

Polk Transportation Planning Organization

Board Meeting



Polk Transportation
Planning Organization

April 9, 2026



1. Call to Order

Mayor Sara Roberts McCarley, TPO Chair



2. Confirmation of Quorum



3. Opportunity for Public Comment



4. Agenda Review

Ryan Kordek, Polk TPO



TAB 1 – Consent Agenda

Items 5 - 10



TAB 2: Action Items



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

TIP Amendment

FDOT has requested the TPO include these projects in the FY 2025/26 – 2029/30 TIP to ensure eligibility for federal and state funding is maintained.

This amendment is necessary to ensure authorization of federal funds in the current fiscal year. See the letter and project listing included in the meeting packet.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N Broadway Ave
Bartow FL 33830

JARED W. PERDUE, P.E.
SECRETARY

3/5/2026

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

RE: Request for Amendment and/or Modification to the Polk Transportation Planning Organization (TPO) Fiscal Year (FY) 25/26 – 29/30 Transportation Improvement Program (TIP)

Dear Mr. Kordek:

The purpose of this letter is to request the Polk TPO approve the following amendment/modification to the TIP FY 25/26 - 29/30 at the next Polk TPO Board meeting on April 9, 2026.

- **201210-9: SR 400 (I-4) FROM WEST OF US 27 TO WEST OF CR 532**

Amendment is needed to add this Regionally Significant project, which is part of the Moving Florida Forward initiative to current FY 25/26. This project segment consists of reconstructing and adding lanes on the west side of US 400(I-4) from US 27 to CR 532.

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

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

Edith D. Perez, FCCM
Edith Perez
FDOT District One Community Liaison

EDP: ep:
Enclosure

cc: Wayne Gaither, FDOT
Kristi Smith, FDOT
Dana Knox, FHWA



TIP Amendment

- This amendment is part of the regionally significant project, Moving Florida Forward initiative, adding a segment of the project to include reconstructing and adding lanes on the west side of I-4 from US 27 to CR 532.



TIP Amendment

In accordance with the Polk TPO's adopted Public Participation Plan and in compliance with Federal requirements involving public involvement, a public notice was placed in the Polk Sun News and on the Polk County Public Notice website on March 3, 2026 and March 11, 2026. No public comments were received.

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

Public Hearing Notice Polk Sun News – Web & Print

Notice of Meeting

Public Notice

The Polk Transportation Planning Organization (TPO) will hold a public hearing on **Thursday, April 9, 2026**, during the TPO Board meeting at the Polk County Administration Building, Board Room, 330 W. Church St., Bartow. The meeting begins at 9:00 a.m., or as soon thereafter as the hearing may be heard.

The hearing will address proposed amendments to the Adopted Transportation Improvement Program (TIP) for Fiscal Years 2025/26–2029/30 and the draft FY 2026/27–2027/28 Unified Planning Work Program (UP-WP). A 30 day public comment period is now open and will continue through April 9, 2026.

Written comments may be submitted by email to polktpo@polkfl.gov or by mail to: Polk TPO, P.O. Box 9005, Drawer TS05, Bartow, FL 338319005. Comments may also be provided in person at the public hearing before the Board takes action.

The TPO planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or family status may file a complaint in writing with the TPO at the address above.

In accordance with the Americans with Disabilities Act, persons with disabilities needing special accommodation to participate in this proceeding should contact the Board of County Commissioners, Communications Office located at 330 W. Church Street, Bartow by telephone (863)534-8490 not later than four days prior to the proceeding. If hearing impaired call: (TDD) (863) 534-7777 or 1-800-955-8771 or Voice impaired call: 1-800-955-8770, via Florida Relay Service.

3/11/2026 205322

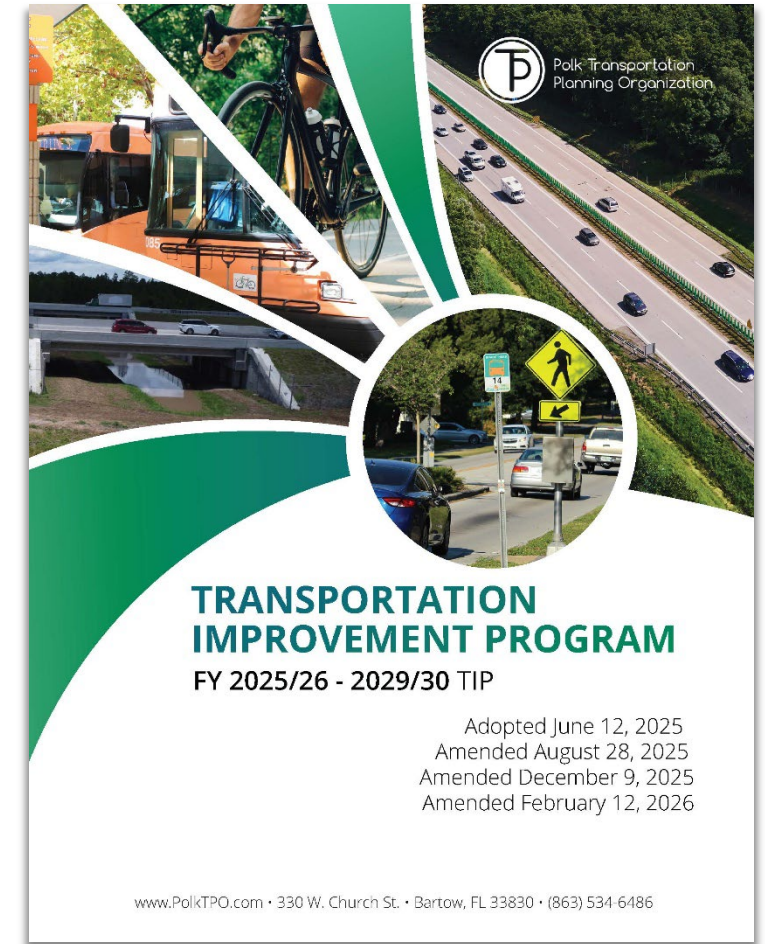
TIP Amendment

Recommended Action

The Technical Advisory Committee (TAC) has reviewed this request. The TPO Board is requested to approve the amendment to the FY 2025/26 – 2029/30 Transportation Improvement Program (TIP) as requested by FDOT.

Public Hearing Format (TPO Chair)

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





12. Draft Polk TPO Resolution 2026-04
Supporting the Designation of State Road
60 as a Scenic Highway



Scenic Highway Designation Process Overview

June 2025



Outline

- **BAYWAY ORGANIZATION**
- **BENEFITS OF DESIGNATION**
- **PURSING DESIGNATION**
- **WORK REQUIREMENTS ONCE DESIGNATED**
- **THE PROCESS**
 - ELIGIBILITY PHASE
- **STEP 1**
 - Letter of Intent
- **STEP 2**
 - Byway Story, Byway Inventory, & Documentation Of Community Commitment

BYWAY ORGANIZATION

- A group of individuals and organization representatives committed to implementing the plans of a designated Scenic Highway and meeting the requirements of the Florida Scenic Highway Program (FSHP).



BENEFITS OF DESIGNATION

- **Improved Quality of Life for Florida Communities**
- **Resource Protection**
- **Economic Impact – Increased Tourism**

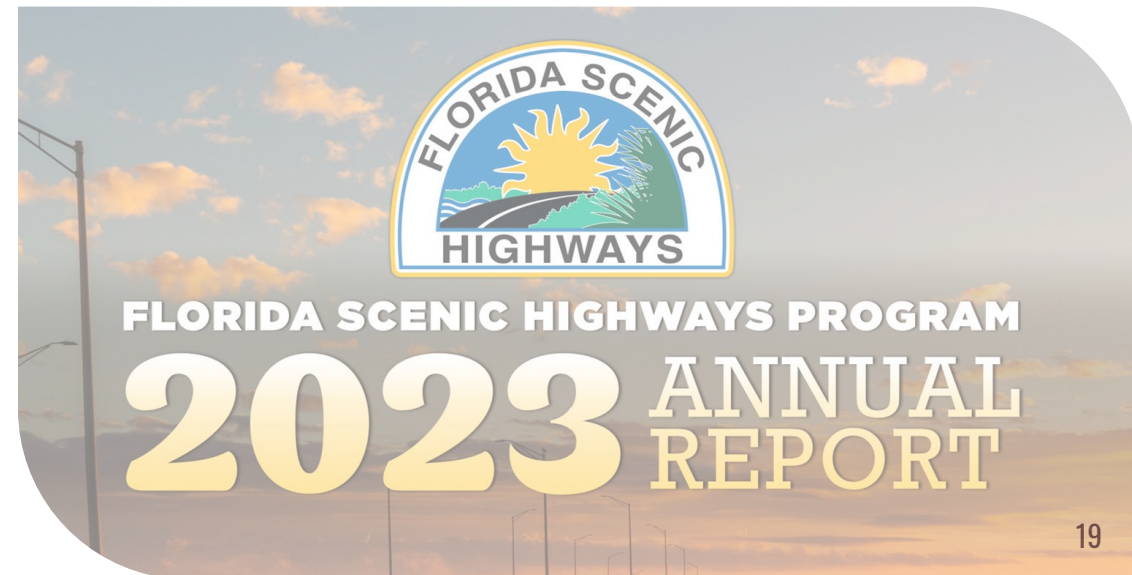


PURSUING DESIGNATION

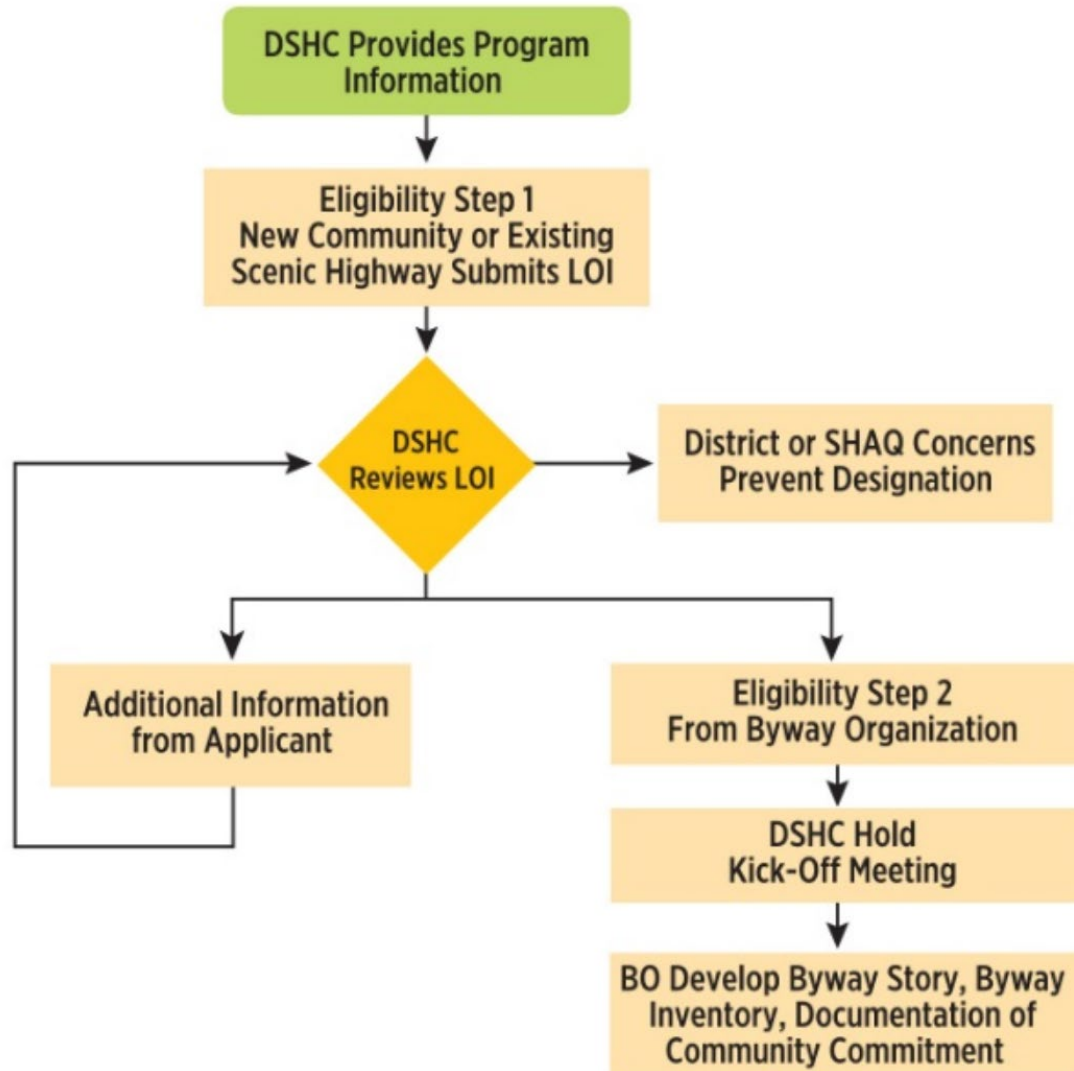
- Pursuing Florida Scenic Highway Program designation requires hard work and the input and commitment of all stakeholders (residents, business owners, local governments, agencies, nonprofits, and other organizations)
- The designation process usually takes at least two years
- Once designated, the byway must be locally managed in perpetuity

WORK REQUIRED ONCE DESIGNATED

- Implementing the Byway Management Plan and updating as necessary
- Developing, implementing, and keeping current an Annual Work Plan (due Nov. 15th of each year)
- Providing a Byway Annual Report to the FSHP (due Feb. 1st of each year)



PROCESS - ELIGIBILITY PHASE



Florida Scenic Highways Acronyms	
DSHC	District Scenic Highway Coordinator/s
BO	Byway Organization
SHAC	Scenic Highway Advisory Committee
BS	Byway Story
BI	Byway Inventory
DCC	Documentation of Community Commitment
LOI	Letter of Intent
BMP	Byway Management Plan
YOWP	Year One Work Plan

STEP 1 – LETTER OF INTENT

- Byway Organization submits a letter of intent (LOI) to FDOT’s District Scenic Highway Coordinator (DSHC)
- Purpose of the LOI is for the DSHC to investigate District design and maintenance issues related to the potential route, and for the SHAC member agencies to identify any potential concerns regarding state resources or programs
- Letter shall include:
 - Map and detailed description of the precise route of the proposed scenic highway.
 - **Statement of support** as to why scenic highway designation is being considered for the route. Avoid broad generalizations.
 - **Detailed description of who** will be involved in managing the designation process and what financial and human resources are available for the Implementation Phase.

- Level 3 Bullet
 - ✓ Level 4 Bullet

STEP 2 –Byway Story, Byway Inventory, & Documentation of Community Commitment

- **Byway Story** – The intentional, coordinated message that the byway conveys to visitors about the resources and qualities that it promotes.
- **Byway Inventory** - A survey of the intrinsic qualities and resources within the byway corridor.

RECREATION

NATURAL

CULTURAL

SCENIC

HISTORICAL

ARCHAEOLOGICAL

STEP 2 –Byway Story, Byway Inventory, & Documentation of Community Commitment

- **Documentation of Community Commitment**
 - A letter of support from every local government entity with jurisdiction over the proposed route.
 - Letters or other documentation of community commitment from a diverse group of stakeholders



Draft Polk TPO Resolution 2026-05

Polk TPO's Support for the Designation of SR 60 as a Scenic Highway

- ❑ **Route 60 Coast-to-Coast Scenic Highway**
 - ❑ **The Route 60 Scenic Byway Committee is intending to seek an official Scenic Highway designation from the Florida Department of Transportation (FDOT)**
 - ❑ **Polk TPO is supporting the effort through Resolution 2026-05**

DRAFT POLK TPO RESOLUTION 2026-04

RESOLUTION OF THE POLK TRANSPORTATION PLANNING ORGANIZATION (TPO) SUPPORTING THE CREATION OF A STATE ROAD 60 SCENIC HIGHWAY; TO SEEK AN OFFICIAL SCENIC HIGHWAY DESIGNATION BY THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT).

WHEREAS, at its meeting on April 9, 2026, the Polk TPO received a presentation by Rob Kincart and Myrtice Young seeking support for the designation of State Road 60, otherwise identified in petition as "Route 60 Coast-to-Coast Scenic Highway", as a Florida Scenic Highway, pending such designation by the Florida Department of Transportation (FDOT); and

WHEREAS, a Byway Organization is being established to protect, enhance and preserve the intrinsic resources of the designated corridor, while supporting their use for appropriate economic development, recreation and tourism interests; and

WHEREAS, the proposed Route 60 Coast-to-Coast Scenic Highway traverses a 56.1-mile corridor within Polk County, from County Line Road at the Hillsborough County boundary to the Kissimmee River at the Osceola County boundary, and includes the jurisdictions of Bartow, Lake Wales, Mulberry, Polk County and Winter Haven; and

WHEREAS, the primary intent of the Florida Scenic Highways Program is to designate roadway corridors to preserve, maintain, and enhance Florida's exceptional cultural, historical, archaeological, recreational, natural, and scenic resources for the traveling public's enjoyment; and

WHEREAS, within Polk County the State Road 60 corridor contains numerous cultural, historical, archaeological, recreational, natural and scenic resources along and adjacent to the corridor supporting its eligibility for scenic highway designation and are depicted in Attachment A; and

WHEREAS, the State Road 60 corridor crosses the Ridge Scenic Highway (State Road 17) in Lake Wales and received the support of the Polk TPO (TPO resolution 2003-01) and was designated by FDOT as a Florida Scenic Highway in 2005; and

WHEREAS, the cities of Bartow, Lake Wales and Mulberry, along with Polk County and the Central Florida Regional Planning Council (CFRPC) have expressed their support for the designation of State Road 60 as a Florida Scenic Highway; and

WHEREAS, the Byway Organization now seeks to submit a Letter of Intent to FDOT as the first step to create the Route 60 Coast-to-Coast Scenic Highway to help better





13. Consultant Services Authorization (CSA)
TPO 25-686-0-01 with HDR Engineering, Inc. to
prepare the I-4 Intermodal Passenger Rail
Station Planning and Feasibility Study



**This is
where we
are
currently:**

I-4 Intermodal Passenger Rail Station Feasibility & Planning Study

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





I-4 Intermodal Passenger Rail Station Feasibility & Planning Study

- **Identify Viable Candidate Station Locations**
- **Passenger Rail Market and Catchment Analysis**
- **Access - Proximity to Major Roads/Interchanges, Local Transit Service**
- **Infrastructure/Land Development Needs (Costs)**
- **Land-Use Planning/Transit-Oriented Development (TOD) Readiness**
- **Economic Development Analysis**
- **Public Engagement**
- **Conceptual Planning**
- **Implementation Plan**





I-4 Intermodal Passenger Rail Station Feasibility & Planning Study

Requested Action:

Today we are requesting the Board's authorization for the Chair to execute a Consultant Service Authorization with HDR Engineering, Inc. to conduct the I-4 Intermodal Passenger Rail Station Feasibility and Planning Study.

This agreement will span approximately 18 months and represents a critical early step in evaluating the potential for a new Intermodal Passenger Rail Station along the I-4 corridor.



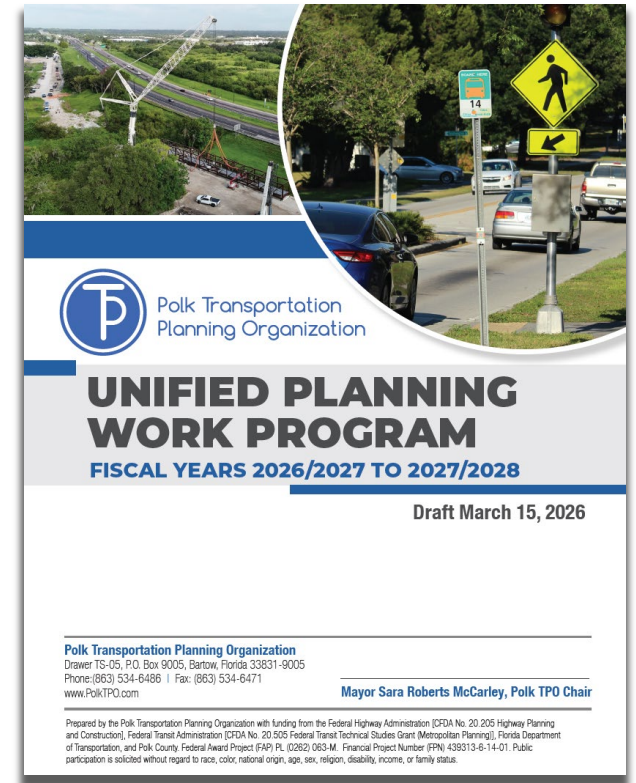


Items 14 & 15. Draft Amendments to the FY
2024/25 -2025/26 Unified Planning Work
Program and new Draft FY 2026/27 – 2027/28
UPWP

Draft UPWP

Introduction

- ❑ The Unified Planning Work Program (UPWP) contains the planning tasks and associated grant budget for the two (2) year period beginning July 1, 2026, through June 30, 2028
- ❑ The Planning Tasks were approved at your last meeting
- ❑ The Draft UPWP has been submitted for agency review and comment
- ❑ The TPO has solicited public comment on the Draft UPWP from the Adviser Network



Draft UPWP

Introduction – Key Themes

- ❑ The TPO has completed a number of large projects as part of the current UPWP (FY 2024/25 – 2025/26)
 - ❑ Envision 2050
 - ❑ Transit Development Plan
 - ❑ Vision Zero Action Plan
- ❑ Continuing projects
 - ❑ I-4 Passenger Rail Station Feasibility/Planning Study
 - ❑ Vision Zero Action Plan
- ❑ New Projects/Planning Tasks for the next UPWP...



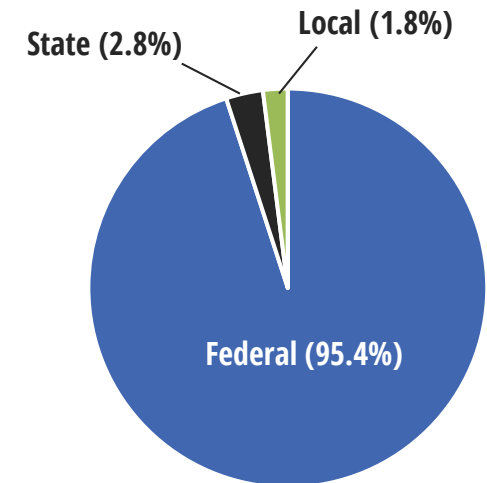
Draft UPWP

Budget

Funding Source	FY 2026/27	FY 2027/28
Federal	\$1,365,146	\$1,365,146
State	\$40,412	\$40,412
Local	\$25,000	\$25,000
Total	\$1,430,558	\$1,430,558

2-Year Total: \$2,861,116

Agency Funding



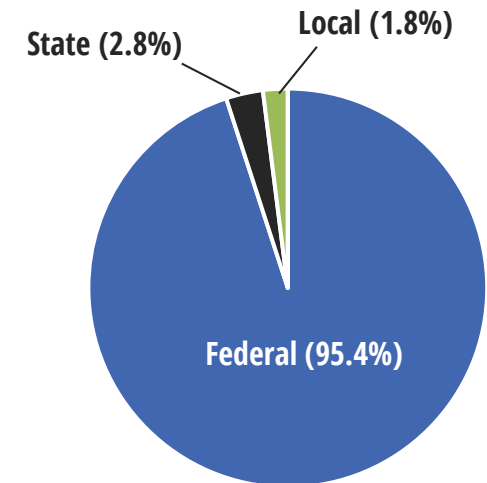
Draft UPWP

Budget

Funding Source	FY 2026/27	FY 2027/28
Federal	\$1,365,146	\$1,365,146
State	\$40,412	\$40,412
Local	\$25,000	\$25,000
Total	\$1,430,558	\$1,430,558

2-Year Total: \$2,861,116

Agency Funding



Draft UPWP

Task 3.1 Long-Range Transportation Planning

- ❑ I-4 Passenger Rail Station Feasibility Study
 - ❑ \$500,000 in FY 2025/26
 - ❑ Amendment to move \$450,000 of this funding from FY 2025/26 into FY 2026/27
- ❑ SunRail PD&E Study
 - ❑ Transit Supportive Planning

brightline



Draft UPWP

Public Comments

- ❑ 28 comments submitted by the Adviser Network
 - ❑ 30-day public comment period
- ❑ Comments will be summarized and published in Appendix D
 - ❑ Traffic Congestion (Countywide)
 - ❑ Growth/Development
 - ❑ Safety (Driver Behavior)
 - ❑ Multi-Modal (Transit)
 - ❑ Road Conditions

APPENDIX D

ADVISER NETWORK PLANNING TASKS SURVEY

SCORE (1 - 5)	UPWP Survey	UPWP PLANNING TASKS						
		Admin.	Data Development & Management	Long Range Transp Planning	Short Range Transp Planning	Transp Disadv Program	Public Inv.	Regional Planning Coord
		1.1	2.1	3.1	3.2	3.3	3.5	3.6
Safety and Mobility								
4.60	Addressing and finding solutions to traffic congestion on our roads		X	X	X	X		X
4.50	Making roads safer for all roadway users		X	X	X	X	X	X
4.10	Improving bicycle and pedestrian safety		X	X	X		X	X
3.90	The need for sidewalks close to schools			X	X			X
3.80	The need to educate motorists, pedestrians and bicyclists on the rules of the road		X	X	X		X	X
3.70	Connecting existing multi-use trails		X	X	X		X	X
3.70	Adding more transit options as a way to reach our destinations		X	X	X	X	X	X
3.60	Adding new multi-use trails		X	X	X		X	X

Number of Comments (28)	Top Three Transportation Challenges for Polk County	UPWP PLANNING TASKS						
		Admin.	Data Development & Management	Long Range Transp Planning	Short Range Transp Planning	Transp Disadv Program	Public Inv.	Regional Planning Coord
		1.1	2.1	3.1	3.2	3.3	3.5	3.6
General Comments								
13	Traffic Congestion/Road Needs		X	X	X		X	X
8	Safety/Driver Behavior		X	X	X	X	X	X
7	Bicycle, Pedestrian and Trail Facilities		X	X	X		X	X
5	Growth and Development - Infrastructure not Keeping Pace		X	X	X			X
10	Transit - TD, Fixed Route & SunRail		X	X	X	X	X	



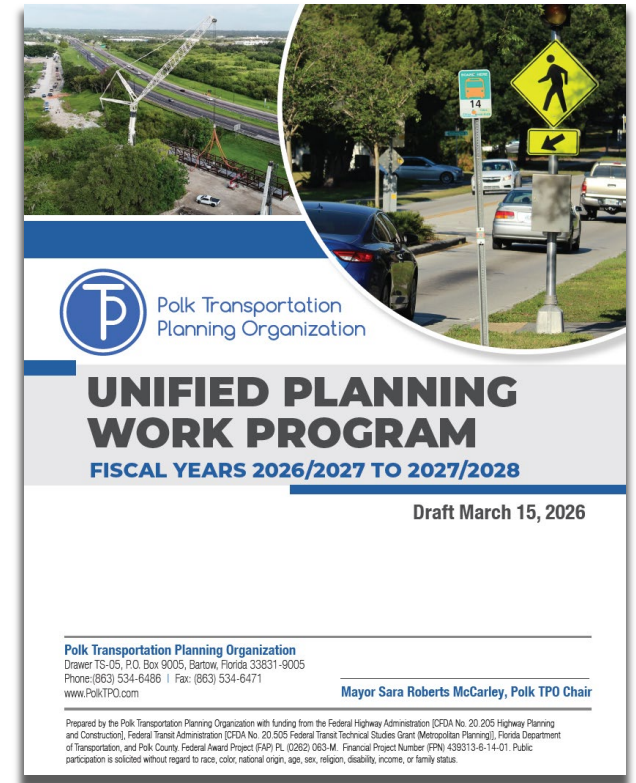
UPWP Actions – Agenda Items 14 & 15

Item 14. TPO Resolution 2026-05

- ❑ Recommend the TPO Board approve Amendments to current UPWP to move funding (\$500,000) from FY 2025/26 to 2026/27 (I-4 High Speed Rail Study & Website Dashboards)

Item 15. TPO Resolution 2026-06

- ❑ Recommend the Board approve the Draft UPWP for FY 2026/27 – 2027/28
 - ❑ Staff requests the Board authorize staff to make needed changes (minor in nature) based on additional agency review and comment.



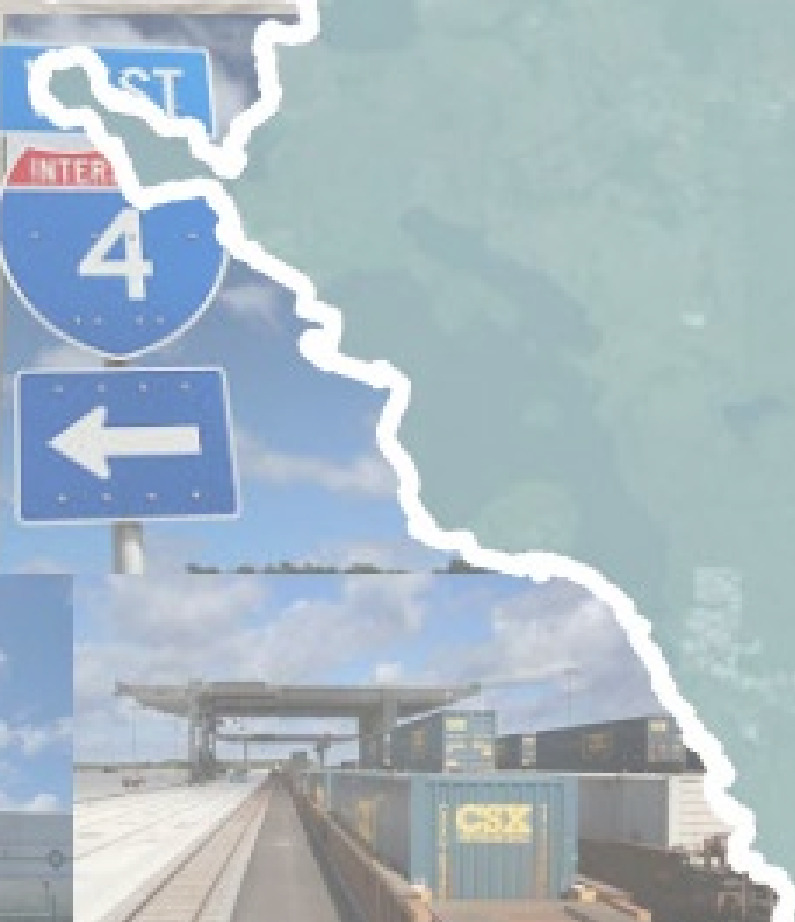
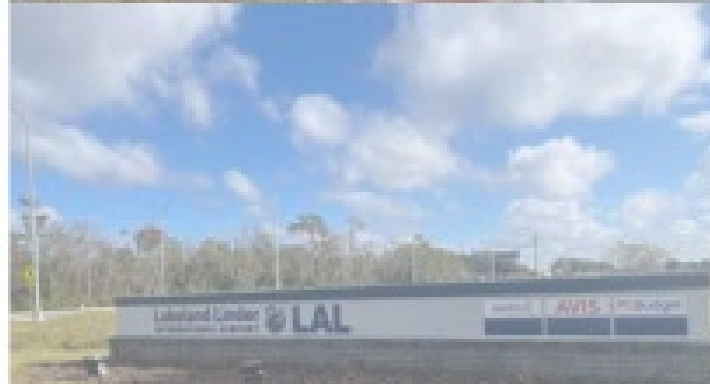
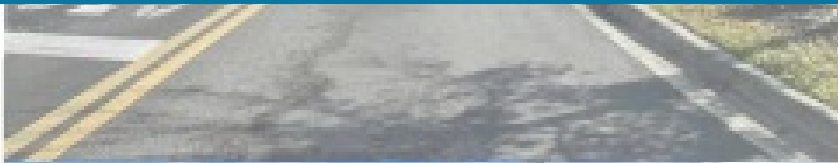


TAB 3: Presentations & Status Reports



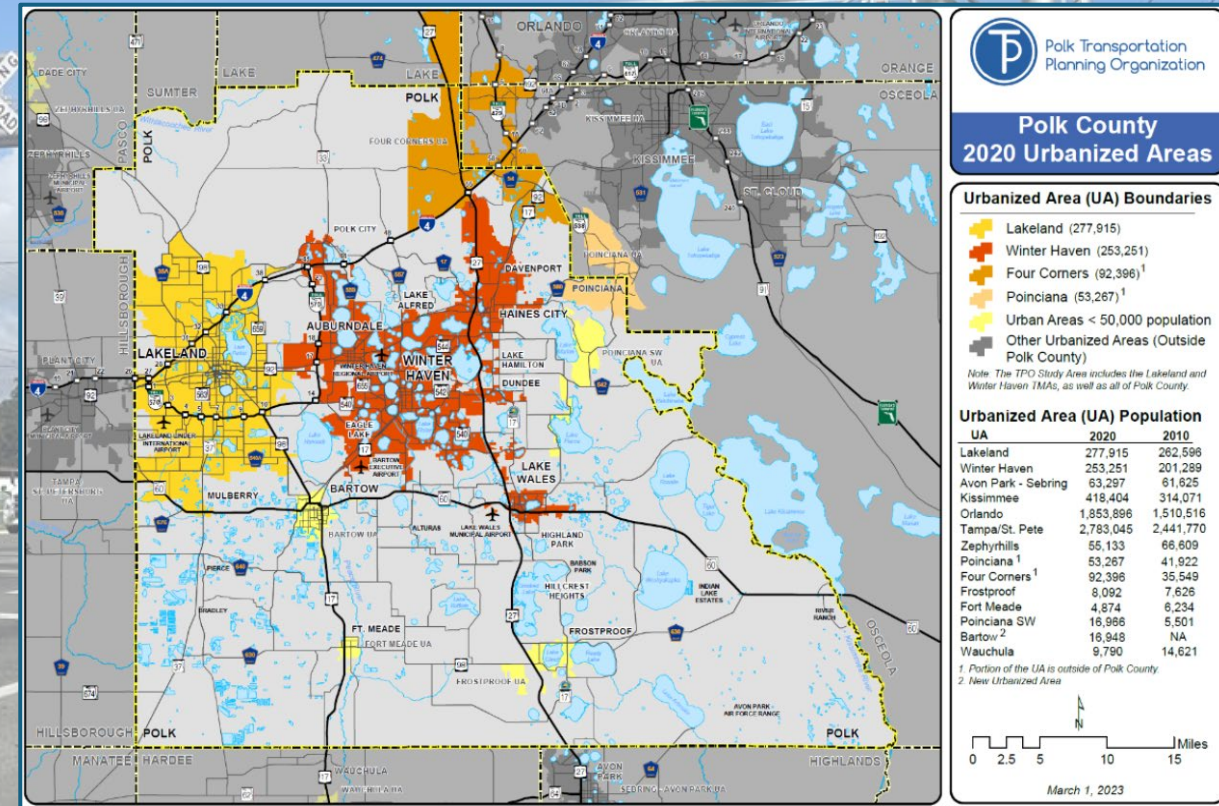
16. Polk County Freight Plan

Florida Department of Transportation - District One Polk County Freight Plan (2024)



Polk County Freight Plan – Purpose & Methodology

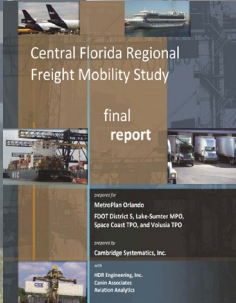
- Better understand freight-related existing conditions in Polk County and identify constraints based on data and forecasting efforts
- Various research, outreach, and data collection occurred, including:
 - Literature & Data Review
 - Stakeholder Engagement
 - Identification of the Polk County Transportation & Freight System
 - Freight Economic Profile Development
 - Truck Route Performance and Origin-Destination Patterns Evaluations
 - Identify Freight Needs and Deficiencies
- Final recommendations help the District identify areas of critical need within existing roadways and networks.



Polk County Urbanized Areas, Polk County TPO, 2020

Literature Review

- These reference sources help the reader best understand freight planning best practices. Key issues, tested methodologies, emerging trends, and local considerations are highlighted via summaries of several planning documents, including but not limited to:
 - Polk County Transportation Planning Organization LRTP and TIP
 - FDOT D1 Freight Mobility and Trade Plan (2023)
 - FDOT 5 Year Work Program
 - Florida Rail System Plan (2023)
 - Central Florida Regional Freight Study (2013)
 - Hillsborough + Polk Freight Logistics Zone Strategic Plan (2016)



Stakeholder Engagement

Stakeholder engagement ensures that the Polk County Freight Plan reflects the needs and priorities of the county to provide more effective planning solutions.

Stakeholder Meetings

- Industry and government stakeholders
- 10 total meetings
- First-hand information serves as a cornerstone for recommendations
- Promotes transparency, communication, trust, and credibility

Stakeholder Questionnaire

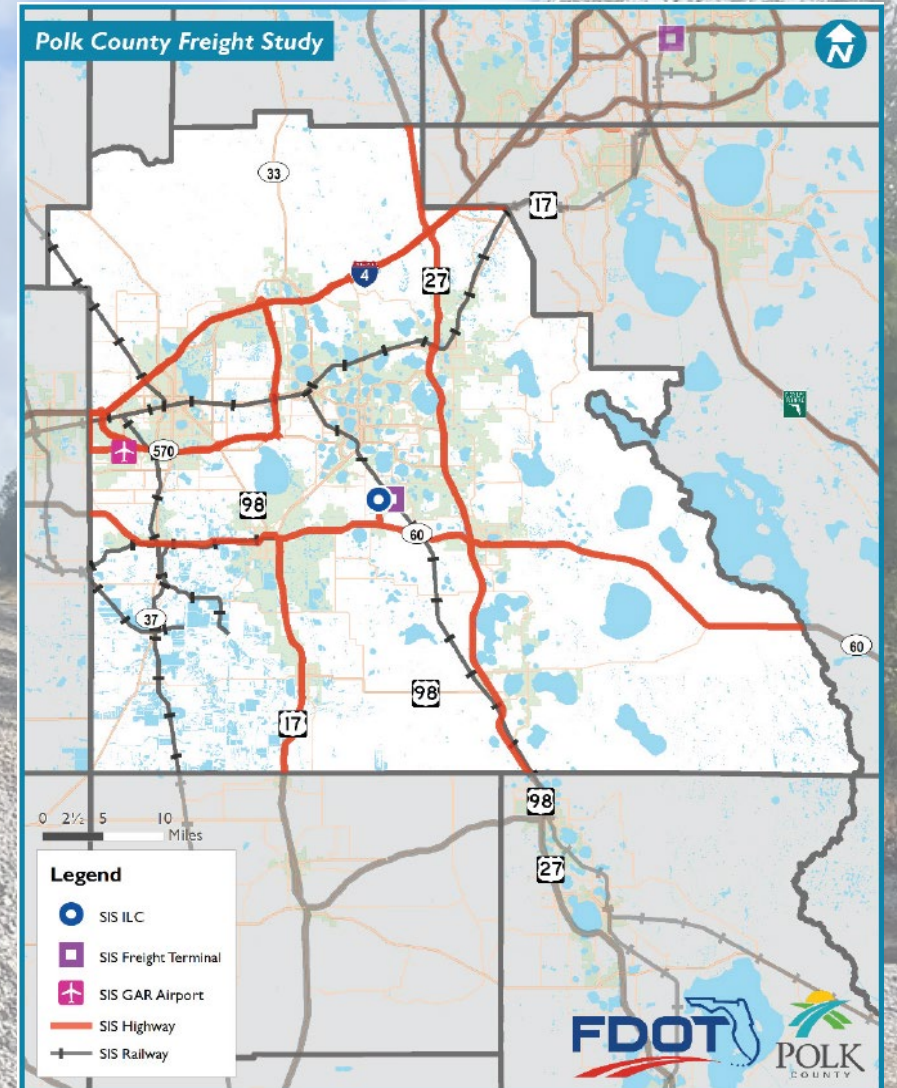
- Private industry and public agencies
- Polk County freight-related standardized questions related to commodities, infrastructure, and other planning topics were developed to initiate more broad discussions

Stakeholder Meeting Content

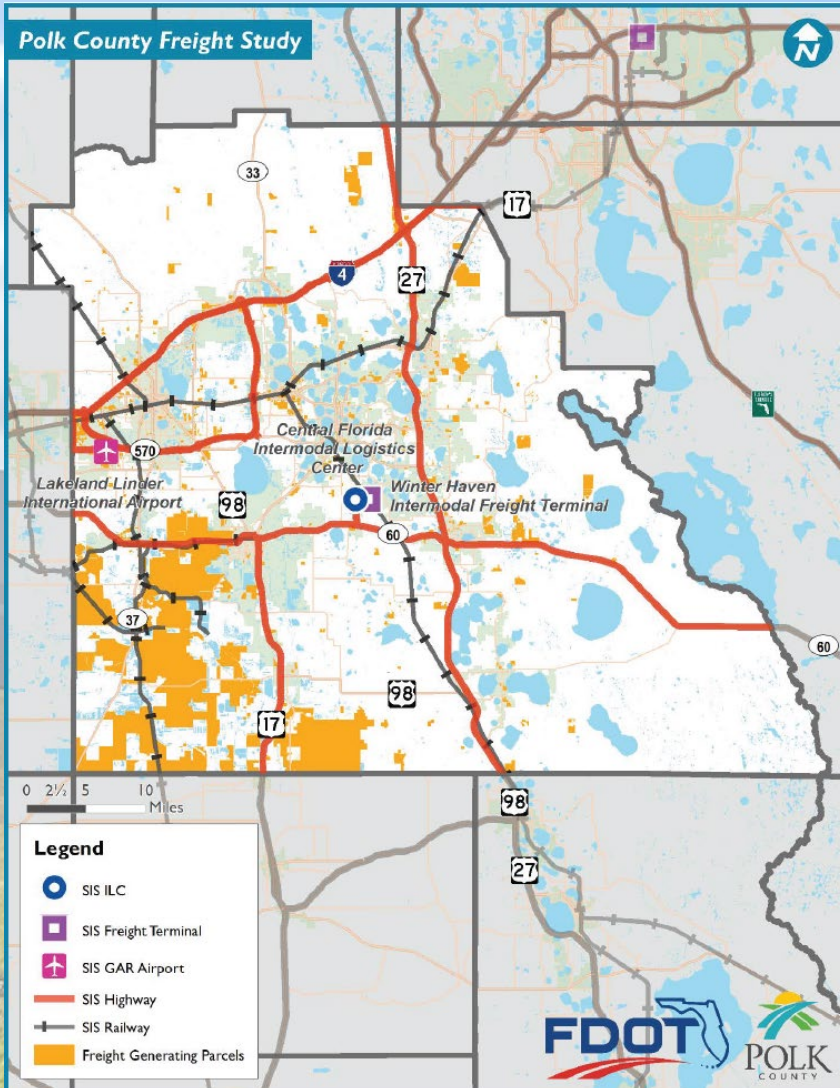
- Some topics of discussion included:
 - Truck driver retention
 - Rail
 - Air freight growth
 - Influx of companies and planned development
 - Infrastructure improvements
 - Truck parking

Systems Inventory

- Identify existing infrastructure in Polk County
- Several components critical to the network were described and mapped, including:
 - National Highway Freight Network (NHFN)
 - Strategic Intermodal System (SIS) components
 - Roadway functional classifications
 - Rail, seaport, aviation, truck parking, and pipeline facilities and infrastructure
 - Highway-rail grade crossing hotspot analysis
 - Safety and crash data (all vehicle and commercial)



Polk County Land Use Profile & Analysis



- Develop an understanding of the relationship between existing and planned conditions relating to freight demand, systems, and future land use designations
- Land use profiles/case studies were developed for the county as well as four municipalities (Lakeland, Winter Haven, Haines City, and Bartow)
- Case studies assessed:
 - Existing and future conditions
 - Regulations
 - Planning documents
 - Known pipeline development projects of impact

Freight Economic Profile

39% Freight Using Sectors

31% Freight Moving Sectors

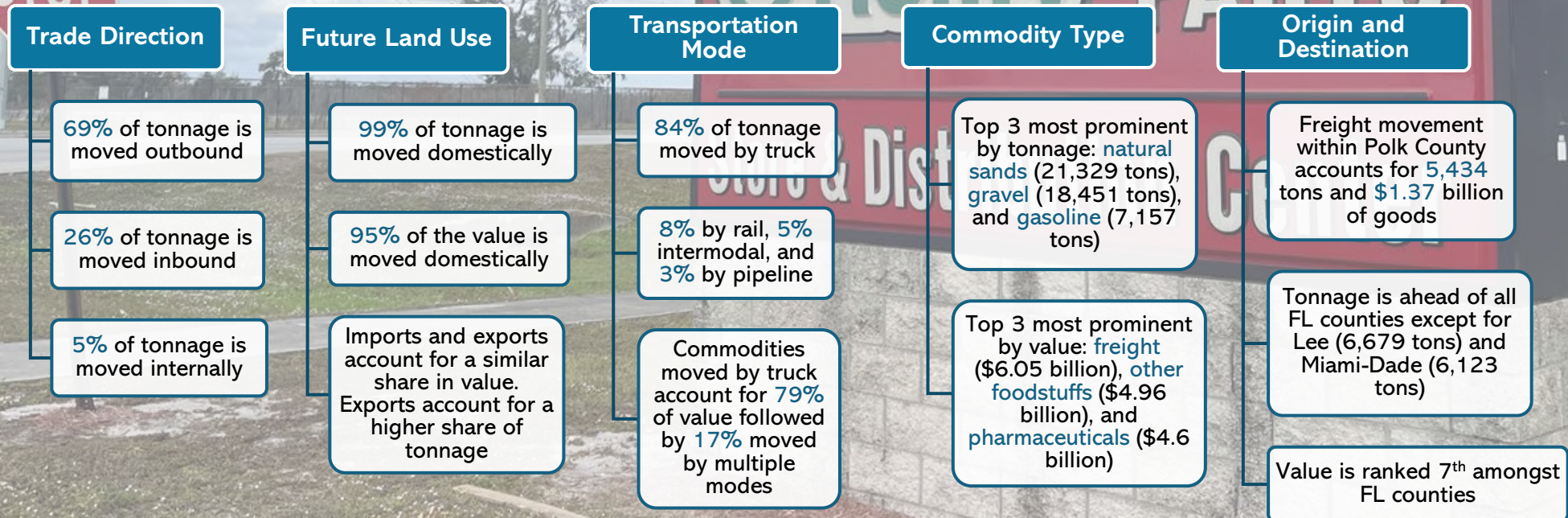
30% Freight Intensive Sectors

- Polk County experienced significant population and employment growth over the last 19 years. Between 2002 and 2021, the population grew from 501,000 to 754,000 causing employment to rise from 187,000 to 244,000.
- 53% of Polk County jobs were in freight-associated sectors.
- The number of active employees in each sector was observed with the highest share in the Freight Using Sector (39%).

	Jobs	Average Wage	Total Wages
Polk County	243,834	\$48,322	\$ 11,784,791,911
Freight Employment	130,243	\$ 46,339	\$ 5,768,169,596
Percent in Freight	53%	N/A	49%
Freight Using	51,150	\$43,365	\$ 1,491,551,874
Freight Intensive	38,997	\$ 67,951	\$ 2,324,044,618
Freight Movers and Handlers	40,096	\$ 27,700	\$ 1,952,573,104
Non-Freight	111,609	\$52,657	\$6,171,786,739

Freight Analysis Framework (FAF) Data Review: Commodity Flows

- Data was obtained from the FAF to create a comprehensive picture of freight movement across Polk County
- Commodity Flows: the movement of goods; measured in tons or equivalent values
- The commodity flows were tabulated according to 5 descriptive dimensions:
 - Trade Direction
 - Trade Type
 - Transportation Mode
 - Commodity Type
 - Origin and Destination

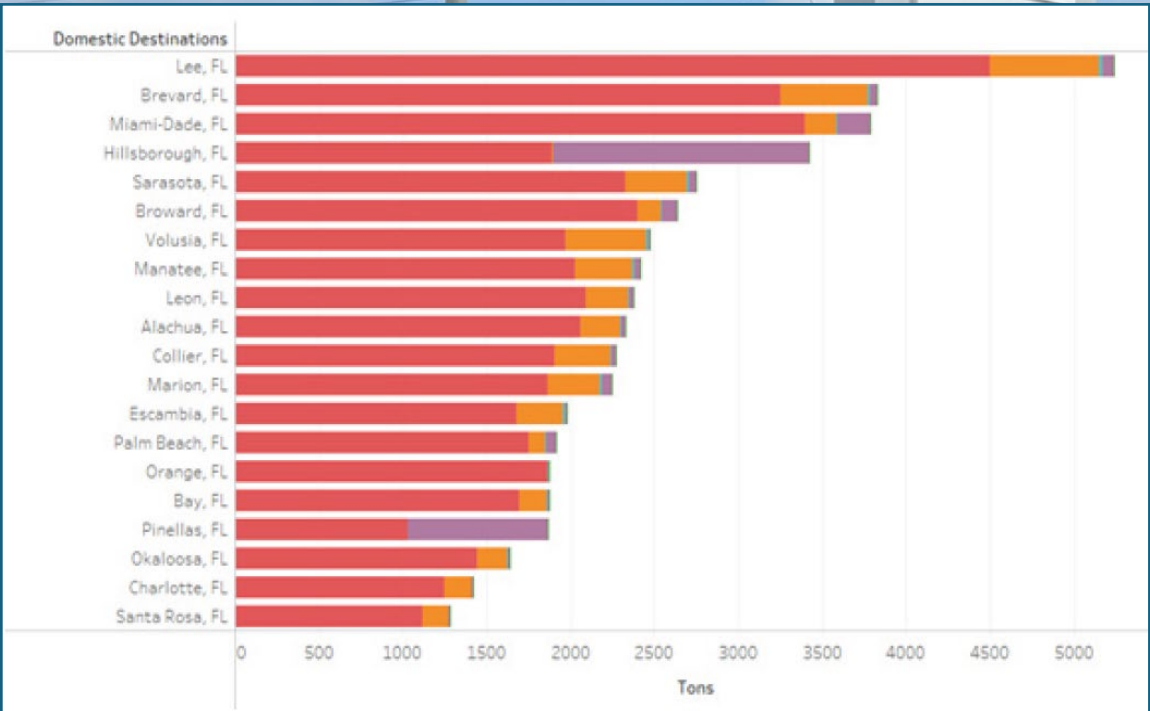


Freight Analysis Framework (FAF) Data Review: Supply Chains

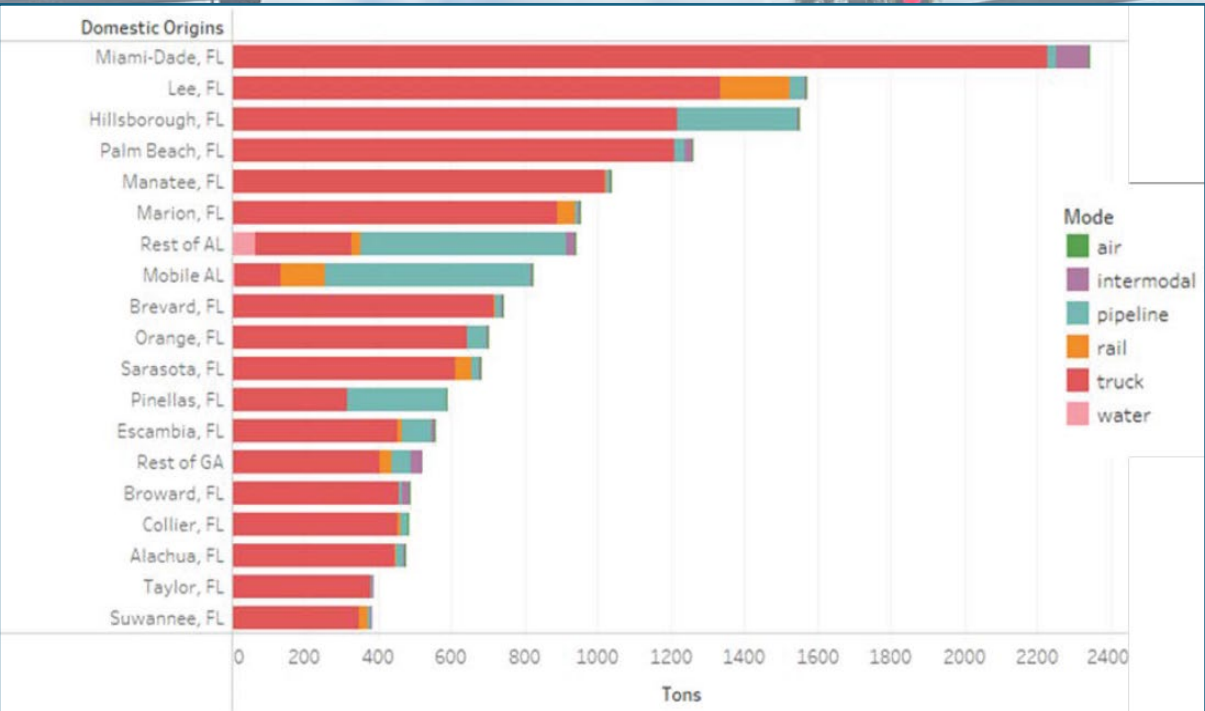
- Supply chain analysis looks at how industries ship and receive commodities to conduct their businesses. A high-level, statewide analysis using “make-use” tables was conducted.

“Make-use” tables summarize the type and quantity of commodities consumed or produced by different industries.

Outbound Flow Destinations – Aggregates in Tons



Inbound Flow Origins



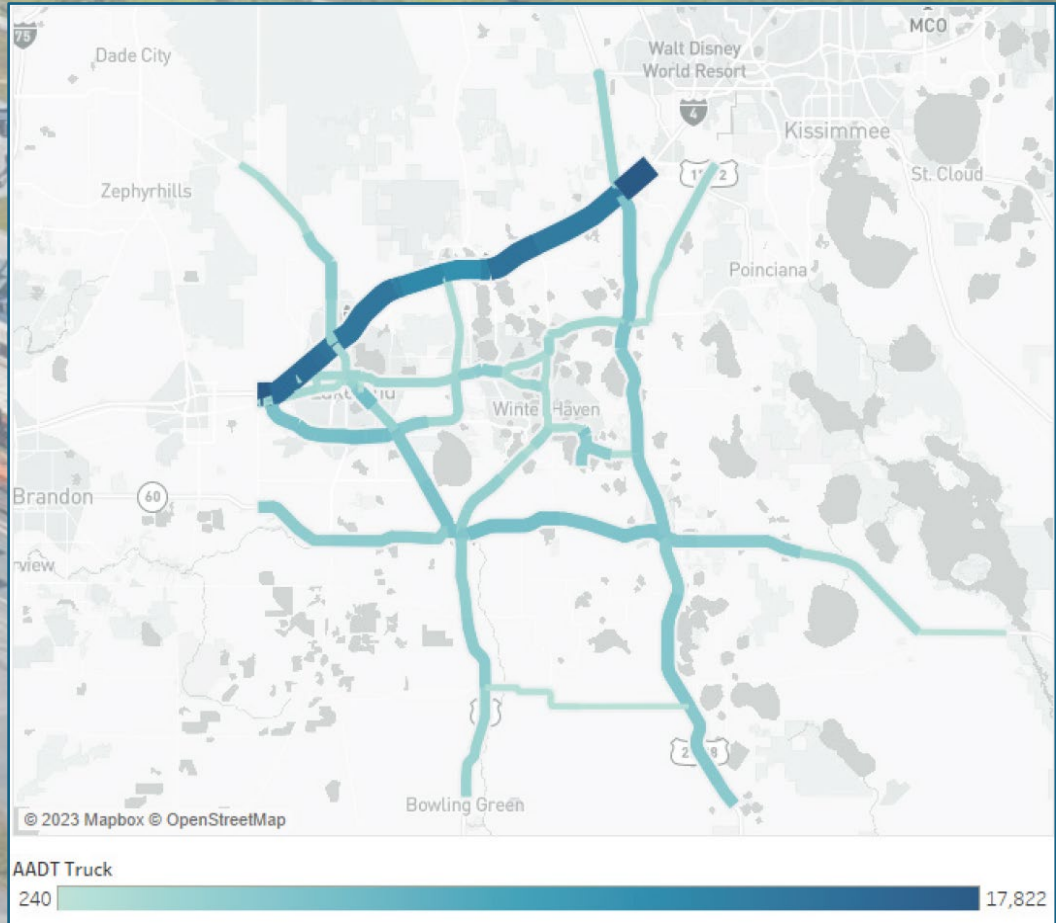
Evaluation of Truck Route Performance & Origin Destination Patterns

Findings from the National Cooperative Highway Research Program (NCHRP) Report 925 were used to estimate the congestion costs for trucking companies and county businesses.

Objective	Methodology
Calculation of Congestion Metrics	Processed National Performance Management Research Data Set
	Approximated hourly truck volumes
	Estimated recurring congestion and non-recurring congestion metrics
	Estimated user costs
Bottleneck Identification	Set bottleneck thresholds
	Cluster bottlenecks (if applicable)

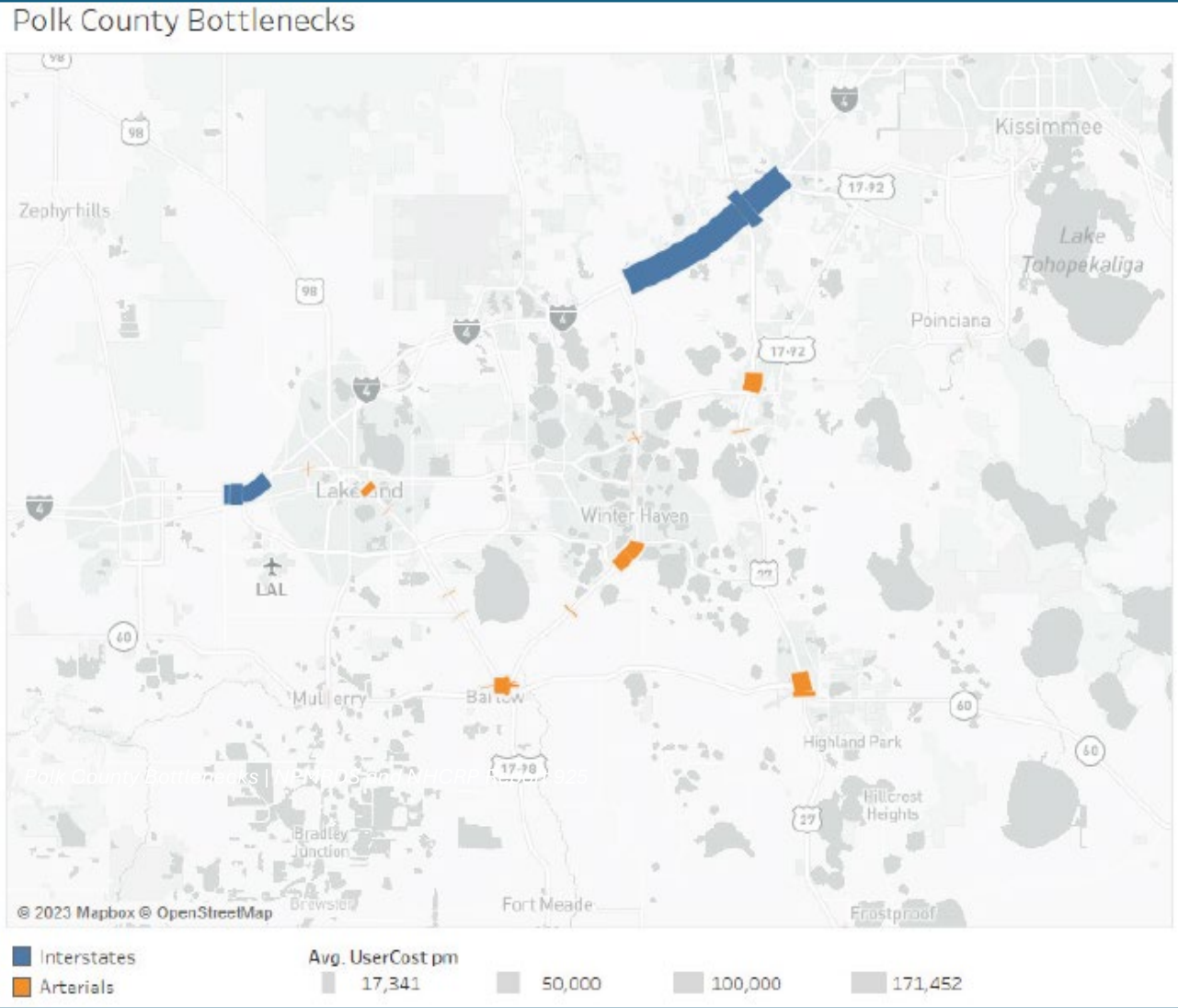
Analysis steps | Source: NCHRP Report 925 and WSP Methodology

- **Travel time data and time-of-day profiles identify areas of high traffic volume.** Key freight corridors with high congestion include I-4, US-27, US-17, US-98, SR 60, Polk Parkway (SR-570), and Cypress Gardens Boulevard (SR 540).
- Congestion metrics were translated into costs using monetization factors for the NCHRP Report 925.
- **Segments with high congestion costs per mile include:**
 - I-4 and US-27 interchange
 - I-4 near Polk Parkway Interchange
 - Cypress Gardens Boulevard
 - US-27 near SR-60 interchange
 - US-98 in Bartow



Truck AADT | WSP Analysis of 2022 NPMRDS Data

Evaluation of Truck Route Performance & Origin Destination Patterns

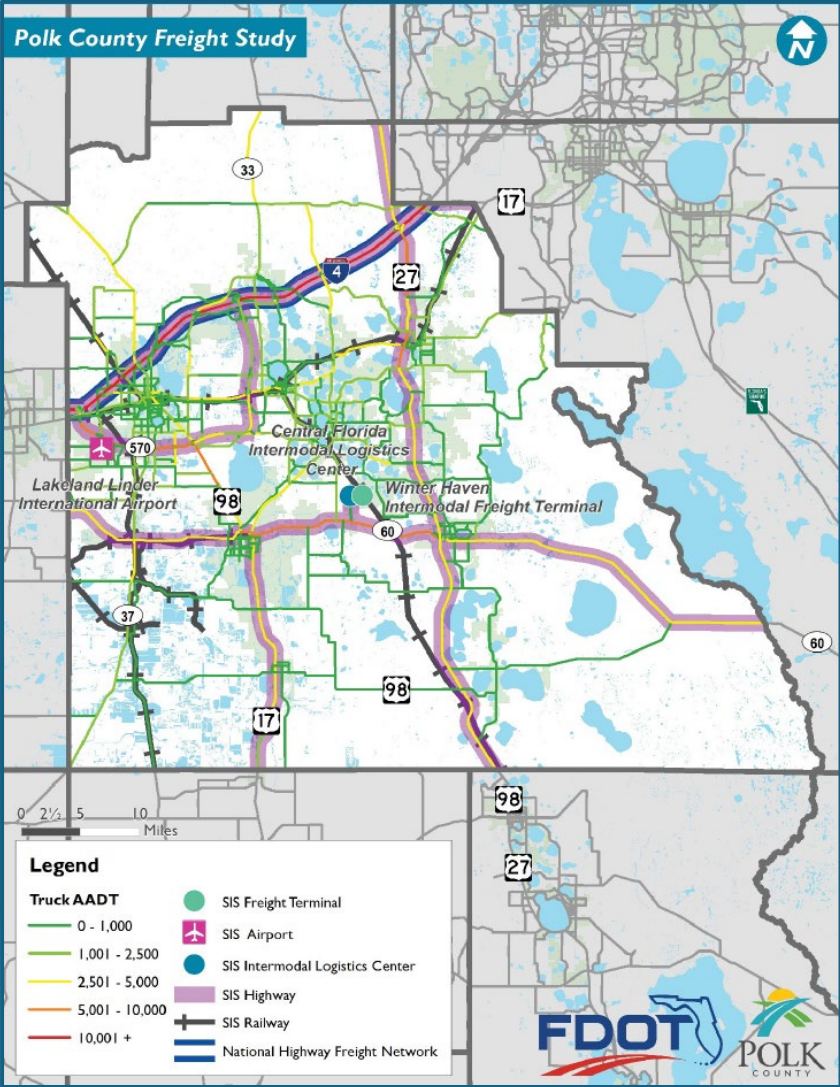


- **Top freight bottlenecks in Polk County:**
 - I-4/US-27 Interchange
 - I-4 near Polk Parkway Interchange
 - US 27 segments near US17/92
 - US 27 segments near SR 60 interchange
 - US 17 segments near Cypress Gardens Boulevard junction
 - US 98 segments in Bartow
 - US 98 segments in Lakeland (Bartow Road)



This 6-mile segment of I-4 eastbound at the US 27 interchange accounts for 15% of total congestion costs in Polk County.

Countywide Freight Needs and Deficiencies



Existing Polk County Truck AADT

- Existing conditions, such as network capacity, gaps, freight network hotspots, community concerns, and environmental considerations, were reviewed to provide recommendations.

AADT/Truck AADT, & Truck Percentages

- Highest traveled SIS roadways (30,000+ daily): I-4, SR 60, SR 570, US 17, US 27, and US 98
- Highest truck volumes (5,000+ daily): I-4, US 98, SR 570, SR 60, and US 27
- Highest truck percentages: I-4, SR 60, Deen Still Rd, and SR 37

Level of Service

- LOS updates are annually conducted by FDOT
- LOS targets for urban areas is "D" and for rural areas, "C"
- There are multiple D or lower areas meaning roads exceed capacity and demand

Freight Network Hotspots

- Hotspots are categorized into two groups: capacity and operations
- Identified critical freight bottlenecks within the county
- Roads with a planning time index (PTI) of over 1.5 have operational issues and are prone to bottlenecks (Operations)

Community Concerns & Environmental Considerations

- Shift from agriculture to urbanization
- Growth should be addressed accordingly to include collaborative efforts and choices
- Local governments and residents work in unison to shape the county's future
- Potential deficiencies in alignment between land uses and transportation needs

Truck Parking

- The most significant needs are along I-4 near Lakeland
- Determined by the number of unauthorized parking incidences
- Additional truck parking lots are needed
- D1 Trucking Parking Master Plan will identify new lots

Study Recommendations

Recommendations are intended to enhance the functionality, consistency, and safety of the intermodal freight network.



Capacity + Operational Improvements

Capacity improvements include roadway widening and/or PD&E studies

Locations with a PTI of >1.5 are recommended for operational improvements

Operational improvements include intersection improvements, TSM&O enhancements, PD&E studies, corridor analyses, and more



Political Issues

Create a supply chain & freight committee

Educational opportunities for elected officials and political leaders

Participate in local transportation-related events



Education & Community Outreach

Encourage balanced development

Gain local perspectives and community consensus

Arrange and host public events for education and input



Truck Parking & Safety

Advance safety techniques and meet truck parking needs

Propose rail crossing closures or improvements

Engage the industry to educate the public on safety

Perform a county-wide gap analysis study and ROW analysis

Florida Department of Transportation - District One Polk County Freight Plan (2024)



Matt McIntosh

Assistant Vice President / Senior Planner

mjmcintosh@gtinc.com

(407) 335-3192



Questions & Contact



17. Working Towards Target Zero

Working Towards Target Zero

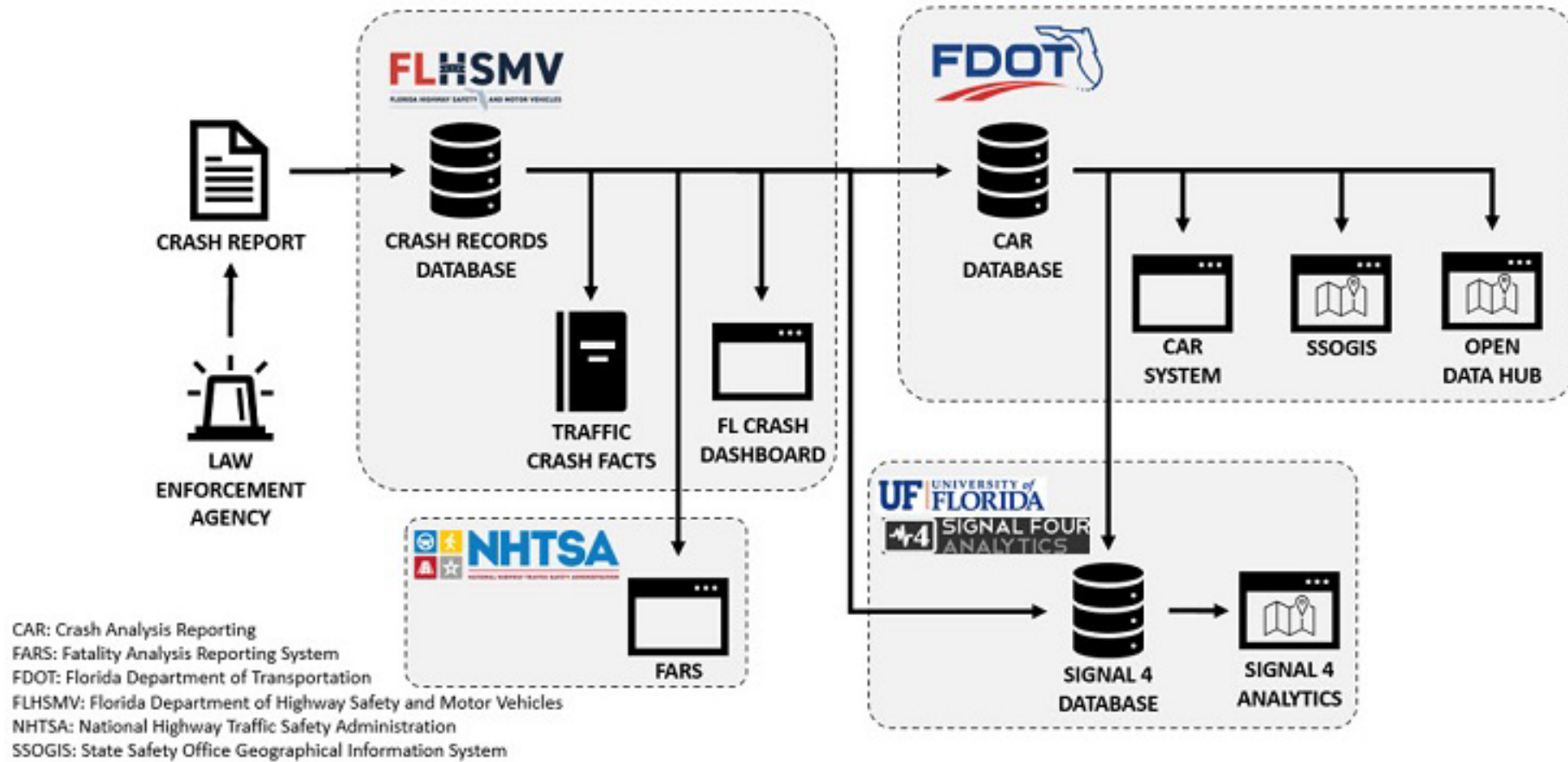
John Kubicki, RSP₁

Safety Work Program Manager (GEC)

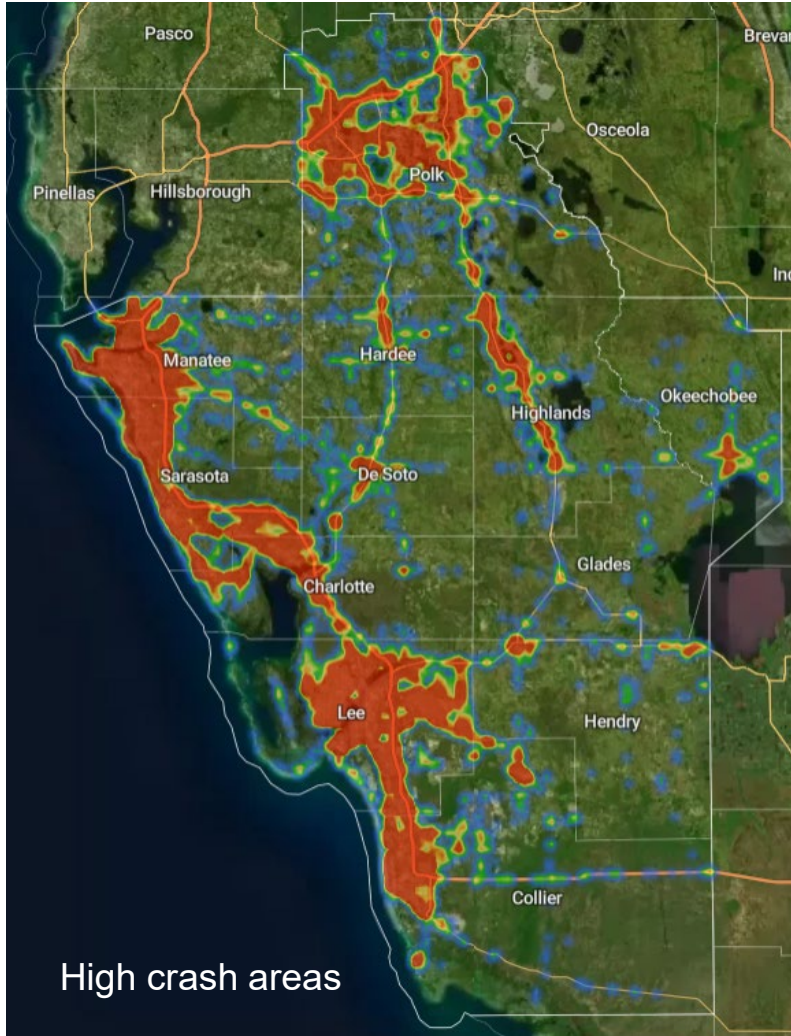
Florida Department of Transportation, District One



Where Does the Data Come From?



Commitment to Target Zero



2 people die
and
7 people are
seriously injured
on roads in District One
each day.

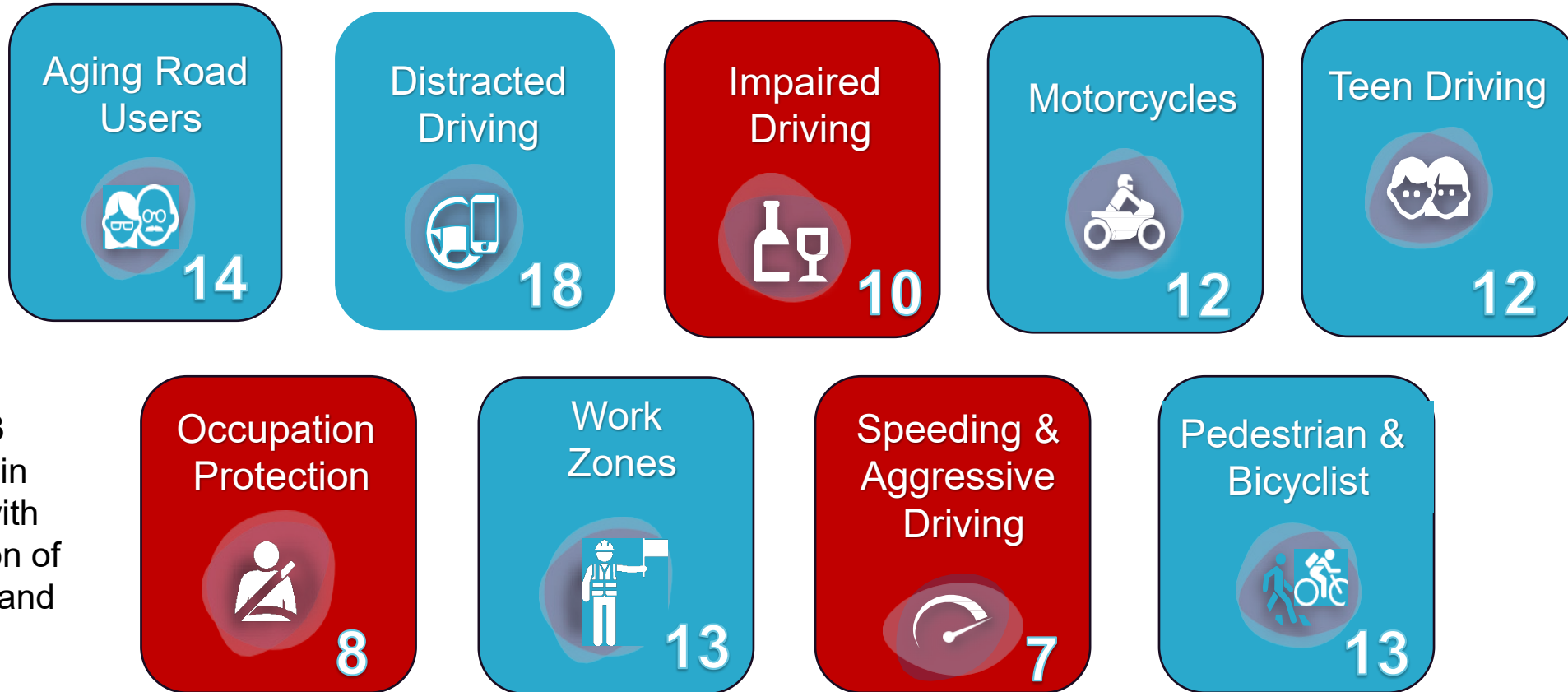
These are our **families**, friends, and **neighbors**. No death or life-changing injury on Florida's transportation system is acceptable.



Based on serious injuries and fatalities 2020-2024

Polk County Traffic Safety Concerns

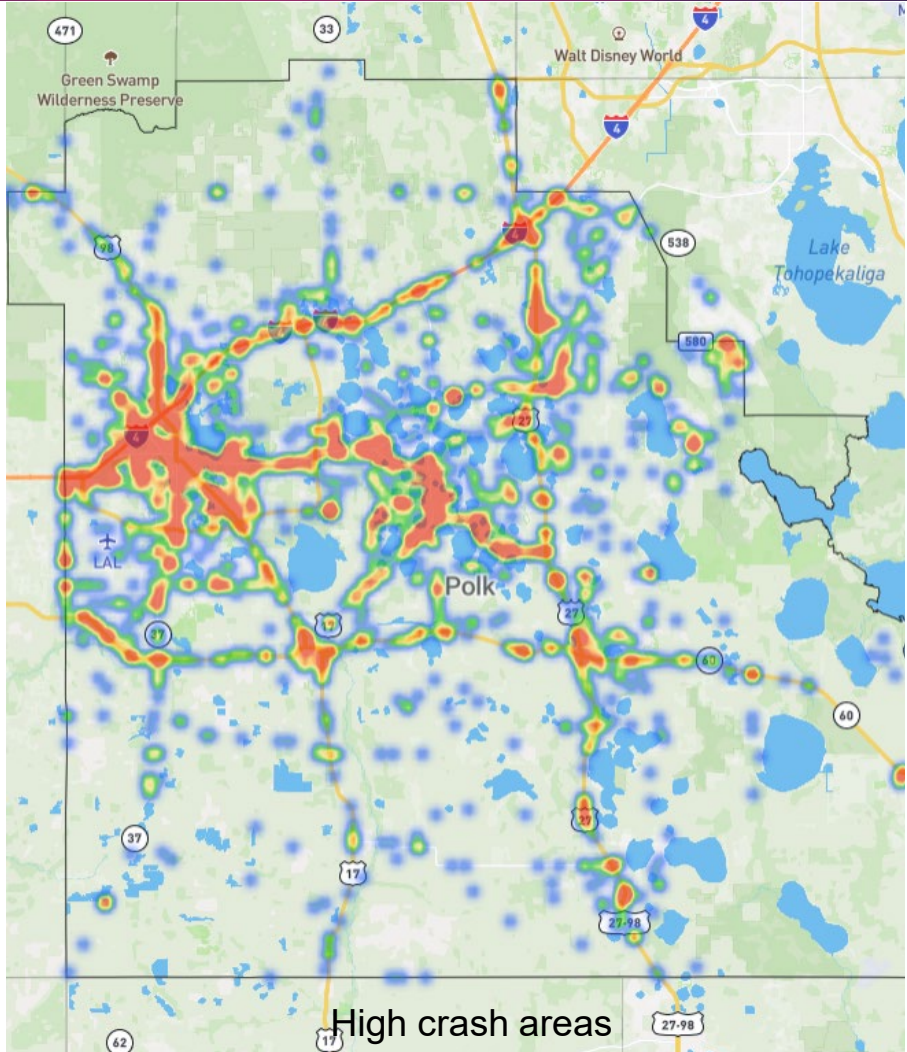
Strategic Highway Safety Plan Emphasis Areas



Out of 23 counties in Florida with population of 300,000 and above

Based on serious injuries and fatalities 2019-2023

Polk County Safety Projects



Fiscal Years 2020-2025:

- **18 Safety Projects**
- **\$10 million in Safety Funds**

Fiscal Years 2026-2031:

- **11 Safety Projects**
- **\$15 million in Safety Funds**

The Road Ahead...



D1 Safety Strategic Plan

EDUCATION

- Advertising to promote safe practices and laws.
- Street SAFE (Polk County)
- Expand Street SAFE (Heartland Counties 2026-2027)
- Participate in Teen Safe Driver Coalition: Standardize drivers' education curriculum
- Participate in partner and stakeholder events

ENGINEERING

- Installing safety improvements where severe crashes occur.
- Target Zero shift to changing behavior vs raising awareness
- Support for Safe Streets for All (SS4A) local jurisdiction grants
- Rural Lane Departures

ENGAGING

- One-on-one interactions to address current, ongoing and expected safety challenges.
- Traffic Safety Culture
- Promote Safety website
- Battle of the Belts
- Safety Newsletter
- Large Venue Community Outreach Events

D1 Safety Office Support

... to reach our strategic objective, Target Zero.

Getting to Zero

John Kubicki, RSP₁

Safety Work Program Manager (GEC)

Florida Department of Transportation, District One



D1 Safety website

www.swflroads.com/d1safety





TAB 4 – Reports



18. Executive Director's Report

- a. Meeting Packets
- b. Central Florida MPO Alliance (CFMPOA) Meeting - 4/10
- c. Joint SCTPA/CFMPOA Meeting (SunTrax) – 6/5



19. Florida Department of Transportation (FDOT) Report



20. Opportunity for Public Comment



21. Board Member Comments



22. Adjournment

Next TPO Board Meeting is scheduled
for June 11, 2026