities and translate educational materials into the Spanish Language
    - Policy Level Action Items
    - Encourage local agencies and municipalities to adopt Vision Zero resolutions and/or action plan
    - Require schools to ensure pedestrian facilities are in place within the radius where busing is provided
    - Update design standards to include requirements for lighting crosswalks
    - Develop roundabout-first policy for dealing with requests for new traffic controls
    - Incorporate safety improvements when roads are resurfaced
    - Make traffic signal operations changes to support City goals for safety, Complete Streets, and mobility, including but not limited to: retiming progression of traffic signals to support safe speeds and updated speed limits; restricting turn phases; improving pedestrian phases; and protecting turns during hours with highest crash rates. Consider new signal timings at signalized intersections with high-severity rear-end crashes, especially if occurring in coordinated systems.
    - Add safety measures and goals to common policies to positively influence safety.
    - Set target speeds for arterials and collectors to speeds posted at survivable rates.
    - Project Level Action Items
        - Use IIJA Grant Funds to implement a Vision Zero Plan for Polk County. Develop interim Vision Zero targets and milestones.
        - Provide a Vision Zero portal for users in Polk County to share information/ideas/support, track fatal crashes/fatalities, and monitor Vision Zero progress and statistics/reporting.
        - Establish a slate of quick-build projects with target dates.
        - Establish a list of larger-scale projects with target dates.
        - Make systemic curve improvements
        - Prioritize safety projects on the HIN and as identified in the Vision Zero Plan, and coordinate with FDOT, the county, and local cities to implement safety improvements on corridors under their jurisdiction. Perform safety audits on these corridors.
        - Focus on sidewalk gap projects and other low-cost safety solutions in C3C contexts.
        - Lower speeds to safer levels in C3C contexts. Many problems identified in this area may be solved with lower speeds.
        - Ensure speeds are appropriate in C4 contexts.
        - Determine what the contributing factors are in C3C areas and ensure design standards are appropriate.
        - Evaluate crash types specific to two-lane roadways and look for low-cost countermeasures to install.
        - Look at low-cost system countermeasures at high-crash intersections with signals.
        - Utilize the HIN to prioritize lighting projects that will reduce crashes where dark/unlit conditions are an observed crash factor; coordinate with power company.
        - Ensure sidewalks and protected crossings exist on the way to schools and places of employment.

- Phase 2 – Programs, Policies, and Projects that seek to revise longstanding traffic precedents that do not serve county safety.
    - Program Level Action Items
        - Conduct a campaign against DUIs in English and Spanish.
        - Implement campaign in Polk to influence higher usage of seatbelts.
        - Create bike/ped safety curriculum for schools – look at "Campaign in a Box."
        - Present the TPO's Bicycle and Pedestrian Safety Education Program and Vision Zero Action Plan recommendations to the School Board, County and City Commissions, Polk Vision Governing Board, and at other community forums.
        - Collaborate with Polk Vision, Polk County Public Schools, FDOT, and other agencies to conduct Vision Zero workshops and educational programs for students and agency staff.
        - Improve transit on higher-speed corridors to encourage use of transit in place of (or to augment) walking/biking higher-speed roads until appropriate physical accommodations can be built
        - Pilot project for safe vehicle technologies in fleet vehicles (driver assistance features, georeferenced speed limiting).
        - Review driver education materials and suggest updates.
        - Develop and implement a toolbox of tactical/temporary improvements and initiate a quick-build program to support rapid deployment. Allow smaller cities and towns in Polk to use contracts.
        - Look at opportunities to increase network connectivity instead of widening to accommodate travel modes.
        - Offer to partner with the State using county contracting methods to address certain safety problems more quickly on State and U.S. Roadways.
        - Proactively communicate speed limit changes as well as the connection between speed and safety outcomes to the community.
        - Collaborate with emergency responders to ensure balance of quick-response times and traffic-calming treatments. Identify priority emergency response routes in collaboration with Polk County Fire Rescue and local hospitals.
        - Hold focus groups with hospitals and trauma centers to identify ways to incorporate their data on severe injuries and fatalities related to traffic crashes while maintaining patient confidentiality.
        - Convene the Vision Zero Leadership Team semiannually to report on progress and provide relevant updates.
        - Form and convene a Vision Zero Task Force focused on implementing the Vision Zero Action Plan that meets monthly to share updates, plan projects, and track progress.
    - Policy Level Action Items
        - Strengthen development review standards/traffic study guidelines at the local level to incentivize more multimodal infrastructure (e.g. transit, crosswalks) or safety enhancements. Developers should participate in preventing safety issues. Encourage mixed-use development to reduce the length of trips, particularly by foot/bicycle.
        - Provide separated bike/golf cart paths to/from entertainment areas/bars/package stores to encourage use of slower/lower mass vehicles.
        - Require inspectors for work zones to ensure proper MOT is put in place and maintained, including a safe pedestrian route.
        - Add traffic-calming and multimodal-friendly requirements to land use code.
        - Establish a schedule for reviewing progress and updating objectives/strategies.
        - Focus on enforcing laws against risky driving behaviors.
        - Ensure all clear zone requirements are context and speed appropriate, and that roadways are assessed using these requirements. Ensure that obstructions are either cleared, frangible, or that protection has been installed for drivers.
        - Monitor and track legislation that impacts the County's Vision Zero efforts.
        - Secure a funding source or dedicated percent of money for Vision Zero projects. Advocate for Vision Zero earmarks during annual appropriations.
        - Utilize a score-based system to rank projects.
        - Work with cities to identify a Low-Stress Network; lower posted speeds to 20 mph on streets that overlap with the Low Stress Network.
        - Collaborate with various agencies and municipalities to prioritize Vision Zero infrastructure investments on HIN corridors and intersections as identified in the Vision Zero Action Plan. The plan recommends Vision Zero projects on HIN should be prioritized in the TPO's Annual List of Priority Transportation Projects, Long Range Transportation Plan, CIPs, and other planning documents.
    - Project Level Action Items
        - Construct separated bicycle facilities on HIN roadways.
        - Examine existing crosswalks for adequate lighting.
        - Evaluate all streets on the HIN over 30 mph to determine appropriate speed limits and make necessary improvements to the roads to make them self-enforcing.
        - Implement red light running safety cameras at two HIIs. Expand program to additional HIN following the pilot study.
        - Develop model codes for cities to draw from to support Vision Zero.
        - Evaluate severe rear-end locations and look for systemic low-cost countermeasures, such as dilemma zone detection or turn lanes.
        - Develop implementation plan for corridors that require lower posted speeds to match context.

- Phase 3 – Programs, Policies and Projects that add longevity and sustainability to safe transportation measures in the county.
    - Program Level Action Items
        - Partner with Uber, Lyft, local breweries, bars, businesses, etc. to provide free rides home or vouchers/certificates/coupons for designated drivers.
        - Offer education/training for municipal fleet drivers.
        - Streamline safety concern submissions through an equitable process to center high-priority issues. Update procedures for responding to community traffic safety requests to make responses more transparent, consistent, and equitable to maximize safety improvements.
        - Explore innovative funding strategies to direct existing and additional funds to multimodal and safety projects. Consider reallocating existing funds towards quick implementation, multimodal infrastructure, and safety improvements.
        - Perform visioning efforts in each city to ensure the context of the communities and the roadways match up as projects move forward in the future.
        - Explore the use of speed feedback signs to collect speed data; coordinate implementation of these data loggers and speed feedback signs.
        - Launch a Vision Zero campaign.
        - Establish and train Speakers Bureau to present to community groups on Vision Zero.

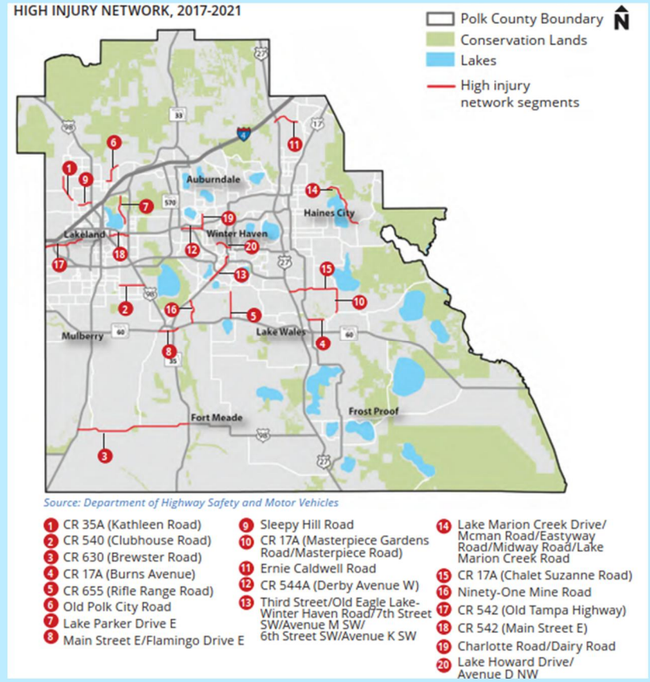
- Provide training and education outreach to users and staff when introducing new pedestrian or bicycle safety infrastructure; teach all users how to navigate the network.
- Give reports to elected officials on why crashes are happening and what their recommended fixes could be.
- Identify or create a position that holds responsibility for being a Vision Zero champion and for coordinating Vision Zero efforts.
- Explore corridors where a speed-management pilot would be applicable and could be deployed.

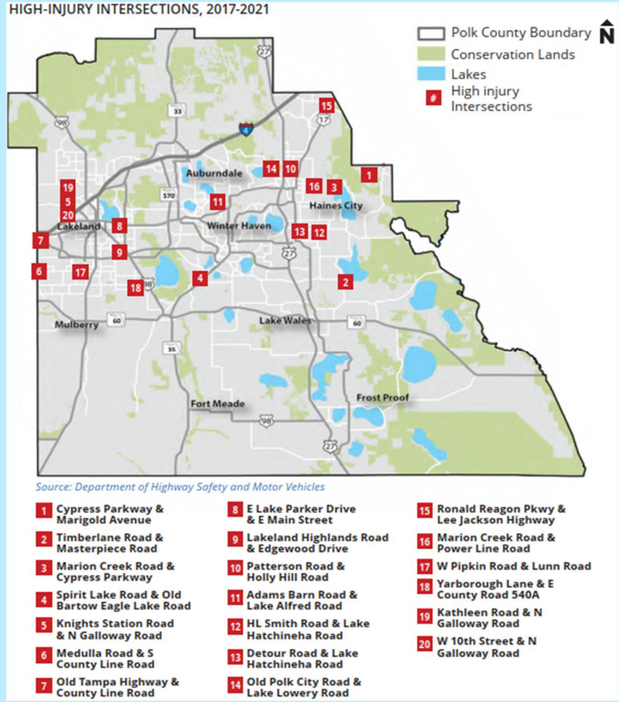
o Policy Level Action Items
- Use USLimits2 or other appropriate method for setting reasonable speed limits based on road context.
- Lower statutory speed limits in CBD areas and on residential local roads.
- Consider crossing distances for pedestrians and increase midblock crossings to provide appropriate density of protected crossings.
- Design suburban commercial centers to accommodate pedestrians and bicyclists.
- Encourage municipalities to adopt Vision Zero policies.
- Review and work on any needed changes of State and local pedestrian and bicycle laws.
- Allow on-street golf cart use in designated areas (low-speed residential streets) to encourage use of lower-weight, lower-speed vehicles for shorter trips.
- Ensure ROW is available to bicyclists to use, especially in C4 contexts. Consider lane diets for cycle tracks if needed, or multiuse paths.

o Project Level Action Items
- Investigate whether GPS preemption systems would improve response times.
- Implement new systemic countermeasures (rumble strips, chevrons, etc.)
- Create Polk Web Book of Safety and Speed Calming Resources that provides guidance and organizes recommendations based on functional classification and street typology.
- Hold one demonstration project in a city (ex. City of Lakeland on first Friday) that coincides with another event.
- Work with local electric companies to facilitate simpler and cheaper lighting projects.
- Evaluate corridors for LED retrofits if needed.

POLK VISION ZERO ACTION PLAN

Polk TPO is currently in the process of completing a Vision Zero Action Plan, which aims to create safe and livable streets for all, under the Federal Highway Administration (FHWA) Safe Streets For All (SS4A) FY 2022 Action Plan Grant. Polk County's Vision Zero Plan provides a roadmap for the county to reach its goal of zero traffic fatalities and serious injuries. A survey and interactive online map were held in effort to solicit input for the Vision Zero Action Plan, which will ultimately be incorporated into the plan.





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COST FEASIBLE PLAN

CHAPTER 5

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5.0 COST FEASIBLE PLAN

Detailed tables of the Cost Feasible projects are included in Appendix B and Appendix C of this document. Appendix B includes the projects in terms of Year of Expenditure (YOE) costs, while Appendix C includes the projects with the Present Day Value (PDV).

Envision 2050 LRTP identified projects include an estimated $4.07 billion (PDV) of roadway costs. Unfunded Needs account for nearly $12.6 million. Many high-priority unfunded projects are on the SIS system and would be eligible for future funding based on statewide priorities. Polk County will also continue to consider opportunities to increase funding for transportation. The tables included in Appendices B and C ensure that the proposed improvements in the Cost Feasible Plan are identified sufficiently per 23 C.F.R. 450.322(f)(6).

There is a specific amount of projected revenue designated for the capital costs of roadway capital projects. Other roadway revenues are designated for operations and maintenance (O&M) of the county's roadways throughout the planning period of the LRTP. Table 5-1 presents the demonstration of fiscal constraint.

Table 5-1. Demonstration of Fiscal Constraint

Demonstration of Fiscal Constraint (Year of Expenditure)				
Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
SIS Revenue	$592,954,056	$453,991,040	$200,111,715	$1,247,056,811
Federal/State Revenue for Capital	$76,943,001	$78,664,000	$158,925,999	$314,532,999
Local Revenue for Capital	$838,586,301	$1,016,124,564	$3,351,067,536	$5,205,778,401
Subtotal for Capital Projects	$1,508,483,358	$1,548,779,604	$3,710,105,250	$6,767,368,211
Federally/State-Funded Capital Projects	($669,897,057)	($532,655,040)	($359,037,714)	($1,561,589,810)
Locally-Funded Capital Projects	($838,586,301)	($1,016,124,564)	($3,351,067,536)	($5,205,778,401)
Capital Revenue Balance	$0	$0	$0	$0
Federal/State Revenue for O&M	$13,764,000	$14,021,000	$28,391,000	$56,176,000
Local Revenue for O&M	$335,583,206	$434,598,871	$1,307,616,726	$2,077,798,803
Subtotal for O&M Projects	$349,347,206	$448,619,871	$1,336,007,726	$2,133,974,803
Federally/State-Funded O&M Projects	$13,764,000	$14,021,000	$28,391,000	$56,176,000
Locally-Funded O&M Projects	$335,583,206	$434,598,871	$1,307,616,726	$2,077,798,803
O&M Revenue Balance	$0	$0	$0	$0
Plan Balance	$0	$0	$0	$0

Fully committed roadway projects are presented in Table 5-2.

Table 5-2. Fully Committed Projects

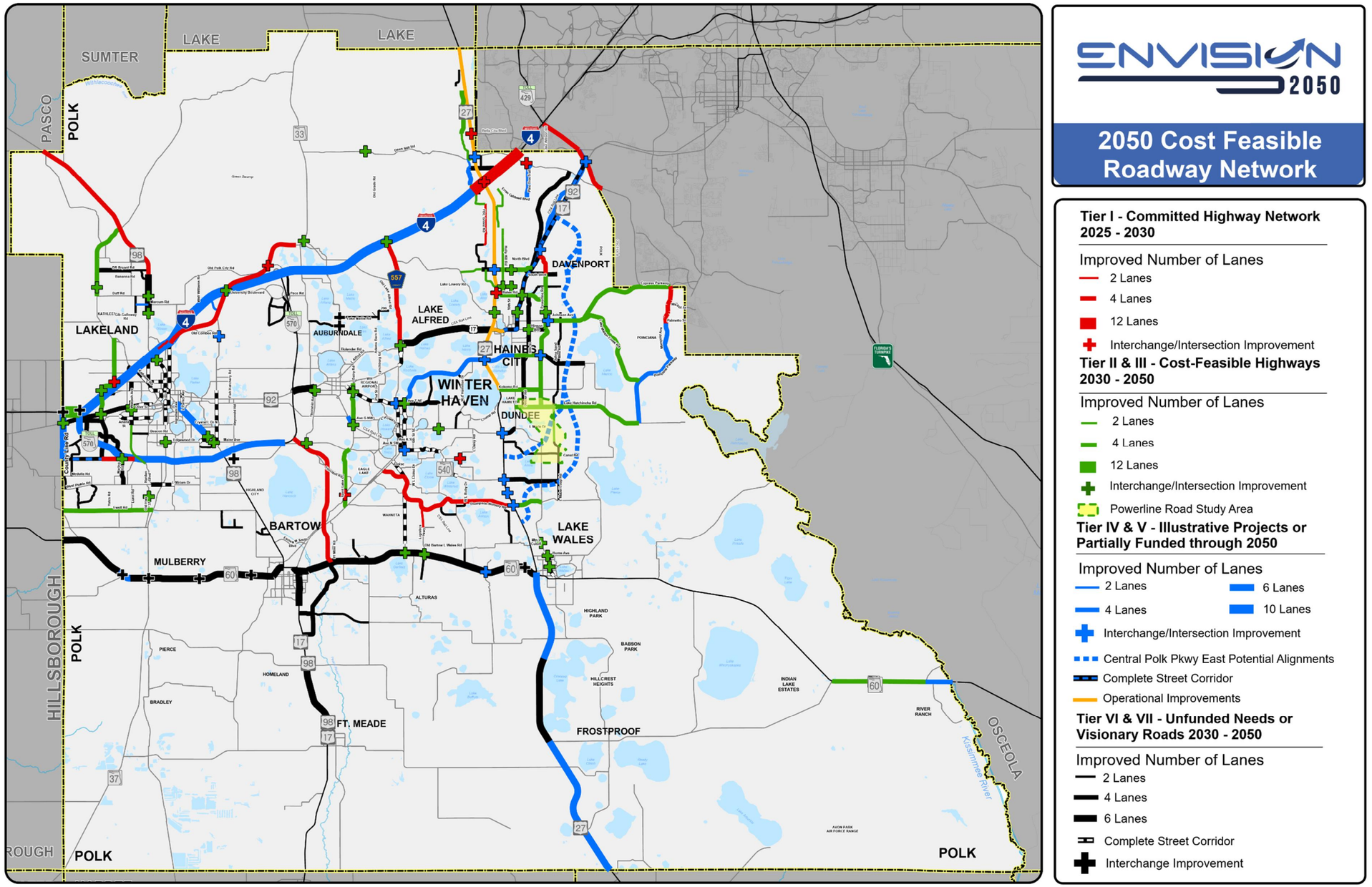
Fully Committed Projects (2025 - 2030)			
ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27	AT US 27	INTERSECTION/INTERCHANGE
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	INTERSECTION/INTERCHANGE
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	INTERSECTION/INTERCHANGE
CR 557	US 17/92	I-4	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	INTERSECTION/INTERCHANGE
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	INTERSECTION/INTERCHANGE
SR 33	AT MOUNT OLIVE ROAD	AT MOUNT OLIVE ROAD	INTERSECTION/INTERCHANGE
US 27	AT FOUR CORNERS BLVD	AT FOUR CORNERS BLVD	INTERSECTION/INTERCHANGE
US 98	HALL RD	PASCO COUNTY LINE	WIDEN 2 TO 4 LANES
US 98	N OF WEST SOCRUM LOOP ROAD	HALL RD	WIDEN 2 TO 4 LANES
WEST PIPKIN RD	HARDEN BLVD	SR 37	WIDEN 2 TO 4 LANES

Tentative 2050 Cost Feasible projects are presented in Table 5-3. Maps showing the locations of Cost Feasible projects within Polk County are provided in Figure 5-1 through Figure 5-4.

Table 5-3. 2050 Cost Feasible Projects

2050 Cost Feasible Projects					
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	CST TIME
KATHLEEN RD EXT	W SOCRUM LOOP RD	US 98	2.40	NEW 4 LANES	2031 – 2035
KATHLEEN ROAD	DUFF RD	W SOCRUM LOOP RD	2.26	WIDEN 2 TO 4 LANES	2031 – 2035
NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	NEW 4 LANES	2031 – 2035
FDC GROVE ROAD/NORTHRIDGE FLYOVER	FDC GROVE RD	NORTHRIDGE TRL	1.12	NEW 2 LANES	2031 – 2035
POWERLINE ROAD	HINSON AVENUE E	SOUTH BLVD	3.25	WIDEN 2 TO 4 LANES	2031 – 2035
NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	NEW 2 LANES	2036 – 2040
SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	2036 – 2040
DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	2036 – 2040
SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	2036 – 2040
SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	WIDEN 2 TO 4 LANES	2036 – 2040
WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	NEW 2 LANES	2041 – 2050
SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	WIDEN 2 TO 4 LANES	2041 – 2050
FDC GROVE ROAD	US 27	SANDERS RD	1.44	NEW 2 LANES	2041 – 2050
I-4	EAST OF FORBES BRANCH RD (HILLSBOROUGH CO)	POLK PARKWAY	0.98	MANAGED LANES	2041 – 2050
POWERLINE ROAD EXTENSION	LAKE HATCHINEHA RD	HINSON AVENUE E	4.75	NEW 4 LANES	2041 – 2050
POWERLINE ROAD SOUTH	SR 17 (N SCENIC HWY)/SOUTH OF LAKE MABEL LOOP RD	LAKE HATCHINEHA RD	2.22	WIDEN 2 TO 4 LANES	2041 – 2050
CR 547 EXTENSION	OLD POLK CITY RD	DIAMOND ACRES RD	1.27	NEW 2 LANES	2041 – 2050
EWELL RD	CROSS CREEK ACRES WEST	SR 37	0.71	WIDEN 2 TO 4 LANES	2041 – 2050
KOKOMO RD	US 27	POWERLINE RD	5.81	WIDEN 2 TO 4 LANES	2041 – 2050

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



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

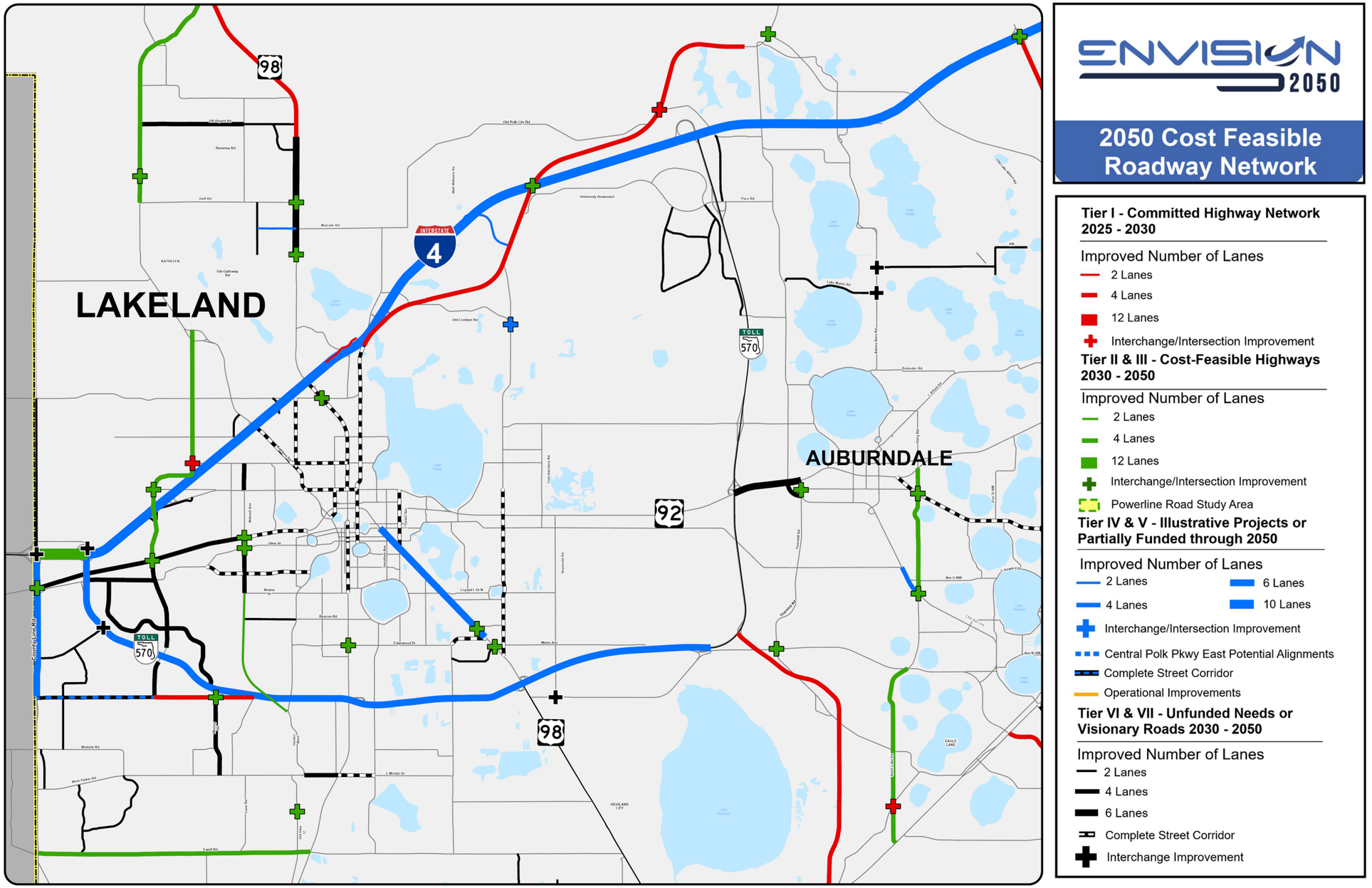
Tier IV & V - Illustrative Projects or Partially Funded through 2050

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 6 Lanes
- 6 Lanes
- 10 Lanes
- Interchange/Intersection Improvement
- Central Polk Pkwy East Potential Alignments
- Complete Street Corridor
- Operational Improvements

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

Improved Number of Lanes
- 2 Lanes
- 4 Lanes
- 6 Lanes
- Complete Street Corridor
- Interchange Improvement

Figure 5-1. Cost Feasible Projects within Polk County



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

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

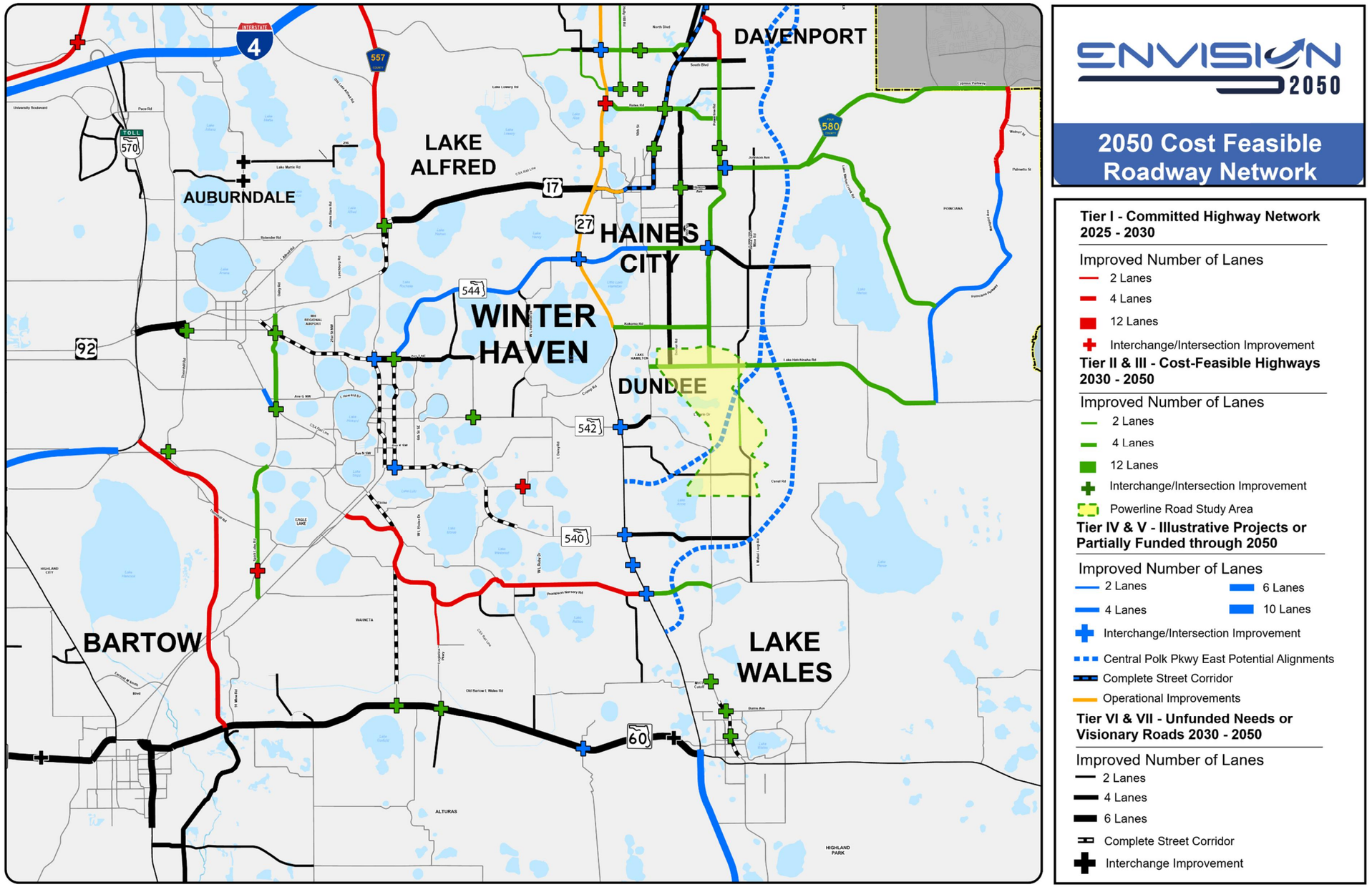
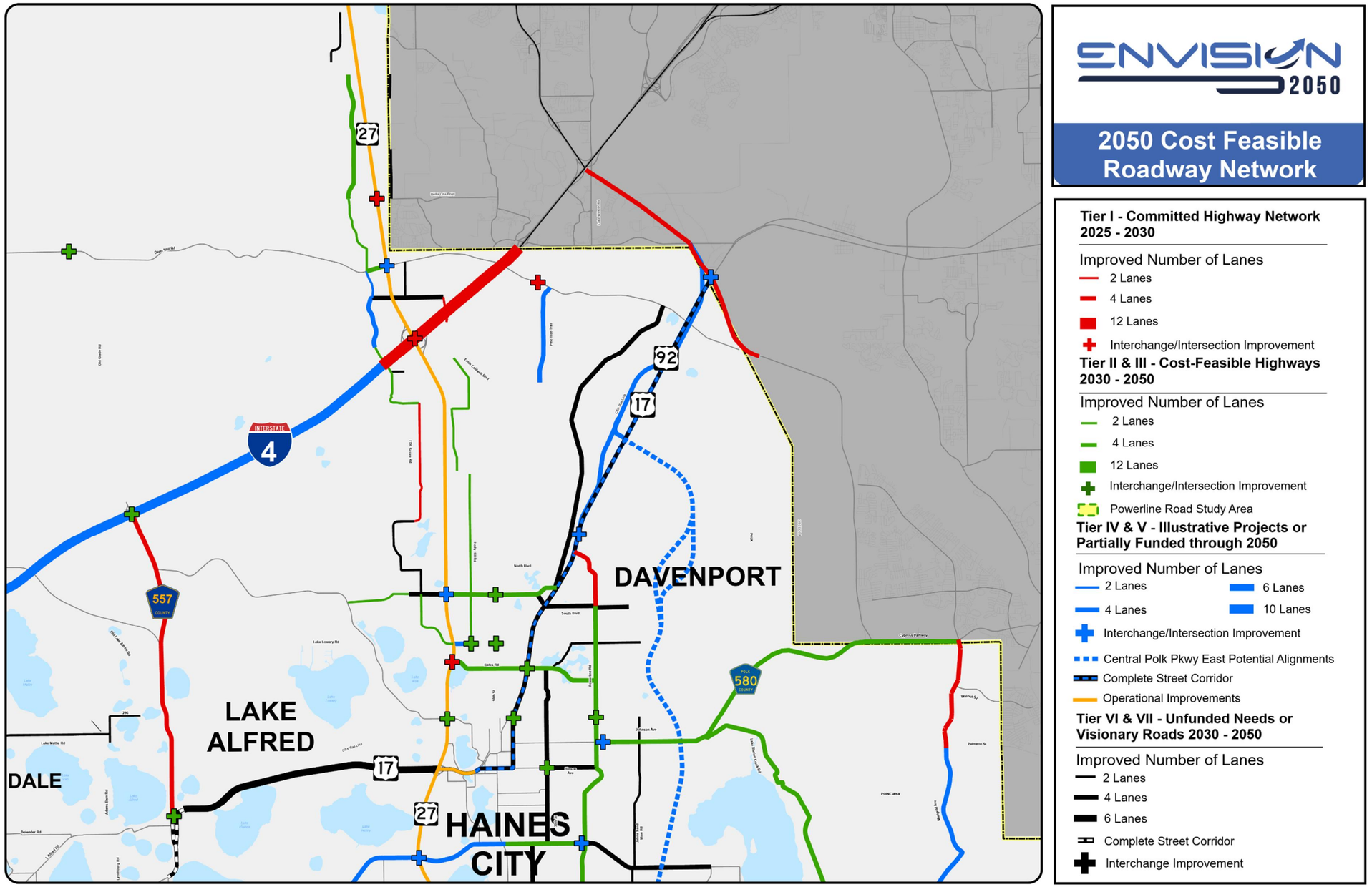


Figure 5-3. Cost Feasible Projects within Polk County, Winter Haven Area



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

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

Partially funded projects are presented in Table 5-4. A map showing the locations of the partially funded projects within Polk County is presented in Figure 5-5.

Table 5-4. Tentative Partially Funded Projects

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

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

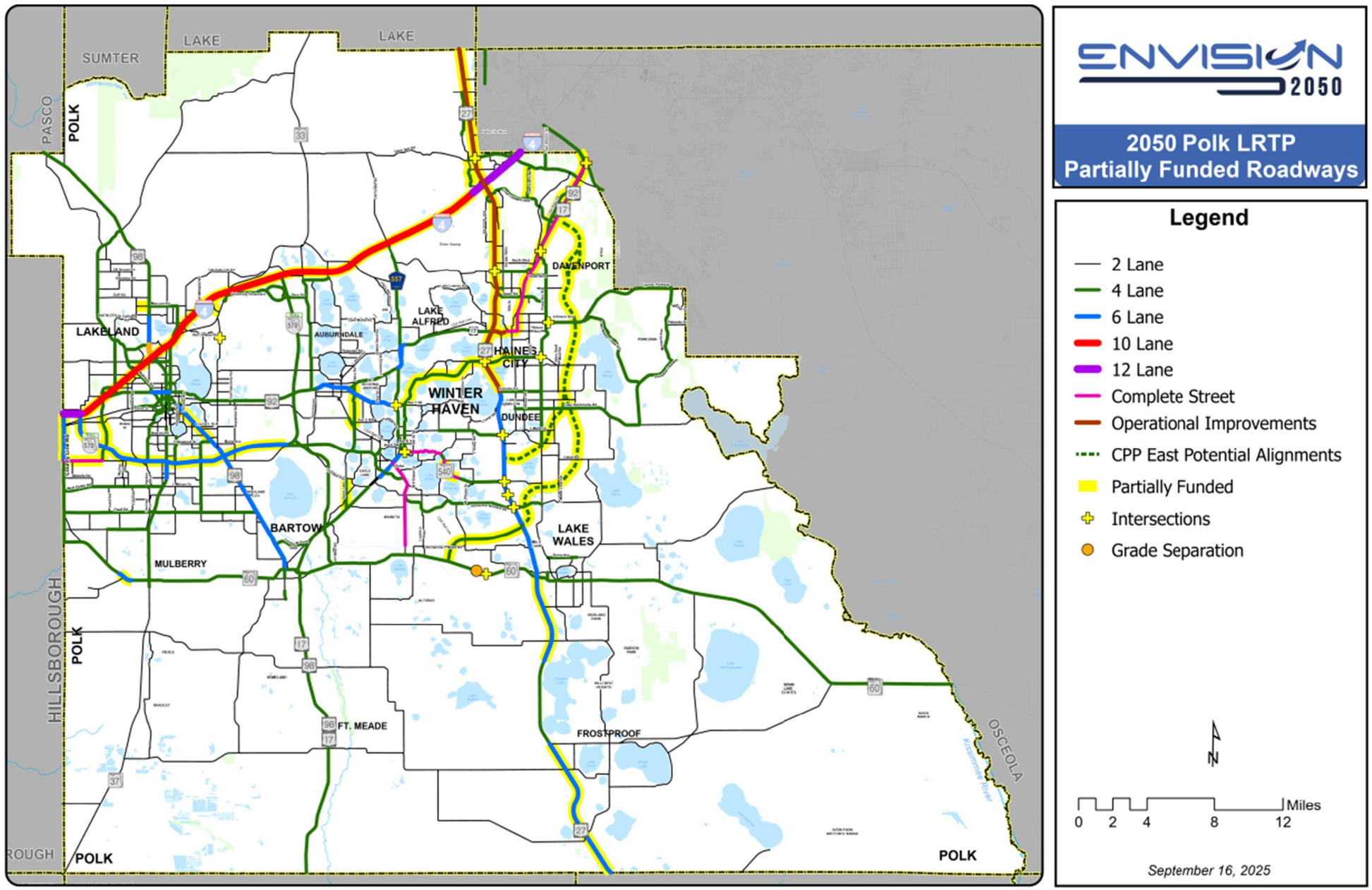


Figure 5-5. Partially Funded Roadways

Unfunded roadway projects are presented in Table 5-5. Maps showing unfunded and partially funded roadway needs are provided in Figure 5-6 through Figure 5-9.

Table 5-5. Unfunded Roadway Projects, YOE

Unfunded Roadway Projects *(Costs in Year of Expenditure)*								
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
AVENUE T/COUNTRY CLUB RD	US 17	WEST LAKE HAMILTON DRIVE	2.09	WIDEN 2 TO 4 LANES	$4,869,858	$12,174,644	$45,654,915	$60,873,220
COUNTY LINE ROAD EXTENSION	SWINDELL ROAD	KNIGHTS-STATION	3.01	NEW 2 LANES	$5,577,102	$13,942,754	$52,285,327	$69,713,770
CR 542 (OLD TAMPA HWY)	CLARK ROAD	SR 572/AIRPORT ROAD	1.31	WIDEN 2 TO 4 LANES	$2,029,030	$7,628,523	$28,606,961	$38,142,615
CR 544	CPP/POWERLINE ROAD	CR 546	2.77	WIDEN 2 TO 4 LANES	$6,471,607	$16,179,017	$60,671,312	$80,895,083
CR 547 EXTENSION	POWERLINE RD EXTENSION	CPP	0.66	WIDEN 2 TO 4 LANES	$1,540,569	$3,851,423	$14,442,835	$19,257,114
CR 547 EXTENSION	CR 547	US 17/92/CSX LINE	0.29	WIDEN 2 TO 4 LANES	$680,921	$1,702,302	$6,383,634	$8,511,511
CR 655 (RIFLE RANGE ROAD)	ROBIN DRIVE	US 17	5.16	MULTIMODAL IMPROVEMENTS	$3,082,215	$7,705,538	$43,455,653	$57,940,870
CYPRESS GARDENS BLVD	1ST ST	OVERLOOK DR	2.20	MULTIMODAL IMPROVEMENTS	$2,971,609	$7,429,022	$27,858,833	$37,145,111
DUNDEE ROAD	US 27	SR 17	0.87	WIDEN 2 TO 4 LANES	$2,029,456	$5,073,640	$19,026,151	$25,368,201
DUNSON ROAD	US 27	BUCKINGHAM DRIVE	1.03	WIDEN 2 TO 4 LANES	$2,402,031	$6,005,077	$22,519,038	$30,025,385
EDGEWOOD DR	LAKELAND HIGHLANDS RD	US 98	0.72	MULTIMODAL IMPROVEMENTS	$974,073	$2,435,183	$9,131,937	$12,175,916
FDC GROVE ROAD	SANDERS RD	MASSEE RD	2.31	NEW 2 LANES	$4,278,998	$10,697,494	$40,115,604	$53,487,472
FDC GROVE ROAD	MASSEE RD	ERNIE CALDWELL BLVD	2.47	NEW 2 LANES	$3,508,062	$8,770,155	$32,888,080	$43,850,773
GAPWAY ROAD	CR 655	SR 559	1.89	IMPROVED 2 LANES	$3,508,062	$8,770,155	$32,888,080	$43,850,773
GATEWAY ROAD	COUNTY LINE ROAD	SR 570 (POLK PARKWAY)	1.44	NEW 2 LANES	$2,675,000	$6,687,499	$25,078,121	$33,437,495
HINSON AVENUE	30TH STREET	POWERLINE ROAD	1.00	WIDEN 2 TO 4 LANES	$2,340,134	$5,850,334	$21,938,753	$29,251,671
HOME RUN BLVD EXTENSION	HOME RUN BLVD	FDC GROVE RD	0.69	NEW 2 LANES	$1,276,879	$3,192,198	$11,970,742	$15,960,989
I-4 CROSSOVER CONNECTOR	HOME RUN BOULEVARD	I-4 CROSSOVER	0.27	NEW 2 LANES	$509,244	$1,273,111	$4,774,166	$6,365,554
LAKE MATTIE RD	SR 559	ADAMS BARN ROAD	2.00	IMPROVED 2 LANES	$3,703,660	$9,259,150	$34,721,814	$46,295,751
LAKE MIRIAM DR	SR 37	CLEVELAND HEIGHTS BLVD	0.71	MULTIMODAL IMPROVEMENTS	$639,062	$1,597,655	$5,991,208	$7,988,277
LEE JACKSON HWY	W BAY ST	ERNIE CALDWELL BLVD	3.79	WIDEN 2 TO 4 LANES	$7,120,332	$22,136,929	$83,013,484	$110,684,645
LEE JACKSON HWY	ERNIE CALDWELL BLVD	RONALD REAGAN PKWY	2.78	WIDEN 2 TO 4 LANES	$5,219,288	$16,226,633	$60,849,874	$81,133,165
LOMA DEL SOL EXTENSION	DUNSON ROAD	CR 54	0.74	NEW 2 LANES	$1,370,339	$3,425,848	$12,846,931	$17,129,241
N SAGE RD	COUNTRY CLUB RD	SAGE RD EXT	0.71	NEW 2 LANES	$1,321,817	$3,304,542	$12,392,034	$16,522,712

Unfunded Roadway Projects *(Costs in Year of Expenditure)*								
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
NORTH COLLECTOR	POITRAS RD	POLO PARK BLVD	1.11	NEW 2 LANES	$2,059,876	$5,149,691	$19,311,342	$25,748,455
PROVIDENCE ROAD	SR 539 (KATHLEEN RD)	GRIFFIN ROAD	1.33	MULTIMODAL IMPROVEMENTS	$1,194,934	$2,987,335	$11,202,506	$14,936,675
RECKER HWY EXTENSION	THORNHILL RD	NEPTUNE RD, S OF US 92	0.42	NEW 4 LANES	$1,451,936	$3,629,840	$13,611,901	$18,149,201
SAGE ROAD EXTENSION	SAGE ROAD (DEAD END NORTH)	COUNTRY CLUB ROAD SOUTH	0.40	NEW 2 LANES	$741,869	$1,854,672	$6,955,021	$9,273,361
SANDERS RD	DIAMOND ACRES RD	US 27	0.76	WIDEN 2 TO 4 LANES	$1,767,182	$4,417,954	$16,567,328	$22,089,770
SOUTH BLVD E	US 17/92	POWERLINE RD	1.06	WIDEN 2 TO 4 LANES	$2,470,972	$6,177,429	$23,165,359	$30,887,146
SR 17 (SCENIC HIGHWAY)	S OF POLK AVENUE	FLORIDA AVENUE	1.59	MULTIMODAL IMPROVEMENTS	$1,028,522	$2,571,306	$10,285,224	$12,856,530
SR 33	N TOMKOW ROAD	OLD POLK CITY RD	2.33	WIDEN 2 TO 4 LANES	$4,156,935	$10,392,337	$41,569,350	$51,961,687
SR 33 (MASSACHUSETTS AVENUE)	LAKE MORTON DRIVE	GRENADA STREET	3.99	MULTIMODAL IMPROVEMENTS	$3,868,428	$9,671,069	$38,684,277	$48,355,346
SR 37 (FLORIDA AVE S)	ARIANA ST	PINE STREET	1.75	MULTIMODAL IMPROVEMENTS	$1,130,972	$2,827,431	$11,309,722	$14,137,153
SR 539 (KATHLEEN RD)	US 92 (MEMORIAL BLVD)	INTERSTATE 4	1.65	MULTIMODAL IMPROVEMENTS	$1,594,587	$3,986,468	$15,945,872	$19,932,341
SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	MULTIMODAL IMPROVEMENTS	$1,452,731	$3,631,827	$14,527,306	$18,159,133
SR 544 (HAVENDALE BLVD)	US 92	US 17	3.20	MULTIMODAL IMPROVEMENTS	$6,462,068	$16,155,170	$64,620,678	$80,775,848
SR 544 (LUCERNE PARK RD)	AVENUE T NW	OLD LUCERNE PARK RD	2.06	MULTIMODAL IMPROVEMENTS	$1,329,098	$3,322,746	$13,290,984	$16,613,729
SR 549/FIRST STREET	SR 540 (CYPRESS GARDENS BLVD)	SR 544 (AVENUER T)	2.78	MULTIMODAL IMPROVEMENTS	$2,697,571	$6,743,927	$26,975,709	$33,719,637
SR 563	SR 539	US 92	0.59	MULTIMODAL IMPROVEMENTS	$568,573	$1,421,432	$5,685,727	$7,107,159
SR 572 (AIRPORT ROAD)	N OF POLK PKWY	1 MILE N OF POLK PKWY	0.88	WIDEN 2 TO 4 LANES	$1,567,700	$3,919,251	$15,677,005	$19,596,256
SR 572 (AIRPORT ROAD)	DRANE FIELD ROAD	S OF POLK PKWY	0.69	WIDEN 2 TO 4 LANES	$1,225,807	$3,064,517	$12,258,070	$15,322,587
SR 572 (AIRPORT ROAD)	1 MILE N. OF POLK PKWY	US 92 (NEW TAMPA HWY)	0.85	WIDEN 2 TO 4 LANES	$1,511,869	$3,779,673	$15,118,690	$18,898,363
SR 60	PEACE RIVER RD	US 27	12.61	WIDEN 4 TO 6 LANES	$22,761,487	$68,284,461	$227,614,869	$227,614,869
SR 60	COUNTY LINE RD	W MAIN ST	13.24	WIDEN 4 TO 6 LANES	$23,899,382	$71,698,146	$238,993,819	$238,993,819
SR 60	SR 60 (VAN FLEET DRIVE E)	E FLAMINGO DR	0.92	WIDEN 4 TO 6 LANES	$1,665,348	$4,996,045	$16,653,483	$16,653,483
SR 60	E FLAMINGO DR	PEACE RIVER RD	1.43	WIDEN 4 TO 6 LANES	$2,582,741	$7,748,223	$25,827,411	$25,827,411
SR 60 (N VAN FLEET DR)	W MAIN ST	BROADWAY AVE N	0.86	WIDEN 4 TO 6 LANES	$1,546,371	$4,639,113	$15,463,711	$15,463,711
SR 600	BONNET SPRINGS BLVD	WABASH AVE	1.21	MULTIMODAL IMPROVEMENTS	$1,175,572	$2,938,930	$11,755,721	$14,694,651
SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	MULTIMODAL IMPROVEMENTS	$1,079,050	$5,233,395	$20,933,578	$26,166,973

Unfunded Roadway Projects *(Costs in Year of Expenditure)*								
ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
SR 700	US 98	US 92	1.14	MULTIMODAL IMPROVEMENTS	$1,102,545	$2,756,362	$11,025,450	$13,781,812
STATE ROAD 544	US 17	SR 549 (1ST STREET)	0.50	WIDEN 4 TO 6 LANES	$719,942	$1,799,855	$7,199,419	$8,999,274
TANK ROAD	STUDENT DRIVE	SAND MINE ROAD	0.50	NEW 2 LANES	$922,687	$2,306,719	$8,650,195	$11,533,593
TANK ROAD	BELLA CITA BLVD	BARRY ROAD	1.01	NEW 2 LANES	$1,862,947	$4,657,369	$17,465,133	$23,286,844
TENTH ST	SR 539	US 98	1.08	MULTIMODAL IMPROVEMENTS	$970,686	$2,426,714	$9,100,178	$12,133,570
US 17	SR 540 (CYPRESS GARDENS BLVD)	MOTOR POOLK RD	3.07	MULTIMODAL IMPROVEMENTS	$2,974,259	$7,435,647	$29,742,588	$37,178,235
US 17/92	ROCHELLE AVENUE	US 27	5.34	WIDEN 4 TO 6 LANES	$7,710,641	$19,276,603	$77,106,410	$96,383,013
US 17/92	US 17	ROCHELLE AVENUE	2.33	MULTIMODAL IMPROVEMENTS	$4,720,752	$11,801,880	$47,207,521	$59,009,402
US 17/92	HINSON AVENUE	POWERLINE RD EXT	5.00	WIDEN 2 TO 4 LANES	$8,911,480	$22,278,701	$89,114,804	$111,393,505
US 17/92	POWERLINE RD EXT	OSCEOLA CO/L	1.85	WIDEN 2 TO 4 LANES	$3,296,591	$8,241,478	$32,965,913	$41,207,392
US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	1.75	WIDEN 4 TO 6 LANES	$3,166,334	$9,499,002	$31,663,340	$31,663,340
US 17/98 (EAST AVE)	MAIN ST	VAN FLEET DRIVE W	0.51	WIDEN 4 TO 6 LANES	$917,127	$2,751,381	$9,171,271	$9,171,271
US 27	CR 630A	PRESIDENTS DRIVE	5.04	WIDEN 4 TO 6 LANES	$9,098,682	$27,296,047	$90,986,824	$90,986,824
US 92	SR 570	SR 655	1.33	WIDEN 4 TO 6 LANES	$1,923,311	$4,808,277	$19,233,110	$24,041,387
US 92 (MEMORIAL BLVD)	WEST OF SR 539 (KATHLEEN RD) OVERPASS	SR 33 (LAKELAND HILLS BLVD)	1.02	MULTIMODAL IMPROVEMENTS	$2,064,875	$5,162,186	$20,648,745	$25,810,931
US 98	DAUGHTERY ROAD W	N OF WEST SOCRUM LOOP ROAD	2.29	WIDEN 4 TO 6 LANES	$3,299,662	$8,249,155	$32,996,620	$41,245,774
US 98	US 92 (MEMORIAL BLVD)	INTERSTATE 4	2.36	MULTIMODAL IMPROVEMENTS	$2,291,054	$5,727,635	$22,910,539	$28,638,174
WARING ROAD PHASE II	WEST PIPKIN ROAD	DRANE FIELD ROAD	1.52	WIDEN 2 TO 4 LANES	$3,549,932	$8,874,831	$33,280,615	$44,374,154
WAVERLY BARN ROAD	NORTH RIDGE TRAIL	US 27	0.41	WIDEN 2 TO 4 LANES	$960,548	$2,401,370	$9,005,139	$12,006,852
WEST LAKE HAMILTON DRIVE CONNECTOR	WEST LAKE HAMILTON DRIVE	SR 544	0.35	NEW 2 LANES	$652,593	$1,631,483	$6,118,063	$8,157,417
WEST PIPKIN RD	HARDEN BLVD	SR 37	0.66	WIDEN 2 TO 4 LANES	$4,869,858	$12,174,644	$45,654,915	$60,873,220

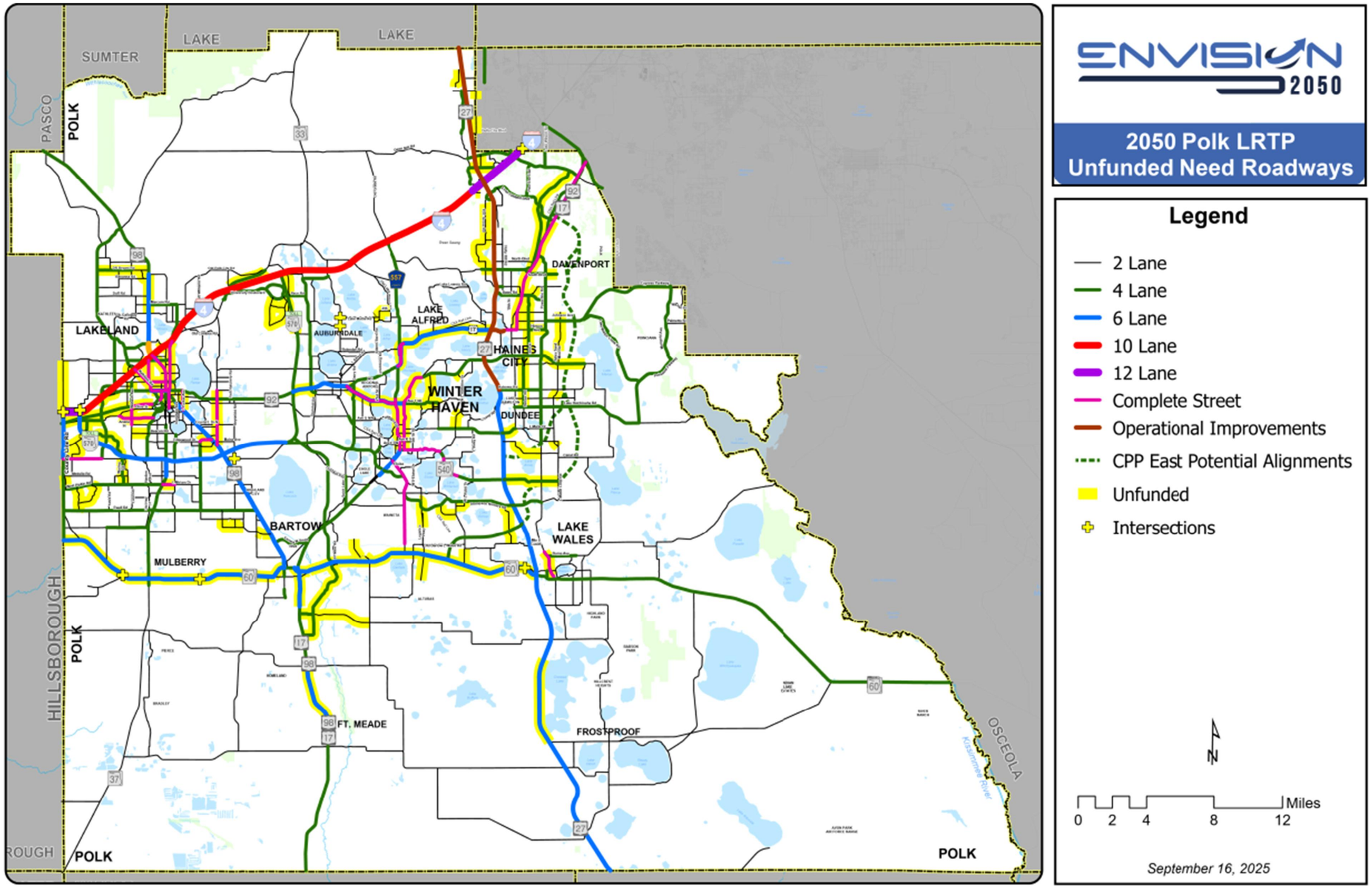


Figure 5-6. Unfunded Roadway Needs

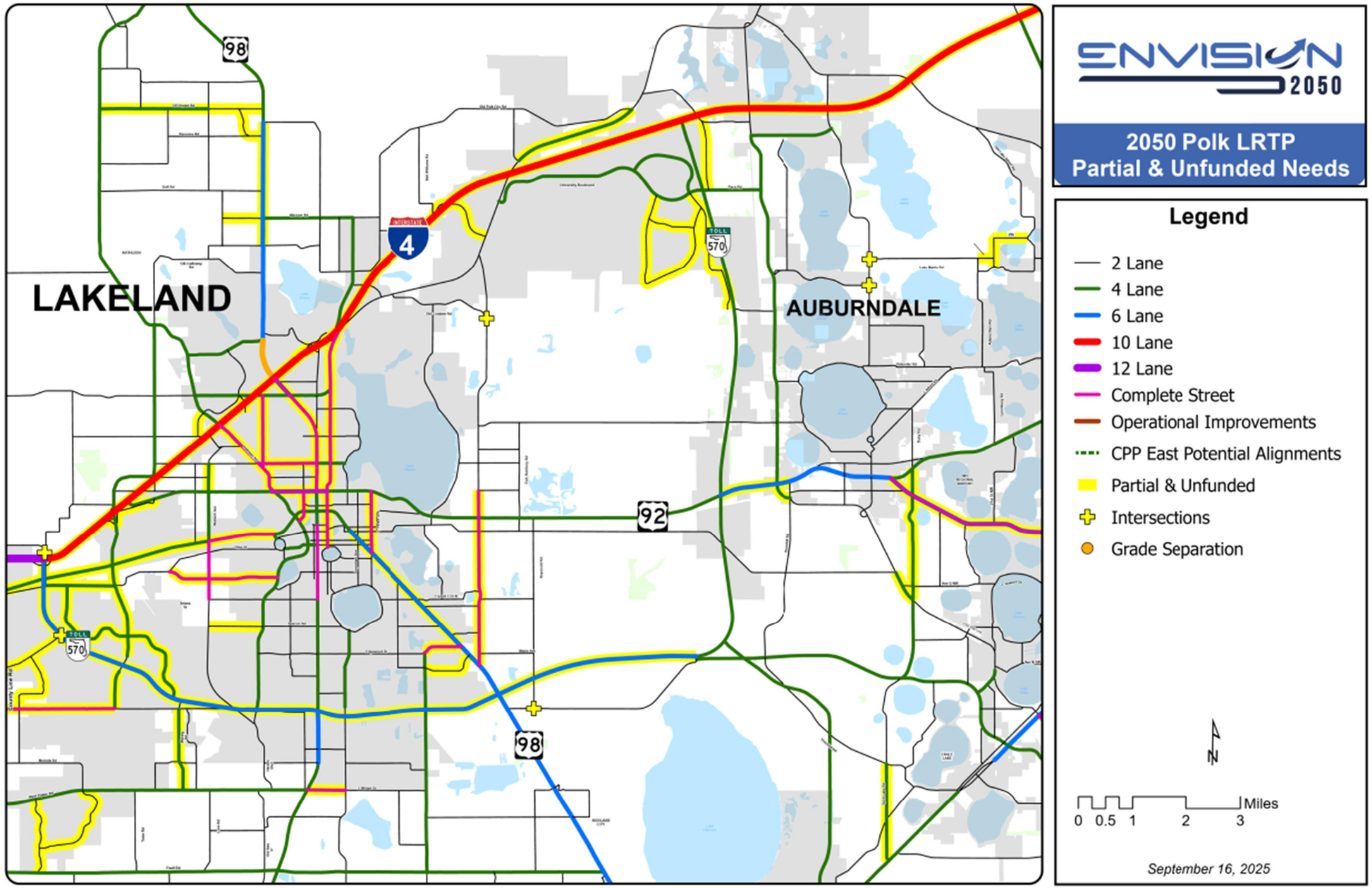


Figure 5-7. Partial and Unfunded Roadway Needs, Lakeland Area

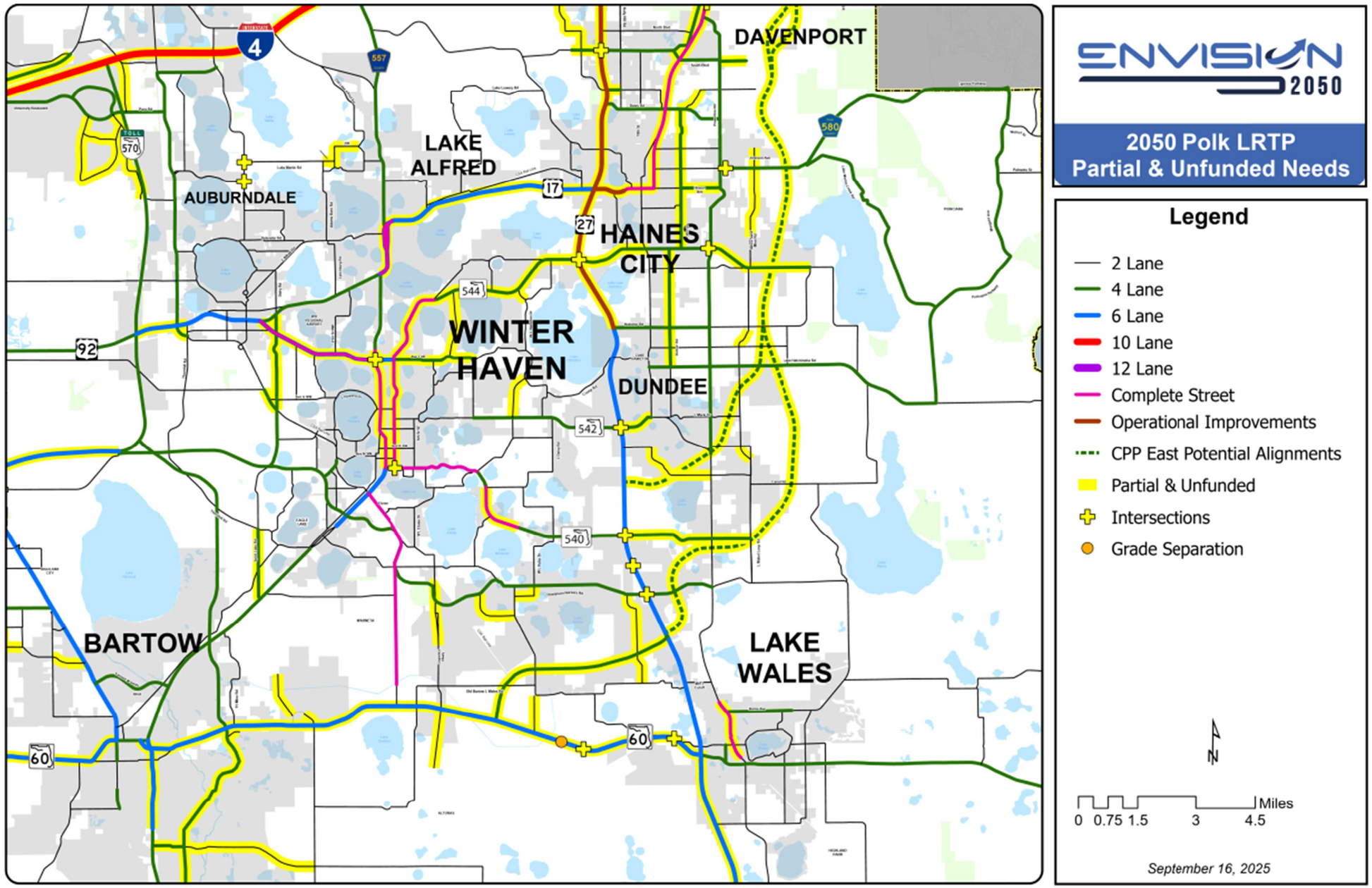


Figure 5-8. Partial and Unfunded Roadway Needs, Winter Haven Area

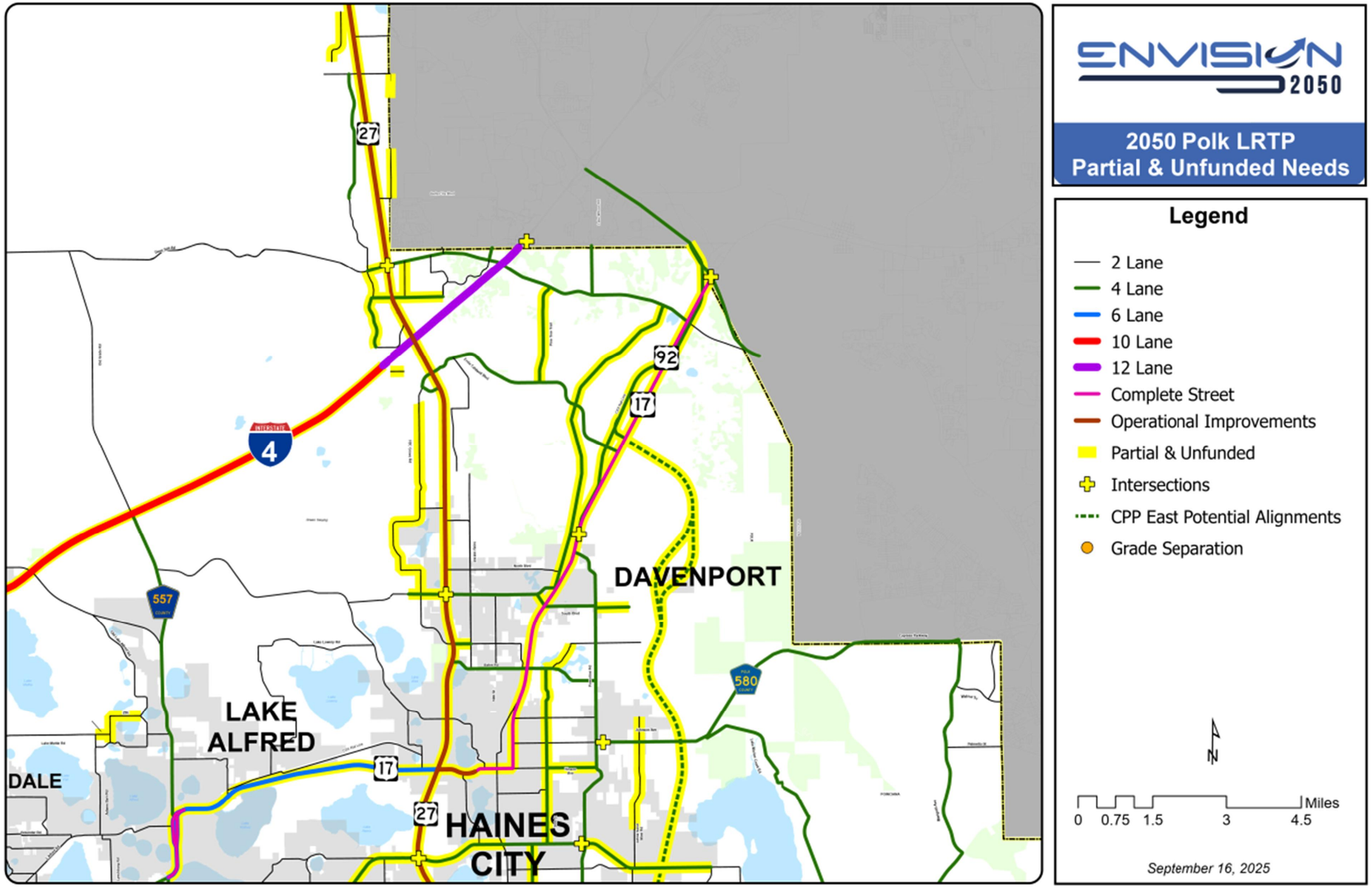


Figure 5-9. Partial and Unfunded Roadway Needs, Northeast Area

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PUBLIC INVOLVEMENT

CHAPTER 6

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6.0 PUBLIC INVOLVEMENT

The *Envision 2050* LRTP included an intentional effort to solicit feedback from a broad range of participants and stakeholders within Polk County. The TPO used virtual methods to engage the public, including an interactive map, comment wall, survey, themes-ranking activity, and live public forum. In accordance with federal regulation, traditionally underserved populations were specifically targeted as part of the outreach efforts and participation in the Plan. Input gathered was used to assist in the development of the *Envision 2050* LRTP.

The goals for public outreach during the development of the *Envision 2050* LRTP included the following:

- Increasing Public Awareness
  - Ensure that the public is well-informed about the LRTP and how to participate
- Engaging with the Community
  - Foster a sense of community involvement and gather feedback to address concerns and collect information on ways to improve the transportation network in Polk County
- Building Trust and Transparency
  - Maintain open communication with the public and stakeholders to build trust and ensure transparency about the LRTP and its development process
- Showcasing Solutions and Advancements
  - Promote the innovations and solutions that have come out of previous efforts, showcasing the modern, forward-thinking approach to improving transportation throughout Polk County
- Supporting Partner Agencies
  - Collaborate with partner agencies to help further deliver messaging about the LRTP and identify opportunities for participation by partner agency audiences
- Monitoring and Evaluating Effectiveness
  - Continuously monitor the effectiveness of the communications strategy and make adjustments as needed to achieve the desired outcomes

Ultimately, the input received through these public outreach efforts helped guide the development of the *Envision 2050* LRTP and validate the projects that were recommended in the plan. Table 6-1 shows the number of participants engaged during each of the public involvement activities conducted.

Table 6-1. Participants Engaged

Date	Activity	Number of Participants
February 20, 2025 – Ongoing	Interactive Map	292
March 5, 2025 – Ongoing	Comment Wall	25
March 12, 2025 – Ongoing	Survey	TBD
February 18, 2025 - Ongoing	Rank our Themes	TBD
June 20, 2025	Virtual Live Public Forum	TBD

6.1 SUMMARY OF PUBLIC INPUT

INTERACTIVE MAP

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

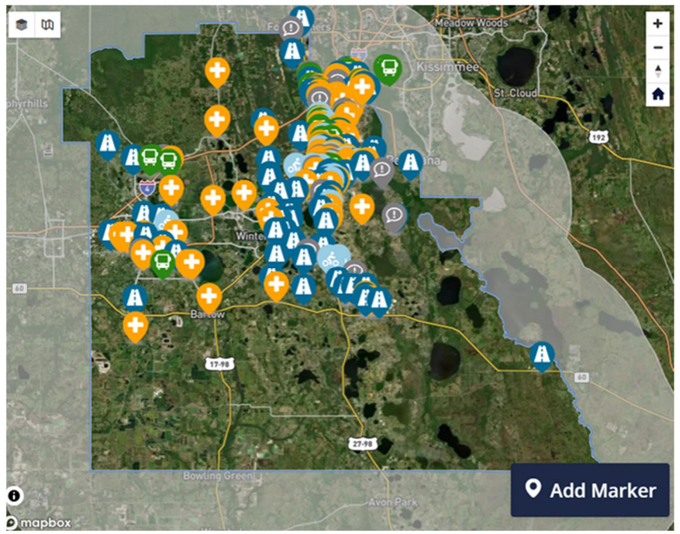

Figure 6-1. Interactive Map Responses to Date

COMMENT WALL

The comment wall provided participants with an opportunity to share their thoughts on the transportation system. The comment wall was formatted to allow open-ended comments. Twenty-five comments have been posted to date. Participants have highlighted their frustration with rapid development, noting that infrastructure improvements have not kept up with the pace of development. Participants emphasized their desire to fast-track transportation improvement projects. There were a number of comments voicing concerns over safety and the need for better enforcement of traffic rules.

SURVEY

The survey asked participants to identify their concerns with the transportation network in Polk County, including broad concerns and location-specific concerns. The surveys also gauged participants' overall sentiment with the existing and future state of the county's transportation network. Based on the responses so far, approximately 68% of participants indicated they felt the transportation system in the county has gotten worse over the past five years. When asked if they experienced traffic congestion on a daily basis, approximately 86% of respondents indicated that they did, with the majority thinking that the congestion needs to be addressed immediately. Nearly 77% of respondents indicated that they would be willing to pay more to reduce congestion.

Survey participants were presented with ten initiatives that would improve transit in the county and asked to rank them in terms of priority. The participants ranked SunRail stations in Haines City and Lakeland as their top priority, followed by bus service every 30 minutes on major road corridors and peak-hour commuter express buses to SunRail stations via I-4 and U.S. Highway 27. Additionally, the survey presented five themes and asked participants to rank them in order from their most to least favorite. Participants rated "safety of the transportation network" as their favorite theme.

LIVE VIRTUAL PUBLIC FORUM

On June 20, 2025, the Polk TPO hosted a Virtual Live Public Hearing to present and discuss the *Envision 2050* LRTP. The forum addressed the challenges posed by Polk County's rapid population growth, including increased traffic congestion and infrastructure demands. TPO leadership outlined the agency's multi-modal approach, emphasizing investments in roadway improvements, expanded bicycle and pedestrian trails, enhanced public transit, and future passenger rail options to create a safer, more sustainable, and efficient transportation network.

The TPO highlighted recent and ongoing projects, such as improvements at State Road 540 and US 17, the John Singletary Bridge, and trail expansions. Public participation was strongly encouraged through interactive features on the *Envision 2050* website, including maps, comment walls, and surveys. The TPO reaffirmed its commitment to transparency, collaboration with partner agencies, and ongoing community engagement to ensure the LRTP reflects the needs and priorities of Polk County residents. Figure 6-2 depicts the Virtual Live Public Hearing and Figure 6-3 shows the project website.

Figure 6-2. Live Virtual Public Forum

Figure 6-3. Project Website

PERFORMANCE EVALUATION

CHAPTER 7

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7.0 PERFORMANCE EVALUATION

7.1 INTRODUCTION

Evaluating transportation performance is a critical element of the *Envision 2050* plan, supporting the TPO's efforts to achieve the goals that will advance the county's transportation system. Performance measurement is an ongoing process that informs both long- and short-term planning, guides the prioritization and funding of transportation projects and programs, and enables the annual assessment of system effectiveness.

This section summarizes the performance for the *Envision 2050* plan based on the Goals, Objectives, Performance Targets, and Performance Indicators established earlier in this report. The section concludes with a focused discussion on environmental mitigation strategies.

7.2 PERFORMANCE MEASURES

Performance Measures were established through Federal Highway Administration (FHWA). Combined, they address each of the national Planning goal areas. TPOs/MPOs are required to conduct performance-based planning by setting data-driven performance targets for the performance measures and program transportation investments that are expected to achieve those targets.

Table 7-1 shows the objectives, performance measures, targets, and the TPO's performance for Goal 1 – Safety.

Table 7-1. Goal 1 Objectives, Performance Measures, Targets, and Polk TPO Performance

Objective	Performance Measure	FDOT/ Polk TPO 2025 Target	Polk TPO 2024 Conditions	Polk TPO 2050 Outlook
Strive for safe and fatality-free travel conditions on all Polk County roads	Number of fatalities	0	141.8	Improved; Target not met
	Fatality Rate per 100 Million Vehicles Miles Traveled (VMT)	0	1.761	Improved; Target not met
	Number of Serious Injuries	0	423	Improved; Target not met
	Serious Injury Rate per 100 Million VMT	0	5.227	Improved; Target not met
	Non-motorized fatalities or serious injuries	0	84.4	Improved; Target not met

Note: Safety measures are based on 5-year rolling average values

Table 7-2 shows the objectives, performance indicators, targets, and the TPO's performance for Goal 1 – Safety.

Table 7-2. Goal 1 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Target	Polk TPO 2050 Outlook
Facilitate safe and secure travel conditions on public transportation	Maintain zero traffic-related fatalities on public transportation system, and reduce injuries/accidents	Zero fatalities and reduced injuries	Improved; Target not met
	Annually reduce injuries and accidents/injuries on public transportation systems	Reduced injuries	Target met

Table 7-3 shows the objectives, performance measures, and the TPO's performance toward Goal 2 – Mobility.

Table 7-3. Goal 2 Objectives, Performance Measures, Targets, and Polk TPO Performance

Objective	Performance Measure	Polk TPO 2024 Conditions	Polk TPO 2050 Outlook
Maintain stable traffic flow on major roads and freight network	National Highway System (NHS) Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT) ≥75%	79.5%	Target Met
	Non-NHS Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT) ≥60%	96.5%	Target Met
	Truck Travel Time Reliability (TTR) ≤2.00	≤1.81	Target Met

Table 7-4 shows the objectives, performance indicators, targets and the TPO's performance toward Goal 2 – Mobility.

Table 7-4. Goal 2 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Expand transportation options for both intercity and local travel	Provide fixed-route transit service to all municipalities in the county	14 of 17 municipalities	Does not meet target
	Consider potential future regional travel opportunities including express bus and rail options	Improvements desired	Improvements made
	Provide regional multi-use trail connections to all municipalities in the county	5 of 17 municipalities	Improvements Made
Improve access to regional multi-use trail network	90% of Polk County population within 5mi of regional multi-use trail network	90% of Polk population	Improvements Made
	40 continuous miles on the regional multi-use trail network	110 continuous Trail miles	Improvements Made
Incorporate future transportation technologies	Incorporate future-ready technology when improving or building new system facilities	Use of ITS/ TSM&O strategies	Improvements Made

Table 7-5 shows the objectives, performance measures, targets, and the TPO's performance toward Goal 3 – Livability.

Table 7-5. Goal 3 Objectives, Performance Measures, Targets, and Polk TPO Performance

Objective	Performance Measure	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Provide travel options for persons of all ages and abilities	50% of complete street network with bicycle facilities	TBD	TBD
	50% of complete street network with sidewalks	TBD	TBD
	Overall avg Transit Connectivity Index (TCI) score of 175 for county census block groups	TBD	TBD
	75% of senior residents with high or moderate access to fixed-route transit services based on TCI	TBD	TBD

Table 7-6 shows the objectives, performance indicators, targets, and the TPO's performance toward Goal 3 – Livability.

Table 7-6. Goal 3 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Develop transportation infrastructure and services that support livable communities and aim to enhance mobility for all residents	100% sidewalk coverage within 1 mile of schools	≥72%	Improvements Made
	Mobility index score ≥10 in neighborhoods with underserved populations	Mobility audits were completed and updated	Improvements Made

Table 7-7 shows the objectives, performance indicators, and the TPO's performance toward Goal 4 – Economic Development.

Table 7-7. Goal 4 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Enhance transportation infrastructure and services to support economic vitality and job creation	Improves access to major employment hubs and freight distribution facilities	Improvements desired	Improvements made
	Includes complete streets projects in residential and commercial areas to promote economic development	Improvements desired	Improvements made

Table 7-8 shows the objectives, performance indicators, targets, and the TPO's performance toward Goal 5 – Sustainable Resources.

Table 7-8. Goal 5 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Conditions	Polk TPO 2050 Outlook
Maintain highway infrastructure in a state of good repair	≥60% interstate pavement in good condition	TBD	Target met
	≥40% non-interstate (NHS) pavement in good condition	TBD	Target met
	≥50% NHS bridges condition	TBD	Target met
	Transit Asset Management Plan (TAM) various targets	TBD	Target met
Minimize environmental impacts from transportation projects	<5% of total footprint from transportation projects	TBD	Target met
	Meet or exceed National Ambient Air Quality Standards	Standard met	Target met
Improve transportation resiliency	Does plan identify key vulnerabilities and identify resiliency priorities to enable resiliency funds?	Developed for 2050 LRTP	Yes
Improve air quality and carbon emissions	Does plan identify types of projects for carbon reduction?	Developed for 2050 LRTP	Yes
	Does plan reduce per capita vehicle miles of travel (VMT)?	Developed for 2050 LRTP	Yes

Table 7-9 shows the objectives, performance indicators, targets, and the TPO's performance toward Goal 6 – Implementation.

Table 7-9. Goal 6 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Ensure that projects identified can be implemented in a reasonable time frame, given anticipated funding	The plan will identify projects that can be funded for implementation within 5-10 year period	Developed for 2050 LRTP	Yes
	The plan will identify planning studies to prepare for future projects for funding and implementation	Developed for 2050 LRTP	Yes

7.3 NETWORK PERFORMANCE

TRAVEL DEMAND MODEL RESULTS

In addition to the performance evaluation and targets, the network performance was evaluated for the purpose of reviewing the performance of different scenarios. The TPO's adopted travel demand model indicates that the Cost Feasible Network is effective in managing congestion and travel delay throughout much of Polk County. An overall analysis of volume/capacity (V/C) ratios for Polk's road network for several different scenarios was conducted to demonstrate the level of congestion expected in 2050. For this analysis, the road network was divided into five categories or classifications which consists of the following:

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

Model Results to be Inserted once Model is Finalized

7.4 ENVIRONMENTAL MITIGATION

Throughout the development of *Envision 2050*, the TPO coordinated with FDOT, adjacent MPOs, and other agencies. To understand the environmental mitigation opportunities and issues within the planning area, the TPO also conducted and will conduct ongoing direct outreach to appropriate Federal, state and local land management, natural resource, and environmental agencies.

FDOT REQUIREMENTS

The *Envision 2050* LRTP addresses potential environmental mitigation activities as required by federal regulations.

23 Code of Federal Regulations (CFR) 450.324:

(f) The metropolitan transportation plan shall, at a minimum, include:

(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO [TPO] may establish reasonable timeframes for performing this consultation.

Transportation projects can significantly impact many aspects of the environment including wildlife and their habitats, wetlands, and groundwater resources. In situations where impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation and/or preservation projects that serve to offset unavoidable environmental impacts.

In the State of Florida, environmental mitigation for transportation projects is completed through a partnership between the TPO, FDOT, and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). These activities are directed through Section 373 Florida Statutes (F.S), which establishes the requirements for mitigation planning as well as the requirements for permitting, mitigation banking, and mitigation requirements for habitat impacts. Under this statute, FDOT must identify projects requiring mitigation, determine a cost associated with the mitigation, and place funds into an escrow account within the Florida Transportation Trust Fund. State transportation trust funds are programmed in the FDOT work program for use by the WMDs to provide mitigation for the impact identified in the annual inventory.

Section 373.4137, F.S., establishes the FDOT mitigation program that is administered by the state's WMDs, which are responsible for developing an annual mitigation plan with input from Federal and State regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program is a great benefit to TPOs because it offers them an additional method to mitigate for impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, TPOs, and local agencies.

When addressing mitigation, the approach is to prioritize avoiding all impacts and to minimize and mitigate impacts when unavoidable. This rule can be applied at the planning level, when TPOs are identifying areas of potential environmental concern due to the development of a transportation project.

A typical approach to mitigation that TPOs can follow is to:

- Avoid impacts altogether
- Minimize a proposed activity/project size or its involvement
- Rectify the impact by repairing, rehabilitating, or restoring the affected environment
- Reduce or eliminate the impact over time by preservation and maintenance operation during the life of the action
- Compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site

Sections 373.4137 and 373.4139, F.S. require that impacts to habitat be mitigated for through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) and the DEP. Potential environmental mitigation opportunities that could be considered when addressing environmental impacts from future projects proposed by TPO.

Planning for specific environmental mitigation strategies over the life of the long range transportation plan can be challenging. Potential mitigation challenges include lack of funding for mitigation projects and programs, lack of available wetland mitigation bank credits, improperly assessing cumulative impacts of projects, and permitting issues with the county, local, state and federal regulatory agencies. These challenges can be lessened when TPOs engage their stakeholders, including regulatory agencies, the public and other interested parties, through the public involvement process. The public involvement process provides TPOs an efficient method to gain input and address concerns about potential mitigation strategies and individual projects.

In addition to the process outlined in the Florida Statutes and implemented by the TPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long range transportation projects allowing for more specific commentary. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida along with its TPO/MPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects. The potential mitigation strategies for each resource and impact are shown in **Table 7-10** below.

Table 7-5 shows the objectives, performance measures, targets, and the TPO's performance toward Goal 3 – Livability.

Table 7-5. Goal 3 Objectives, Performance Measures, Targets, and Polk TPO Performance

Objective	Performance Measure	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Provide travel options for persons of all ages and abilities	50% of complete street network with bicycle facilities	TBD	TBD
	50% of complete street network with sidewalks	TBD	TBD
	Overall avg Transit Connectivity Index (TCI) score of 175 for county census block groups	TBD	TBD
	75% of senior residents with high or moderate access to fixed-route transit services based on TCI	TBD	TBD

Table 7-6 shows the objectives, performance indicators, targets, and the TPO's performance toward Goal 3 – Livability.

Table 7-6. Goal 3 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Develop transportation infrastructure and services that support livable communities and aim to enhance mobility for all residents	100% sidewalk coverage within 1 mile of schools	≥72%	Improvements Made
	Mobility index score ≥10 in neighborhoods with underserved populations	Mobility audits were completed and updated	Improvements Made

Table 7-7 shows the objectives, performance indicators, and the TPO's performance toward Goal 4 – Economic Development.

Table 7-7. Goal 4 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Enhance transportation infrastructure and services to support economic vitality and job creation	Improves access to major employment hubs and freight distribution facilities	Improvements desired	Improvements made
	Includes complete streets projects in residential and commercial areas to promote economic development	Improvements desired	Improvements made

Table 7-8 shows the objectives, performance indicators, targets, and the TPO's performance toward Goal 5 – Sustainable Resources.

Table 7-8. Goal 5 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Conditions	Polk TPO 2050 Outlook
Maintain highway infrastructure in a state of good repair	≥60% interstate pavement in good condition	TBD	Target met
	≥40% non-interstate (NHS) pavement in good condition	TBD	Target met
	≥50% NHS bridges condition	TBD	Target met
	Transit Asset Management Plan (TAM) various targets	TBD	Target met
Minimize environmental impacts from transportation projects	<5% of total footprint from transportation projects	TBD	Target met
	Meet or exceed National Ambient Air Quality Standards	Standard met	Target met
Improve transportation resiliency	Does plan identify key vulnerabilities and identify resiliency priorities to enable resiliency funds?	Developed for 2050 LRTP	Yes
Improve air quality and carbon emissions	Does plan identify types of projects for carbon reduction?	Developed for 2050 LRTP	Yes
	Does plan reduce per capita vehicle miles of travel (VMT)?	Developed for 2050 LRTP	Yes

Table 7-9 shows the objectives, performance indicators, targets, and the TPO's performance toward Goal 6 – Implementation.

Table 7-9. Goal 6 Objectives, Performance Indicators, Targets, and Polk TPO Performance

Objective	Performance Indicator	Polk TPO 2025 Status	Polk TPO 2050 Outlook
Ensure that projects identified can be implemented in a reasonable time frame, given anticipated funding	The plan will identify projects that can be funded for implementation within 5-10 year period	Developed for 2050 LRTP	Yes
	The plan will identify planning studies to prepare for future projects for funding and implementation	Developed for 2050 LRTP	Yes

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

Resources/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	• Restore degraded wetlands • Create new wetland habitats • Enhance or preserve existing wetlands • Improve stormwater management • Purchase credits from a mitigation bank
Forested and other natural areas	• Use selective cutting and clearing • Replace or restore forested areas • Preserve existing vegetation
Habitats	• Construct underpasses, such as culverts • Other design measures to minimize potential fragmenting of animal habitats
Streams	• Stream restoration • Vegetative buffer zones • Strict erosion and sedimentation control measures
Threatened or Endangered Species	• Preservation • Enhancement or restoration of degraded habitat • Creation of new habitats • Establish buffer areas around existing habitat

WETLANDS

There are wetlands adjacent to several existing roadway corridors. The TPO has and will continue to coordinate with FDOT, FDEP, Southwest Florida Water Management District (SWFMD) and South Florida Water Management District (SFWMD) to mitigate transportation impacts on the environment including wetlands.

WILDLIFE AND HABITAT COORDINATION

Another component of mitigation is wildlife and habitat impacts and coordination. Preserving land and establishing connected wildlife corridors are both essential for creating an integrated ecosystem and should be prioritized when evaluating transportation impacts. Polk County has significant public/private conservation areas as well as areas of critical state concern.

Specifically, with the proposed widening of I-4 to include six general purpose lanes, four special use lanes, and sufficient right of way for the future inclusion of rail service in the median, several potential wildlife crossings have been proposed along I-4. A recommendation for locations was determined at the request of FDOT under the direction of the League of Environmental Organizations and the Central Florida Regional Planning Council, an I-4 Environmental Advisory Group (EAG) was formed to bring together diverse interest groups and expertise involved in the wildfire corridor issue. This process is an example of how the TPO staff has coordinated with resource agencies to come together to improve results of environmental mitigation. Polk TPO staff will continue to review FDOT design plans and coordinate with FDOT staff for the inclusion of wildlife crossings along I-4.

HABITAT CONSERVATION PLAN BACKGROUND FOR POLK COUNTY

The Endangered Species Act of 1973 protects species that are considered endangered or threatened of becoming extinct. An incidental take permit is federally required when non-federal activities result in a take of an endangered or threatened species (federal govt. has different process for their activities). What is meant by “take” is harassing, harming, pursuing hunting, shooting, wounding, killing, trapping or collecting any listed species. The reference to harming can include removing the species habitat.

A Habitat Conservation Plan (HCP) is an effective tool for both protecting endangered and threatened wildlife species and providing benefits to landowners. As a requirement for all Incidental Take Permits, HCPs lay out how anticipated take resulting from otherwise unlawful activities will be minimized and mitigated. By obtaining an Incidental Take Permit and following the guidelines set forth in the HCP, the landowner has assurance that they will not be in violation of the Endangered Species Act should any incidental take of a listed species occur.

When a County obtains an Incidental Take Permit and develops an HCP, the take coverage as well as the minimization and mitigation measures in the HCP are passed down to the landowner through their permit from the County. There will be a cost associated with the permit to cover the mitigation requirements. The permitting process is streamlined and reduces some of the financial burden on the landowner by eliminating the need for the individual landowner to obtain their own Incidental Take Permit and develop their own HCP.

Polk County and the Florida Fish and Wildlife Conservation Commission FWC have partnered together to submit a Habitat Conservation Planning Assistance grant to the U.S. Fish and Wildlife Service. This grant has been awarded and Polk County developed a County-wide HCP to address all federally-listed species within Polk County.

FLOOD ZONES

Floods are one of the most common hazards in the United States. The Polk TPO has used flood zone mapping to display vulnerable areas. It is important to specifically understand the impacts to transportation infrastructure such as major roads and bridges and evacuation routes

The Polk TPO will coordinate with the municipalities, Polk County, and other local and regional agencies to mitigate impacts to the transportation system from climate change. One of these strategies include using data and available information to understand transportation infrastructure that is vulnerable to extreme weather events.

SYSTEM RESILIENCY

The Polk TPO developed a Resiliency Plan in 2024 that provided a framework for integrating resiliency strategies into Polk County’s transportation planning. The plan assesses vulnerabilities in the transportation network, particularly related to flooding and wildfire, and prioritizes projects that strengthen infrastructure and support recovery from disruptions. It provided recommendations for high-risk areas and mobility issues.

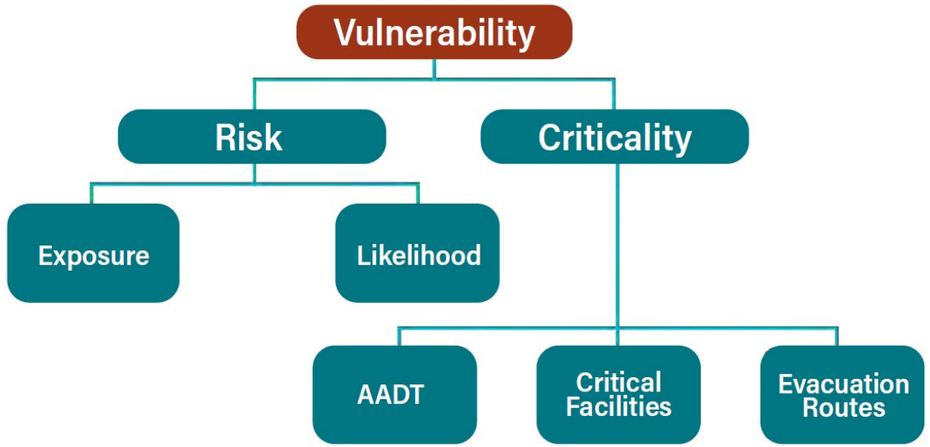

Figure 7-1. Graphic from Resilient Polk Transportation Plan

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IMPLEMENTATION

CHAPTER 8

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8.0 IMPLEMENTATION

8.1 INTRODUCTION

The *Envision 2050* LRTP represents a significant milestone in addressing the multimodal surface transportation needs of Polk County. For key elements of the Plan to move forward, there are many essential follow up actions beyond normal project development activities that will need to be undertaken by the TPO and its agency and community partners. The implementation of the Plan will also be reliant upon the support and cooperation of many key local and regional partners including the local municipalities, Polk County, the FDOT District One, and neighboring counties and MPOs, among others.

8.2 IMPLEMENTATION ACTION ITEMS

MAJOR PROGRAM PRIORITIES OF THE POLK TPO

The Polk TPO has made a commitment to utilize their federal funding allocation on a wide range of multimodal, safety, and intersection improvement projects. This federal funding is the primary funding source for intersection and operational improvements identified by the Congestion Management Process, Complete Streets corridor projects, transit facility enhancements, safety projects, resurfacing supplements (funding to make multimodal, safety, or intersection improvement concurrent with the routine resurfacing of a roadway), and stand-alone bicycle/pedestrian and trail projects. Funding for these programs will require the TPO to annually allocate funding for these program areas and prioritize projects.

PARTIALLY FUNDED AND UNFUNDED PRIORITY PROJECTS

Partially Funded / Illustrative projects represent high priority projects that are not currently cost feasible but could be added to the Plan, should funding become available in the future.

8.3 COMPLIANCE WITH FEDERAL REGULATION AND GUIDANCE

IIJA

The *Envision 2050* LRTP is guided by the Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021. The IIJA builds upon MAP-21 (2012) and the FAST Act (2015) and introduced new priorities to address contemporary transportation challenges. While these previous acts established performance-based planning, emphasis on multimodal transportation, and expanded stakeholder involvement, key additions from the FAST Act included focusing on system resiliency, enhancing tourism, and broadening consultation requirements.

PLAN AMENDMENT PROCESS

This Long Range Transportation Plan is not a static document. LRTP changes can occur due to shifts in availability of funding or updated project priorities, among other reasons. The FDOT provides TPOs guidance to implement amendments to the LRTP.

The TPO may need to revise the LRTP outside of the standard 5-year update cycle. The Code of Federal Regulations defines two types of revisions—a*dministrative modifications* and a*mendments*.

An *administrative modification* is a minor revision to the LRTP or TIP. It generally includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. Public review and comments are not required, and fiscal constraint demonstration is not necessary either.

An *amendment* is a major revision to the LRTP (or TIP). Amendments include the addition or removal of projects from the plan, major changes to project costs, changes to major dates, or significant revisions to design concepts and scopes for existing projects.

Amendments require re-demonstrating fiscal constraints as well as public review and comment in accordance with the LRTP amendment and Public Participation Process (PPP). Changes to projects that are considered illustrative do not require an amendment. An amendment requires revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars, based on reasonable financial principles and information.

The LRTP can be revised at any time. It is important to note that the TPO does not have to extend the planning horizon of the LRTP for administrative modifications or for amendments. Florida Statute requires that the Polk TPO Board adopt amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present. The amended long range plan is to be distributed in accordance with the FDOT MPO Handbook requirements.

THE NEXT FIVE YEARS

The Polk TPO has a clear vision for the transportation system within the two counties providing connections to the rest of the region. This LRTP seeks to address local and regional mobility needs, including placing a priority of smaller high value projects and mobility improvements to promote safety and economic development. A hallmark feature of the *Envision 2050* Long Range Transportation Plan is its commitment to supporting the community of Polk County by investing in safe, multimodal improvements that enhance the character of the area. The *Envision 2050* LRTP will remain in effect for five years until its update, anticipated to be completed by December 2030.

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Selection from FY 2025/2026-2029/2030 Transportation Improvement Program

APPENDIX A

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TIP FY 2025/2026-2029/2030 Revenues in Year of Expenditure (YOE) Costs

Fund Type	>2026	2026	2027	2028	2029	2030	<2030	All Years
Federal	$227,038,014	$74,370,962	$30,018,972	$91,247,333	$28,546,344	$105,113,620	$0	$556,335,345
Federal Earmark	$349,179	$9,500,000	$0	$0	$0	$0	$0	$9,849,179
Local	$87,244,524	$11,967,591	$22,980,209	$27,241,187	$69,880,947	$59,662,716	$0	$278,977,174
R/W and Bridge Bonds	$5,750,132	$0	$0	$0	$0	$0	$0	$5,750,132
State 100%	$522,514,182	$113,527,226	$141,600,397	$166,323,233	$111,872,000	$60,735,801	$3,321,854	$1,119,894,693
Toll/Turnpike	$894,897,418	$49,733,191	$28,708,639	$124,457,048	$56,883,100	$14,309,000	$1,284	$1,168,989,680
Grand Total:	$1,737,793,449	$259,098,970	$223,308,217	$409,268,901	$267,182,391	$239,821,137	$3,323,138	$3,139,796,203

TIP FY 2025/2026-2029/2030 Roadway Projects

Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
I-4	Hillsborough C/L	Osceola C/L	32 mi	Corridor Improvement	PD&E	No	$767,166
I-4	US 27	Osceola C/L	4 mi	PD&E/EMO Study	PD&E	No	$736,816
I-4	W of US 27	E of CR 532	4 mi	Add Lanes & Reconstruct	ROW	No	$7,260,158
I-4	At US 27		1.5 mi	Interchange - Add Lanes	PD&E	No	$2,993,388
I-4	W of US 27	Osceola C/L	4 mi	Add Lanes & Reconstruct	ROW	No	$20,534,337
I-4	US 27 Backage Rd		1.5 mi	Interchange - Add Lanes	PD&E	No	$432,382
I-4	W of Memorial Blvd	W of US 98	3.8 mi	Add Lanes & Reconstruct	ROW	No	$13,281,224
I-4	W of Memorial Blvd	W of US 98	3 mi	Add Lanes & Update PVMT	Design	No	$67,865,184
I-4	at CSX Railroad			Bridge Replacement	Construction	Yes	$46,850,567
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	$5,058,380
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	$1,769,015

Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	$7,017,770
Polk TPO	Traffic Ops			Operational Improvements	Construction	Yes	$21,539,542
US 27	Highlands C/L	N of SR 60	19 mi	PD&E/EMO Study	PD&E	No	$3,518,284
US 27	Highlands C/L	CR 630A	8.8 mi	Add Lanes & Reconstruct	ROW	No	$3,936,510
US 27	CR 630A	Presidents Dr	4.9 mi	Add Lanes & Reconstruct	ROW	No	$3,092,398
US 27	At SR 60		0.9 mi	Interchange - Add Lanes	Construction	Yes	$76,328,952
US 92	Recker Hwy	Kelly Ave	0.2 mi	Intersection Improvement	Construction	Yes	$1,060,975
Fort Fraiser	Trail	Over SR 60		Bike Path/Trail	Construction	Yes	$12,300,782
SR 544	MLK Blvd	SR 17	7.9 mi	PD&E/EMO Study	PD&E	No	$1,996,066
SR 544	MLK Blvd	Ave Y	0.4 mi	Add Lanes & Reconstruct	Construction	Yes	$26,066,076
Tenoroc TRL Seg1	Lake Crago Dr at SR 33	At Old Combee Rd		Bike Path/Trail	PD&E	No	$349,179
Tenoroc TRL Seg2	E of Lake Crago Dr	Braddock Rd		Bike Path/Trail	PD&E	No	$2,000,000
SR 37	Ariana St	Lime St	1.2 mi	Miscellaneous Construction	Construction	Yes	$1,249,766
SR 37	Ariana St	Lime St	0.6 mi	Miscellaneous Construction	Construction	Yes	$3,173,778
SR 37	Ariana St	Lime St	0.6 mi	Miscellaneous Construction	Construction	Yes	$25,087,532
SR 37	Lime St	Lemon St	0.081 mi	Traffic Signal Update	Construction	Yes	$2,196,218
Chase St Trail	Strain Blvd	W of Veterans Ave	0.8 mi	Bike Path/Trail	Construction	Yes	$1,567,846
6th St	Ave G	US 17	0.2 mi	Sidewalk	Construction	Yes	$1,043,853
6th St	Ave G	US 17		Sidewalk	Construction	Yes	$1,093,853
SR 60	Bonnie Mine Rd	Mosaic Entrance Rd	0.6 mi	PD&E/EMO Study	PD&E	No	$1,013,365
SR 544	Lake Blue Dr	26th St NW	0.9 mi	Sidewalk	Construction	Yes	$2,250,115

Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
Combee Academy	Sports		1 mi	Sidewalk	Construction	Yes	$741,122
Combee Academy	Sports			Sidewalk	PD&E	No	$949,408
SR 659	US 92	Morgan Combee Rd	1 mi	Sidewalk	Construction	Yes	$4,482,173
SR 563	Lk Hunter Boat Ramp	Lime St	0.3 mi	Bike Path/Trail	Construction	Yes	$2,438,679
Ave C	1st St	6th St	0.1 mi	Sidewalk	Construction	Yes	$1,338,427
US 17/92	At Ernie Caldwell Blvd			Traffic Signal Update	Construction	Yes	$1,143,458
US 27	At Airport Rd, South Blvd	and Patterson Rd	0.9 mi	Safety Project	Construction	Yes	$2,417,083
Providence Rd	Kathleen Rd	Griffin Rd	1.1 mi	Sidewalk	Construction	Yes	$4,835,000
Grandview Pkwy	N of Posner Blvd	Dunson Rd	0.5 mi	New Bridge Construction	Design	No	$47,431,327
Roosevelt Dr	SR 540	Register Rd	0.1 mi	Safety Project	Construction	Yes	$927,935
RSH Connector	E of Central Ave	First St	0.7 mi	Bike Path/Trail	Construction	Yes	$854,152
RSH Connector	E of Central Ave	First St		Bike Path/Trail	Construction	Yes	$754,732
Kathleen Rd & Ext	Duff Rd	Hwy 98	2.7 mi	Add Lanes & Reconstruct	PD&E	No	$2,000,000
Powerline Rd Ext	Hinson Ave	Lake Trask Rd		New Road Construction	PD&E	No	$10,000,000
Powerline Rd Ext	Hinson Ave	S Scenic Hwy 17		New Road Construction	PD&E	No	$17,500,000
Glendale St Trail	New Jersey Rd	Lakeland Highlands Rd	0.4 mi	Bike Path/Trail	Construction	Yes	$1,171,000
Hartsell Ave Trail	SR 563	Lake Beulah Dr	0.2 mi	Bike Path/Trail	Construction	Yes	$960,100
Old Helena Rd	Cypress Gardens Rd	Complete Street	0.6 mi	Sidewalk	Construction	Yes	$593,094
SE 8th St		Complete Street	0.4 mi	Sidewalk	Construction	Yes	$894,377
North Lake	Fitness Trail			Bike Path/Trail	Construction	Yes	$594,855
North Lake	Fitness Trail			Bike Path/Trail	PD&E	No	$977,795

Project	From	To	Length	Improvement	Phase in TIP	Fully Funded?	Total Cost in TIP
Lake Martha Dr	Ave C	NE Ave K	0.6 mi	Safety Project	Construction	Yes	$1,343,784
Mall Hill Dr	Kathleen Rd	Grand Bay Circle	0.8 mi	Sidewalk	Construction	Yes	$468,629
SW Roselawn St	SW Ave O	SW 15th St	0.3 mi	Safety Project	Construction	Yes	$1,317,725
W Central Ave		Complete Street	0.2 mi	Safety Project	Construction	Yes	$435,566
Ingraham Ave Trail	Fort Fraser Trail Ext		0.6 mi	Bike Path/Trail	Construction	Yes	$4,025,021
Central Polk Pkwy	SR 570	SR 60	13 mi	New Road Construction	Construction	Yes	$320,641
Central Polk Pkwy	SR 570	US 17	6 mi	New Road Construction	Construction	Yes	$354,971,445
Central Polk Pkwy	US 17	SR 60	3 mi	New Road Construction	Construction	Yes	$239,139,944
Central Polk Pkwy	US 17	SR 60	3 mi	PD&E/EMO Study	PD&E	No	$2,061,453
Central Polk Pkwy	Old Mine Rd	SR 60 & ramps	0.3 mi	New Road Construction	PD&E	No	$627,734,107
SR 570	I-4	SR 540	14 mi	PD&E/EMO Study	PD&E	No	$4,001,500
CPP E	US 17-92	SR 538		PD&E/EMO Study	PD&E	No	$12,422,590
CPP E	SR 60	US 17-92		PD&E/EMO Study	PD&E	No	$20,204,090
CPP E	N of CR 546	US 17-92		New Road Construction	PD&E	No	$31,518,042
CPP E	US 27	N of CR 546		New Road Construction	PD&E	No	$32,004,597
CPP E	SR 60	US 27		New Road Construction	PD&E	No	$10,004,270
CPP E	US 27	N of CR 546		PD&E/EMO Study	PD&E	No	$5,304,070
CPP E	N of CR 546	US 17-92		PD&E/EMO Study	PD&E	No	$5,322,531
LAMTD Ops Corridor				Urban Corridor Improvements			$18,882,868
LAMTD Op Corridor				Urban Corridor Improvements			$3,246,620
Transit Support Plan				Modal Systems Planning			$200,000

Roadway Cost Feasible Plan
Year of Expenditure (YOE)

APPENDIX B

Polk Transportation
Planning Organization

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Fully Committed Projects (2025-2030)

ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27		INTERSECTION/INTERCHANGE
CENTRAL POLK PARKWAY	US 17	SR 570	NEW 4 LANE LIMITED ACCESS
CENTRAL POLK PARKWAY	SR 60	US 17	NEW 4 LANE LIMITED ACCESS
CR 54	AT HERITAGE PASS		INTERSECTION/INTERCHANGE
CR 542A (GALLOWAY RD)	AT 10TH STREET		INTERSECTION/INTERCHANGE
CR 557	E SWOOPE ST	I-4	WIDEN 2 TO 4 LANES
CR 557	US 17/92	E SWOOPE ST	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD		INTERSECTION/INTERCHANGE
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES
I-4	WEST OF US 27	WEST OF CR 532 (OSCEOLA CO)	MANAGED LANES
LOGISTICS PKWY EXT	LOGISTICS PKWY	POLLARD RD	NEW 2 LANES
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD		INTERSECTION/INTERCHANGE
POINCIANA PARKWAY EXTENSION	POINCIANA PARKWAY	CR 532	NEW 4 LANE LIMITED ACCESS
POINCIANA PARKWAY EXTENSION	POINCIANA PARKWAY EXTENSION (CR 532)	I-4	NEW 4 LANE LIMITED ACCESS
POLLARD ROAD EXTENSION	CSX ILC	THOMPSON NURSERY RD REALIGNMENT	NEW 2 LANES
POWERLINE ROAD EXTENSION	SOUTH BOULEVARD	US 17/92	NEW 4 LANES
SR 33	OLD COMBEE RD	UNIVERSITY BLVD	WIDEN 2 TO 4 LANES
SR 33	AT MOUNT OLIVE ROAD		INTERSECTION/INTERCHANGE
THOMPSON NURSERY RD - PH II	WEST LAKE RUBY DR	US 27	WIDEN 2 TO 4 LANES
THOMPSON NURSERY ROAD EXTENSION	US 17	WEST LAKE RUBY DR	NEW 4 LANES
US 27	AT FOUR CORNERS BLVD		INTERSECTION/INTERCHANGE
US 98	HALL RD	PASCO COUNTY LINE	WIDEN 2 TO 4 LANES

TIER 2 & 3 - Tentative 2050 Cost Feasible Projects (2031-2050), Year of Expenditure (YOE)

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
KATHLEEN RD EXT	W SOCRUM LOOP RD	US 98	2.40	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$4,877,093	Complete/ Committed	LOCAL	$19,508,372	Complete/ Committed	LOCAL	$83,047,141	2031 – 2035	LOCAL
KATHLEEN ROAD	DUFF RD	W SOCRUM LOOP RD	2.26	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$4,581,081	Complete/ Committed	LOCAL	$18,324,324	Complete/ Committed	LOCAL	$78,006,648	2031 – 2035	LOCAL
NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$652,782	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$25,730,493	2031 – 2035	LOCAL
FDC GROVE ROAD/NORTHRIDGE FLYOVER	FDC GROVE RD	NORTHRIDGE TRL	1.12	NEW 2 LANES	$-	Complete/ Committed	LOCAL	$10,000,000	Complete/ Committed	LOCAL	$69,660,000	2031 – 2035	LOCAL	$76,110,000	2031 – 2035	LOCAL
POWERLINE ROAD	HINSON AVENUE E	SOUTH BLVD	3.25	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL		Complete/ Committed	LOCAL	$19,027,500	2031 – 2035	LOCAL	$121,260,000	2031 – 2035	LOCAL
NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	NEW 2 LANES	$-	Complete/ Committed	LOCAL	$390,693	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$19,371,779	2036 – 2040	LOCAL
SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$9,533,289	2031 – 2035	LOCAL	$35,749,833	2031 – 2035	LOCAL	$57,643,141	2036 – 2040	LOCAL
DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	$657,052	2031 – 2035	LOCAL	$1,642,631	2031 – 2035	LOCAL	$6,159,864	2031 – 2035	LOCAL	$9,932,185	2036 – 2040	0
SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	$2,794,560	2031 – 2035	LOCAL	$6,986,400	2031 – 2035	LOCAL	$26,198,999	2031 – 2035	LOCAL	$42,243,347	2036 – 2040	LOCAL
SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	WIDEN 2 TO 4 LANES	$2,715,179	2031 – 2035	LOCAL	$6,787,948	2031 – 2035	LOCAL	$25,454,805	2031 – 2035	LOCAL	$41,043,406	2036 – 2040	LOCAL
WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	NEW 2 LANES	$2,539,809	Completed	FED/STATE	$6,349,523	Completed	FED/STATE		Complete/ Committed	LOCAL	$61,590,374	2041 – 2050	FED/STATE
SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	SIS	$24,549,051	2031 – 2035	SIS	$81,830,171	2031 – 2035	SIS	$123,062,427	2041 – 2050	SIS
FDC GROVE ROAD	US 27	SANDERS RD	1.44	NEW 2 LANES	$1,776,862	2031 – 2035	LOCAL	$4,442,154	2031 – 2035	LOCAL	$16,658,078	2031 – 2035	LOCAL	$33,402,244	2041 – 2050	LOCAL
I-4	EAST OF FORBES BRANCH RD (HILLSBOROUGH CO)	POLK PARKWAY	0.98	MANAGED LANES	$2,995,000	Complete/ Committed	SIS		Complete/ Committed	SIS	$-	2036 – 2040	SIS	$578,306,240	2041 – 2050	SIS
POWERLINE ROAD EXTENSION	LAKE HATCHINEHA RD	HINSON AVENUE E	4.75	NEW 4 LANES	$-	Complete/ Committed	LOCAL		Complete/ Committed	LOCAL	$148,590,000	2036 – 2040	LOCAL	$246,380,000	2041 – 2050	LOCAL
POWERLINE ROAD SOUTH	SR 17 (N SCENIC HWY)/SOUTH OF LAKE MABEL LOOP RD	LAKE HATCHINEHA RD	2.22	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL		Complete/ Committed	LOCAL	$140,400,000	2036 – 2040	LOCAL	$232,800,000	2041 – 2050	LOCAL
CR 547 EXTENSION	OLD POLK CITY RD	DIAMOND ACRES RD	1.27	NEW 2 LANES	$1,569,681	2031 – 2035	LOCAL	$3,924,202	2031 – 2035	LOCAL	$17,795,799	2036 – 2040	LOCAL	$29,507,564	2041 – 2050	LOCAL
EWELL RD	CROSS CREEK ACRES WEST	SR 37	0.71	WIDEN 2 TO 4 LANES	$1,101,062	2031 – 2035	LOCAL	$2,752,654	2031 – 2035	LOCAL	$12,482,968	2036 – 2040	LOCAL	$20,698,254	2041 – 2050	LOCAL
KOKOMO RD	US 27	POWERLINE RD	5.81	WIDEN 2 TO 4 LANES	$9,019,071	2031 – 2035	LOCAL	$22,547,679	2031 – 2035	LOCAL	$102,251,100	2036 – 2040	LOCAL	$169,544,560	2041 – 2050	LOCAL
LAKE HATCHINEHA RD	POWERLINE RD	MARIGOLD AVE	6.08	WIDEN 2 TO 4 LANES	$9,438,341	2031 – 2035	LOCAL	$23,595,852	2031 – 2035	LOCAL	$107,004,444	2036 – 2040	LOCAL	$177,426,173	2041 – 2050	LOCAL
LAKE HATCHINEHA RD	SR 17	POWERLINE RD	1.55	WIDEN 2 TO 4 LANES	$2,401,629	2031 – 2035	LOCAL	$6,004,073	2031 – 2035	LOCAL	$27,227,773	2036 – 2040	LOCAL	$45,146,905	2041 – 2050	LOCAL
H.L. SMITH ROAD (SUBSTANDARD GROVE ROAD)	LAKE MABEL LOOP ROAD	LAKE HATCHINEHA RD	2.02	IMPROVED 2 LANES	$3,008,844	2036 – 2040	LOCAL	$7,522,109	2036 – 2040	LOCAL	$28,207,910	2036 – 2040	LOCAL	$46,772,091	2041 – 2050	LOCAL

ON STREET	FROM STREET	TO STREET	LENGTH (MI)	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
BATES RD EXT	US 17	POWERLINE RD	1.46	NEW 4 LANES	$3,367,032	2031 – 2035	LOCAL	$8,417,580	2031 – 2035	LOCAL	$47,471,237	2041 – 2050	LOCAL	$63,294,983	2041 – 2050	LOCAL
BATES ROAD	US 27	US 17/92	1.79	WIDEN 2 TO 4 LANES	$2,785,349	2031 – 2035	LOCAL	$6,963,373	2031 – 2035	LOCAL	$39,270,186	2041 – 2050	LOCAL	$52,360,248	2041 – 2050	LOCAL
LAKE MARION CREEK RD	MARIGOLD AVE	JOHNSON AVE	6.02	WIDEN 2 TO 4 LANES	$9,336,243	2031 – 2035	LOCAL	$23,340,607	2031 – 2035	LOCAL	$131,630,168	2041 – 2050	LOCAL	$175,506,890	2041 – 2050	LOCAL
CR 547	US 27	US 17/92/CSX LINE	2.28	WIDEN 2 TO 4 LANES	$3,531,572	2031 – 2035	LOCAL	$10,676,845	2036 – 2040	LOCAL	$49,791,056	2041 – 2050	LOCAL	$66,388,075	2041 – 2050	LOCAL
EWELL RD	COUNTY LINE RD	LUNN RD (WEST)	3.27	WIDEN 2 TO 4 LANES	$5,067,865	2031 – 2035	LOCAL	$15,321,452	2036 – 2040	LOCAL	$71,451,000	2041 – 2050	LOCAL	$95,268,001	2041 – 2050	LOCAL
EWELL RD	LUNN RD (WEST)	CROSS CREEK ACRES WEST	1.31	WIDEN 2 TO 4 LANES	$2,033,267	2031 – 2035	LOCAL	$6,147,088	2036 – 2040	LOCAL	$28,666,707	2041 – 2050	LOCAL	$38,222,276	2041 – 2050	LOCAL
CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	WIDEN 2 TO 4 LANES	$3,258,788	2036 – 2040	LOCAL	$8,146,969	2036 – 2040	LOCAL	$37,993,076	2041 – 2050	LOCAL	$50,657,434	2041 – 2050	LOCAL
CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	WIDEN 2 TO 4 LANES	$9,615,125	2036 – 2040	LOCAL	$24,037,813	2036 – 2040	LOCAL	$112,099,418	2041 – 2050	LOCAL	$149,465,890	2041 – 2050	LOCAL
CR 544	SR 17	POWERLINE RD	1.54	WIDEN 2 TO 4 LANES	$2,885,730	2036 – 2040	LOCAL	$7,214,324	2036 – 2040	LOCAL	$33,643,725	2041 – 2050	LOCAL	$44,858,300	2041 – 2050	LOCAL
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	$15,584,528	2036 – 2040	LOCAL	$38,961,321	2036 – 2040	LOCAL	$181,694,622	2041 – 2050	LOCAL	$242,259,496	2041 – 2050	STATE/FED
HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	NEW 2 LANES	$4,064,663	2036 – 2040	LOCAL	$10,161,659	2036 – 2040	LOCAL	$47,388,505	2041 – 2050	LOCAL	$63,184,673	2041 – 2050	LOCAL
HOLLY HILL RD	PATTERSON RD	CR 547 (BAY ST)	1.01	NEW 2 LANES	$1,508,667	2036 – 2040	LOCAL	$3,771,667	2036 – 2040	LOCAL	$17,589,025	2041 – 2050	LOCAL	$23,452,034	2041 – 2050	LOCAL
HOLLY HILL RD	CR 547 (BAY ST)	FL DEVELOPMENT RD	1.99	NEW 2 LANES	$2,961,471	2036 – 2040	LOCAL	$7,403,678	2036 – 2040	LOCAL	$34,526,767	2041 – 2050	LOCAL	$46,035,690	2041 – 2050	LOCAL
HOLLY HILL RD	FL DEVELOPMENT RD	RIDGEWOOD LAKES BLVD.	0.43	NEW 2 LANES	$645,837	2036 – 2040	LOCAL	$1,614,592	2036 – 2040	LOCAL	$7,529,589	2041 – 2050	LOCAL	$10,039,452	2041 – 2050	LOCAL

TIER 4 - Tentative Partially Funded Projects, Year of Expenditure (YOE)

ON STREET	FROM LIMIT	TO LIMIT	LENGTH	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
US 98 (BARTOW RD)	N OF EDGEWOOD DR	MAIN STREET	2.93	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	FED/STATE	$-	Complete/ Committed	FED/STATE	$-	Complete/ Committed	FED/STATE	$52,857,496	Unfunded
SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	ROCHELLE DR	1.74	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$5,139,798	2031 – 2035	FED/STATE	$24,862,280	2036 – 2040	FED/STATE	$38,648,095	Unfunded
US 17/92 (HINSON AVE)	10TH ST	17TH ST	0.32	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	FED/STATE	$957,896	2031 – 2035	FED/STATE	$5,762,227	2041 – 2050	FED/STATE	$7,202,784	Unfunded
US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	FED/STATE	$1,363,174	2031 – 2035	FED/STATE	$8,200,181	2041 – 2050	FED/STATE	$10,250,226	Unfunded
MARIGOLD AVENUE	LAKE HATCHINEHA RD	PALMETTO ST	7.16	WIDEN 2 TO 4 LANES	$11,114,125	2031 – 2035	LOCAL	$33,600,844	2036 – 2040	LOCAL	$156,696,243	2041 – 2050	LOCAL	$208,928,324	Unfunded
SR 60	GRAPE HAMMOCK ROAD	KISSIMMEE RIVER BRIDGE	1.59	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	SIS	$10,608,847	2041 – 2050	SIS	$35,362,824	2041 – 2050	SIS	$35,362,824	Unfunded
MARCUM RD EXTENSION	US 98	DUFF RD	0.75	NEW 2 LANES	$923,533	2031 – 2035	LOCAL	$3,472,197	2041 – 2050	LOCAL	$13,020,737	2041 – 2050	LOCAL	$17,360,983	Unfunded
COUNTY LINE RD	DRANE FIELD RD	US 92 (NEW TAMPA HWY)	2.00	WIDEN 4 TO 6 LANES	$1,952,202	Completed	FED/STATE	$6,295,852	2031 – 2035	FED/STATE	$35,505,678	Unfunded		$47,340,903	Unfunded
COUNTY LINE RD	US 92 (NEW TAMPA HWY)	I-4	0.75	WIDEN 4 TO 6 LANES	$730,730	Completed	FED/STATE	$2,356,603	2031 – 2035	FED/STATE	$13,290,143	Unfunded		$17,720,190	Unfunded
SR 544 (LUCERNE PARK RD)	ROCHELLE DR	LUCERNE LOOP RD NE	1.86	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$5,508,151	2031 – 2035	FED/STATE	$33,134,303	Unfunded		$41,417,879	Unfunded
SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD NE	SR 17	4.45	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	STATE/FED	$13,169,019	2031 – 2035	FED/STATE	$79,218,287	Unfunded		$99,022,859	Unfunded
NORTH RIDGE TRAIL	ACCESS RD	WAVERLY BARN RD	1.06	WIDEN 2 TO 4 LANES	$1,641,995	2031 – 2035	LOCAL	$4,104,988	2031 – 2035	LOCAL	$23,150,221	Unfunded		$30,866,961	Unfunded
PATTERSON RD	US 27	HOLLY HILL RD	0.36	WIDEN 2 TO 4 LANES	$556,975	2031 – 2035	LOCAL	$1,683,878	2036 – 2040	LOCAL	$7,852,702	Unfunded		$10,470,270	Unfunded
PINE TREE TRAIL	ERNIE CALDWELL BLVD	RONALD REGAN PKWY	1.98	WIDEN 2 TO 4 LANES	$3,068,389	2031 – 2035	LOCAL	$9,276,524	2036 – 2040	LOCAL	$43,260,711	Unfunded		$57,680,948	Unfunded
DRANE FIELD RD	COUNTY LINE RD	AIRPORT RD	2.28	MULTIMODAL IMPROVEMENTS	$1,183,082	2036 – 2040	FED/STATE	$2,957,706	2036 – 2040	FED/STATE	$14,712,692	Unfunded		$18,390,864	Unfunded
I-4	WEST OF SR 570 (WEST)	EAST OF US 98	11.36	MANAGED LANES	$59,643,171	2036 – 2040	SIS	$178,929,513	2036 – 2040	SIS	$741,716,357	Unfunded		$741,716,357	Unfunded
SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	0.61	WIDEN 2 TO 4 LANES	$869,237	2036 – 2040	FED/STATE	$2,173,092	2036 – 2040	FED/STATE	$10,809,738	Unfunded		$13,512,173	Unfunded
US 27	CR 546 (KOKOMO RD)	US 192	20.74	STUDY	$3,900,000	2036 – 2040	SIS	$-	2036 – 2040	SIS	TBD	Unfunded		TBD	Unfunded
I-4	SR 570	WEST OF US 27	27.32	MANAGED LANES	$4,680,000	2036 – 2040	LOCAL	$25,220,000	2041 – 2050	SIS	$1,783,756,671	Unfunded		$1,783,756,671	Unfunded
US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	3.95	WIDEN 2 TO 4 LANES	$5,656,201	2036 – 2040	FED/STATE	$17,584,985	2041 – 2050	FED/STATE	$70,339,940	Unfunded		$87,924,925	Unfunded
SR 60	N OF CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	0.81	WIDEN 4 TO 6 LANES	$1,464,404	2041 – 2050	SIS	$4,393,213	2041 – 2050	SIS	$14,644,042	Unfunded		$14,644,042	Unfunded
NORTH RIDGE TRAIL	WAVERLY BARN RD	DEEN STILL RD	0.57	NEW 2 LANES	$1,053,090	2041 – 2050	LOCAL	$2,632,726	Unfunded	LOCAL	$9,872,722	Unfunded		$13,163,629	Unfunded
CENTRAL POLK PKWY EAST	CR 546 (KOKOMO RD)	SNELL CREEK RD	6.57	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$166,245,819	Unfunded		$554,152,731	Unfunded		$554,152,731	Unfunded
CENTRAL POLK PKWY EAST	US 27	US 17/92	0.69	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$17,404,997	Unfunded		$58,016,655	Unfunded		$58,016,655	Unfunded
CENTRAL POLK PKWY EAST	US 27 NORTH	CR 546 (KOKOMO RD)	6.12	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$154,807,447	Unfunded		$516,024,823	Unfunded		$516,024,823	Unfunded
CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	1.53	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$38,628,308	Unfunded		$128,761,026	Unfunded		$128,761,026	Unfunded
CENTRAL POLK PKWY EAST (E ALIGN)	SNELL CREEK RD	S OF US 17/92	2.45	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$61,993,704	Unfunded		$206,645,679	Unfunded		$206,645,679	Unfunded

ON STREET	FROM LIMIT	TO LIMIT	LENGTH	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
CENTRAL POLK PKWY EAST ALT 2	POWERLINE RD EXT	POINCIANA CONNECTOR	8.03	NEW 4 LANE LIMITED ACCESS	$-	Complete/ Committed	STATE/FED	$203,319,419	Unfunded		$677,731,395	Unfunded		$677,731,395	Unfunded
SR 570	I-4	US 98	10.09	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	STATE/FED	$93,798,068	Unfunded		$312,660,225	Unfunded		$312,660,225	Unfunded
SR 570	US 98	SR 540	3.77	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	STATE/FED	$35,080,679	Unfunded		$116,935,597	Unfunded		$116,935,597	Unfunded
TRADEPORT BLVD	SR 33	WALT WILLIAMS RD	2.05		$-	Complete/ Committed	STATE/FED	$7,237,421	Unfunded		$28,949,683	Unfunded		$36,187,103	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	$-	Complete/ Committed	STATE/FED	$600,164	Unfunded		$2,400,656	Unfunded		$3,000,820	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$31,314,466	Unfunded		$125,257,864	Unfunded		$156,572,330	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$28,707,474	Unfunded		$95,691,581	Unfunded		$95,691,581	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$28,707,474	Unfunded		$95,691,581	Unfunded		$95,691,581	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	$-	Complete/ Committed	STATE/FED	$600,164	Unfunded		$2,400,656	Unfunded		$3,000,820	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$31,314,466	Unfunded		$125,257,864	Unfunded		$156,572,330	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	$-	Complete/ Committed	SIS	$28,707,474	Unfunded		$95,691,581	Unfunded		$95,691,581	Unfunded
US 17/92	US 27	OSCEOLA CO/L	12.36	MULTIMODAL IMPROVEMENTS	$6,418,680	2036 – 2040	FED/STATE	$19,955,512	Unfunded		$79,822,046	Unfunded		$99,777,558	Unfunded

Roadway Cost Feasible Plan
Present Day Value (PDV)

APPENDIX C

Polk Transportation
Planning Organization

Fully Committed Projects (2025-2030)

ON STREET	FROM STREET	TO STREET	IMPROVEMENT
BATES RD	AT US 27	AT US 27	#N/A
CENTRAL POLK PARKWAY	SR 570	US 17	
CENTRAL POLK PARKWAY	US 17	SR 60	
CR 54	AT HERITAGE PASS	AT HERITAGE PASS	#N/A
CR 542A (GALLOWAY RD)	AT 10TH STREET	AT 10TH STREET	#N/A
CR 557	US 17/92	I-4	WIDEN 2 TO 4 LANES
CREVASSE - LAKELAND PARK DRIVE CONNECTOR	UNION DRIVE	LAKELAND PARK DRIVE	NEW 2 LANES
CYPRESS GARDENS RD	AT LAKE NED RD	AT LAKE NED RD	#N/A
DRANE FIELD RD	AIRPORT ROAD	PIPKIN CREEK RD	WIDEN 2 TO 4 LANES
GRANDVIEW PKWY FLYOVER	NORTH OF POSNER BLVD	DUNSON RD	NEW 2 LANES
LOGISTICS PKWY EXT	LOGISTICS PKWY	POLLARD RD	NEW 2 LANES
MARIGOLD AVENUE	PALMETTO ST	CYPRESS PARKWAY	WIDEN 2 TO 4 LANES
OLD BARTOW/EAGLE LAKE RD	AT SPIRIT LAKE RD	AT SPIRIT LAKE RD	#N/A
POINCIANA PARKWAY EXTENSION	POINCIANA PARKWAY	CR 532	NEW 4 LANE LIMITED ACCESS
POINCIANA PARKWAY EXTENSION	POINCIANA PARKWAY EXTENSION (CR 532)	I-4	NEW 4 LANE LIMITED ACCESS

TIER 2 & 3 - Tentative 2050 Cost Feasible Projects (2031-2050), Present Day Value (PDV)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
KATHLEEN RD EXT	W SOCRUM LOOP RD	US 98	2.40	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$4,877,093	Complete/ Committed	LOCAL	$19,508,372	Complete/ Committed	LOCAL	$64,377,628	2031 – 2035	LOCAL
KATHLEEN ROAD	DUFF RD	W SOCRUM LOOP RD	2.26	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$4,581,081	Complete/ Committed	LOCAL	$18,324,324	Complete/ Committed	LOCAL	$60,470,270	2031 – 2035	LOCAL
NORTH RIDGE TRAIL	FOUR CORNERS BLVD	SAND MINE ROAD	2.56	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$652,782	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$19,946,119	2031 – 2035	LOCAL
FDC GROVE ROAD/NORTHRIDGE FLYOVER	FDC GROVE RD	NORTHRIDGE TRL	1.12	NEW 2 LANES	$-	Complete/ Committed	LOCAL	$10,000,000	Complete/ Committed	LOCAL	$54,000,000	2031 – 2035	LOCAL	$59,000,000	2031 – 2035	LOCAL
POWERLINE ROAD	HINSON AVENUE E	SOUTH BLVD	3.25	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL		Complete/ Committed	LOCAL	$14,750,000	2031 – 2035	LOCAL	$94,000,000	2031 – 2035	LOCAL
NORTH RIDGE TRAIL	DEEN STILL ROAD	FOUR CORNERS BLVD	1.59	NEW 2 LANES	$-	Complete/ Committed	LOCAL	$390,693	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$12,417,807	2036 – 2040	LOCAL
SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$7,390,146	2031 – 2035	LOCAL	$27,713,049	2031 – 2035	LOCAL	$36,950,732	2036 – 2040	LOCAL
DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	$509,343	2031 – 2035	LOCAL	$1,273,357	2031 – 2035	LOCAL	$4,775,089	2031 – 2035	LOCAL	$6,366,785	2036 – 2040	0
SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	$2,166,325	2031 – 2035	LOCAL	$5,415,814	2031 – 2035	LOCAL	$20,309,301	2031 – 2035	LOCAL	$27,079,068	2036 – 2040	LOCAL
SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	WIDEN 2 TO 4 LANES	$2,104,790	2031 – 2035	LOCAL	$5,261,975	2031 – 2035	LOCAL	$19,732,407	2031 – 2035	LOCAL	$26,309,876	2036 – 2040	LOCAL
WABASH AVE EXTENSION	HARDEN BLVD	ARIANA ST	2.66	NEW 2 LANES	$2,539,809	Completed	FED/STATE	$6,349,523	Completed	FED/STATE	$-	Complete/ Committed	LOCAL	$31,747,615	2041 – 2050	FED/STATE
SR 60	CR 630	GRAPE HAMMOCK ROAD	5.53	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	SIS	$19,030,272	2031 – 2035	SIS	$63,434,241	2031 – 2035	SIS	$63,434,241	2041 – 2050	SIS
FDC GROVE ROAD	US 27	SANDERS RD	1.44	NEW 2 LANES	$1,377,412	2031 – 2035	LOCAL	$3,443,530	2031 – 2035	LOCAL	$12,913,239	2031 – 2035	LOCAL	$17,217,651	2041 – 2050	LOCAL
I-4	EAST OF FORBES BRANCH RD (HILLSBOROUGH CO)	POLK PARKWAY	0.98	MANAGED LANES	$2,995,000	Complete/ Committed	SIS	$-	Complete/ Committed	SIS	$-	2036 – 2040	SIS	$298,096,000	2041 – 2050	SIS
POWERLINE ROAD EXTENSION	LAKE HATCHINEHA RD	HINSON AVENUE E	4.75	NEW 4 LANES	$-	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$95,250,000	2036 – 2040	LOCAL	$127,000,000	2041 – 2050	LOCAL
POWERLINE ROAD SOUTH	SR 17 (N SCENIC HWY)/SOUTH OF LAKE MABEL LOOP RD	LAKE HATCHINEHA RD	2.22	WIDEN 2 TO 4 LANES	$-	Complete/ Committed	LOCAL	$-	Complete/ Committed	LOCAL	$90,000,000	2036 – 2040	LOCAL	$120,000,000	2041 – 2050	LOCAL
CR 547 EXTENSION	OLD POLK CITY RD	DIAMOND ACRES RD	1.27	NEW 2 LANES	$1,216,807	2031 – 2035	LOCAL	$3,042,017	2031 – 2035	LOCAL	$11,407,563	2036 – 2040	LOCAL	$15,210,084	2041 – 2050	LOCAL
EWELL RD	CROSS CREEK ACRES WEST	SR 37	0.71	WIDEN 2 TO 4 LANES	$853,536	2031 – 2035	LOCAL	$2,133,841	2031 – 2035	LOCAL	$8,001,902	2036 – 2040	LOCAL	$10,669,203	2041 – 2050	LOCAL
KOKOMO RD	US 27	POWERLINE RD	5.81	WIDEN 2 TO 4 LANES	$6,991,528	2031 – 2035	LOCAL	$17,478,821	2031 – 2035	LOCAL	$65,545,577	2036 – 2040	LOCAL	$87,394,103	2041 – 2050	LOCAL
LAKE HATCHINEHA RD	POWERLINE RD	MARIGOLD AVE	6.08	WIDEN 2 TO 4 LANES	$7,316,543	2031 – 2035	LOCAL	$18,291,358	2031 – 2035	LOCAL	$68,592,592	2036 – 2040	LOCAL	$91,456,790	2041 – 2050	LOCAL
LAKE HATCHINEHA RD	SR 17	POWERLINE RD	1.55	WIDEN 2 TO 4 LANES	$1,861,728	2031 – 2035	LOCAL	$4,654,320	2031 – 2035	LOCAL	$17,453,700	2036 – 2040	LOCAL	$23,271,601	2041 – 2050	LOCAL
H.L. SMITH ROAD (SUBSTANDARD GROVE ROAD)	LAKE MABEL LOOP ROAD	LAKE HATCHINEHA RD	2.02	IMPROVED 2 LANES	$1,928,746	2036 – 2040	LOCAL	$4,821,865	2036 – 2040	LOCAL	$18,081,994	2036 – 2040	LOCAL	$24,109,325	2041 – 2050	LOCAL
BATES RD EXT	US 17	POWERLINE RD	1.46	NEW 4 LANES	$2,610,102	2031 – 2035	LOCAL	$6,525,256	2031 – 2035	LOCAL	$24,469,710	2041 – 2050	LOCAL	$32,626,280	2041 – 2050	LOCAL

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME	CST SOURCE
BATES ROAD	US 27	US 17/92	1.79	WIDEN 2 TO 4 LANES	$2,159,185	2031 – 2035	LOCAL	$5,397,964	2031 – 2035	LOCAL	$20,242,364	2041 – 2050	LOCAL	$26,989,819	2041 – 2050	LOCAL
LAKE MARION CREEK RD	MARIGOLD AVE	JOHNSON AVE	6.02	WIDEN 2 TO 4 LANES	$7,237,398	2031 – 2035	LOCAL	$18,093,494	2031 – 2035	LOCAL	$67,850,602	2041 – 2050	LOCAL	$90,467,469	2041 – 2050	LOCAL
CR 547	US 27	US 17/92/CSX LINE	2.28	WIDEN 2 TO 4 LANES	$2,737,653	2031 – 2035	LOCAL	$6,844,131	2036 – 2040	LOCAL	$25,665,493	2041 – 2050	LOCAL	$34,220,657	2041 – 2050	LOCAL
EWELL RD	COUNTY LINE RD	LUNN RD (WEST)	3.27	WIDEN 2 TO 4 LANES	$3,928,577	2031 – 2035	LOCAL	$9,821,443	2036 – 2040	LOCAL	$36,830,413	2041 – 2050	LOCAL	$49,107,217	2041 – 2050	LOCAL
EWELL RD	LUNN RD (WEST)	CROSS CREEK ACRES WEST	1.31	WIDEN 2 TO 4 LANES	$1,576,176	2031 – 2035	LOCAL	$3,940,441	2036 – 2040	LOCAL	$14,776,653	2041 – 2050	LOCAL	$19,702,204	2041 – 2050	LOCAL
CR 17A (CHALET SUZANNE RD)	US 27	SR 17	1.74	WIDEN 2 TO 4 LANES	$2,088,966	2036 – 2040	LOCAL	$5,222,416	2036 – 2040	LOCAL	$19,584,060	2041 – 2050	LOCAL	$26,112,080	2041 – 2050	LOCAL
CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	CR 35A (KATHLEEN RD)	5.12	WIDEN 2 TO 4 LANES	$6,163,542	2036 – 2040	LOCAL	$15,408,855	2036 – 2040	LOCAL	$57,783,205	2041 – 2050	LOCAL	$77,044,273	2041 – 2050	LOCAL
CR 544	SR 17	POWERLINE RD	1.54	WIDEN 2 TO 4 LANES	$1,849,827	2036 – 2040	LOCAL	$4,624,567	2036 – 2040	LOCAL	$17,342,126	2041 – 2050	LOCAL	$23,122,835	2041 – 2050	LOCAL
CR 580	CENTRAL POLK PARKWAY	OSCEOLA COUNTY LINE	8.30	WIDEN 2 TO 4 LANES	$9,990,082	2036 – 2040	LOCAL	$24,975,206	2036 – 2040	LOCAL	$93,657,022	2041 – 2050	LOCAL	$124,876,029	2041 – 2050	STATE/FED
HOLLY HILL RD	RIDGEWOOD LAKES BLVD	ERNIE CALDWELL BOULEVARD	2.73	NEW 2 LANES	$2,605,554	2036 – 2040	LOCAL	$6,513,884	2036 – 2040	LOCAL	$24,427,064	2041 – 2050	LOCAL	$32,569,419	2041 – 2050	LOCAL
HOLLY HILL RD	PATTERSON RD	CR 547 (BAY ST)	1.01	NEW 2 LANES	$967,094	2036 – 2040	LOCAL	$2,417,735	2036 – 2040	LOCAL	$9,066,508	2041 – 2050	LOCAL	$12,088,677	2041 – 2050	LOCAL
HOLLY HILL RD	CR 547 (BAY ST)	FL DEVELOPMENT RD	1.99	NEW 2 LANES	$1,898,379	2036 – 2040	LOCAL	$4,745,947	2036 – 2040	LOCAL	$17,797,303	2041 – 2050	LOCAL	$23,729,737	2041 – 2050	LOCAL
HOLLY HILL RD	FL DEVELOPMENT RD	RIDGEWOOD LAKES BLVD.	0.43	NEW 2 LANES	$413,998	2036 – 2040	LOCAL	$1,034,995	2036 – 2040	LOCAL	$3,881,231	2041 – 2050	LOCAL	$5,174,975	2041 – 2050	LOCAL

TIER 4 - Tentative Partially Funded Projects (2031-2050), Present Day Value (PDV)

ON STREET	FROM LIMIT	TO LIMIT	LENGTH	IMPROVEMENT	PDE COST	PDE TIME	PDE SOURCE	DES COST	DES TIME	DES SOURCE	ROW COST	ROW TIME	ROW SOURCE	CST COST	CST TIME
DEEN STILL ROAD	NORTH RIDGE TRAIL	US 27	0.42	WIDEN 2 TO 4 LANES	$509,343	2041 – 2050	LOCAL	$1,273,357	2041 – 2050	LOCAL	$4,775,089	2041 – 2050	LOCAL	$6,366,785	Unfunded
MARCUM RD EXTENSION	US 98	DUFF RD	0.75	NEW 2 LANES	$715,917	2031 – 2035	LOCAL	$1,789,792	2041 – 2050	LOCAL	$6,711,720	2041 – 2050	LOCAL	$8,948,960	Unfunded
SPIRIT LAKE RD/42ND ST NW	CR 655 (RECKER HWY)	US 92	2.46	WIDEN 2 TO 4 LANES	$-	Committed	LOCAL	$7,390,146	2036 – 2040	LOCAL	$27,713,049	2041 – 2050	LOCAL	$36,950,732	Unfunded
SR 544 (LUCERNE PARK RD)	MARTIN LUTHER KING BLVD	ROCHELLE DR	1.74	WIDEN 2 TO 4 LANES	$-	Committed	STATE/FED	$3,984,340	2031 – 2035	PS	$15,937,359	2036 – 2040	SHS	$19,921,699	Unfunded
SR 60	GRAPE HAMMOCK ROAD	KISSIMMEE RIVER BRIDGE	1.59	WIDEN 2 TO 4 LANES	$-	Committed	SIS	$5,468,478	2041 – 2050	SIS	$18,228,260	2041 – 2050	SIS	$18,228,260	Unfunded
US 17/92 (HINSON AVE)	10TH ST	17TH ST	0.32	WIDEN 2 TO 4 LANES	$-	Committed	PS	$742,555	2031 – 2035	PS	$2,970,220	2041 – 2050	SHS	$3,712,775	Unfunded
US 17/92 (HINSON AVE)	1ST ST	10TH ST N	0.46	WIDEN 2 TO 4 LANES	$-	Committed	PS	$1,056,724	2031 – 2035	PS	$4,226,897	2041 – 2050	SHS	$5,283,622	Unfunded
COUNTY LINE RD	DRANE FIELD RD	US 92 (NEW TAMPA HWY)	2.00	WIDEN 4 TO 6 LANES	$1,952,202	Completed	PS	$4,880,506	2031 – 2035	PS	$18,301,896	Unfunded		$24,402,528	Unfunded
COUNTY LINE RD	US 92 (NEW TAMPA HWY)	I-4	0.75	WIDEN 4 TO 6 LANES	$730,730	Completed	PS	$1,826,824	2031 – 2035	PS	$6,850,589	Unfunded		$9,134,119	Unfunded
DRANE FIELD RD	COUNTY LINE RD	AIRPORT RD	2.28	MULTIMODAL IMPROVEMENTS	$758,386	2036 – 2040	PS	$1,895,965	2036 – 2040	PS	$7,583,862	Unfunded		$9,479,827	Unfunded
I-4	SR 570	WEST OF US 27	27.32	WIDEN 2 TO 4 LANES	$3,000,000	2036 – 2040	LOCAL	$13,000,000	2041 – 2050	SIS	$313,618,454	Unfunded		$313,618,454	Unfunded
I-4	WEST OF SR 570 (WEST)	EAST OF US 98	11.36	MANAGED LANES	$38,232,802	2036 – 2040	SIS	$114,698,406	2036 – 2040	SIS	$382,328,019	Unfunded		$382,328,019	Unfunded
NORTH RIDGE TRAIL	WAVERLY BARN RD	DEEN STILL RD	0.57	NEW 2 LANES	$542,830	2041 – 2050	LOCAL	$1,357,075	Unfunded	LOCAL	$5,089,032	Unfunded		$6,785,376	Unfunded
NORTH RIDGE TRAIL	ACCESS RD	WAVERLY BARN RD	1.06	WIDEN 2 TO 4 LANES	$1,272,864	Unfunded	LOCAL	$3,182,161	Unfunded	LOCAL	$11,933,103	Unfunded		$15,910,805	Unfunded
PATTERSON RD	US 27	HOLLY HILL RD	0.36	WIDEN 2 TO 4 LANES	$431,764	Unfunded	LOCAL	$1,079,409	Unfunded	LOCAL	$4,047,785	Unfunded		$5,397,046	Unfunded
PINE TREE TRAIL	ERNIE CALDWELL BLVD	RONALD REGAN PKWY	1.98	WIDEN 2 TO 4 LANES	$2,378,596	Unfunded	LOCAL	$5,946,490	Unfunded	LOCAL	$22,299,336	Unfunded		$29,732,448	Unfunded
SPIRIT LAKE RD	US 17	THORNHILL ROAD	1.80	WIDEN 2 TO 4 LANES	$2,166,325	2031 – 2035	LOCAL	$5,415,814	2036 – 2040	LOCAL	$20,309,301	Unfunded		$27,079,068	Unfunded
SPIRIT LAKE RD	THORNHILL ROAD	SR 540 (WINTERLAKE RD)	1.75	WIDEN 2 TO 4 LANES	$2,104,790	2031 – 2035	LOCAL	$5,261,975	2036 – 2040	LOCAL	$19,732,407	Unfunded		$26,309,876	Unfunded
SR 540 (CYPRESS GARDENS BLVD)	WATERVIEW WAY	CYPRESS GARDEN RD	1.50	MULTIMODAL IMPROVEMENTS	$748,830	Unfunded	LOCAL	$1,872,076	Unfunded	LOCAL	$7,488,302	Unfunded		$9,360,378	Unfunded
SR 544 (LUCERNE PARK RD)	ROCHELLE DR	LUCERNE LOOP RD NE	1.86	WIDEN 2 TO 4 LANES	$-	Committed	STATE/FED	$4,269,884	2031 – 2035	PS	$17,079,538	Unfunded		$21,349,422	Unfunded
SR 544 (LUCERNE PARK RD)	LUCERNE LOOP RD NE	SR 17	4.45	WIDEN 2 TO 4 LANES	$-	Committed	STATE/FED	$10,208,542	2031 – 2035	PS	$40,834,168	Unfunded		$51,042,711	Unfunded
SR 60	N OF CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	0.81	WIDEN 4 TO 6 LANES	$754,848	2041 – 2050	SIS	$2,264,543	2041 – 2050	SIS	$7,548,475	Unfunded		$7,548,475	Unfunded
SR 655 (RECKER HWY)	SPIRIT LAKE RD/42ND ST	CR 542	0.61	WIDEN 2 TO 4 LANES	$557,203	2036 – 2040	PS	$1,393,008	2036 – 2040	PS	$5,572,030	Unfunded		$6,965,038	Unfunded
SR 659 (COMBEE RD)	US 98	HARDIN COMBEE RD	3.24	MULTIMODAL IMPROVEMENTS	$1,079,050	Completed	PS	$2,697,626	2031 – 2035	PS	$10,790,504	Unfunded		$13,488,130	Unfunded

US 17/92	CENTRAL POLK PARKWAY	OSCEOLA CO/L	3.95	WIDEN 2 TO 4 LANES	$3,625,770	2036 – 2040	PS	$9,064,425	2041 – 2050	PS	$36,257,701	Unfunded		$45,322,126	Unfunded
US 27	CR 546 (KOKOMO RD)	US 192	20.74	STUDY	$2,500,000	2036 – 2040	SIS	$4,000,000	2036 – 2040	SIS	TBD	Unfunded		TBD	Unfunded
US 98 (BARTOW RD)	N OF EDGEWOOD DR	MAIN STREET	2.93	WIDEN 4 TO 6 LANES	$-	Committed	PS		Committed	PS		Committed		$27,246,132	Unfunded
BRIDGEWATER SOUTH CONNECTOR	BRIDGEWATER CONNECTOR	SR 33	2.05	NEW 2 LANES	$-	Committed	STATE/FED	$4,887,124	Unfunded		$18,326,716	Unfunded		$24,435,621	Unfunded
CENTRAL POLK PKWY EAST	CR 546 (KOKOMO RD)	SNELL CREEK RD	6.57	NEW 4 LANE LIMITED ACCESS	$-	Committed	STATE/FED	$85,693,721	Unfunded		$285,645,738	Unfunded		$285,645,738	Unfunded
CENTRAL POLK PKWY EAST	US 27	US 17/92	0.69	NEW 4 LANE LIMITED ACCESS	$-	Committed	STATE/FED	$8,971,648	Unfunded		$29,905,492	Unfunded		$29,905,492	Unfunded
CENTRAL POLK PKWY EAST	US 27 NORTH	CR 546 (KOKOMO RD)	6.12	NEW 4 LANE LIMITED ACCESS	$-	Committed	STATE/FED	$79,797,653	Unfunded		$265,992,177	Unfunded		$265,992,177	Unfunded
CENTRAL POLK PKWY EAST	S OF US 17/92	US 17/92	1.53	NEW 4 LANE LIMITED ACCESS	$-	Committed	STATE/FED	$19,911,499	Unfunded		$66,371,663	Unfunded		$66,371,663	Unfunded
CENTRAL POLK PKWY EAST (E ALIGN)	SNELL CREEK RD	S OF US 17/92	2.45	NEW 4 LANE LIMITED ACCESS	$-	Committed	STATE/FED	$31,955,517	Unfunded		$106,518,391	Unfunded		$106,518,391	Unfunded
CENTRAL POLK PKWY EAST ALT 2	POWERLINE RD EXT	POINCIANA CONNECTOR	8.03	NEW 4 LANE LIMITED ACCESS	$-	Committed	STATE/FED	$104,803,824	Unfunded		$349,346,080	Unfunded		$349,346,080	Unfunded
CPP EAST	SR 60	US 27	5.39	NEW 4 LANE LIMITED ACCESS	$-	Committed	STATE/FED	$70,263,389	Unfunded		$234,211,298	Unfunded		$234,211,298	Unfunded
SR 570	I-4	US 98	10.09	WIDEN 4 TO 6 LANES	$-	Committed	STATE/FED	$48,349,519	Unfunded		$161,165,065	Unfunded		$161,165,065	Unfunded
SR 570	US 98	SR 540	3.77	WIDEN 4 TO 6 LANES	$-	Committed	STATE/FED	$18,082,824	Unfunded		$60,276,081	Unfunded		$60,276,081	Unfunded
US 17/92	US 27	OSCEOLA CO/L	12.36	MULTIMODAL IMPROVEMENTS	$4,114,538	2036 – 2040	PS	$10,286,346	Unfunded		$41,145,385	Unfunded		$51,431,731	Unfunded
US 17/92 (HINSON AVE)	US 27	1ST ST N	0.77	OPERATIONAL IMPROVEMENTS	$-	Committed	STATE/FED	$309,363	Unfunded		$1,237,451	Unfunded		$1,546,814	Unfunded
US 27	HIGHLANDS CO/L	CR 630A	8.68	WIDEN 4 TO 6 LANES	$-	Committed	SIS	$16,141,477	Unfunded		$64,565,909	Unfunded		$80,707,387	Unfunded
US 27	PRESIDENTS DR	SR 60	5.30	WIDEN 4 TO 6 LANES	$-	Committed	SIS	$14,797,667	Unfunded		$49,325,557	Unfunded		$49,325,557	Unfunded

Polk Transportation
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