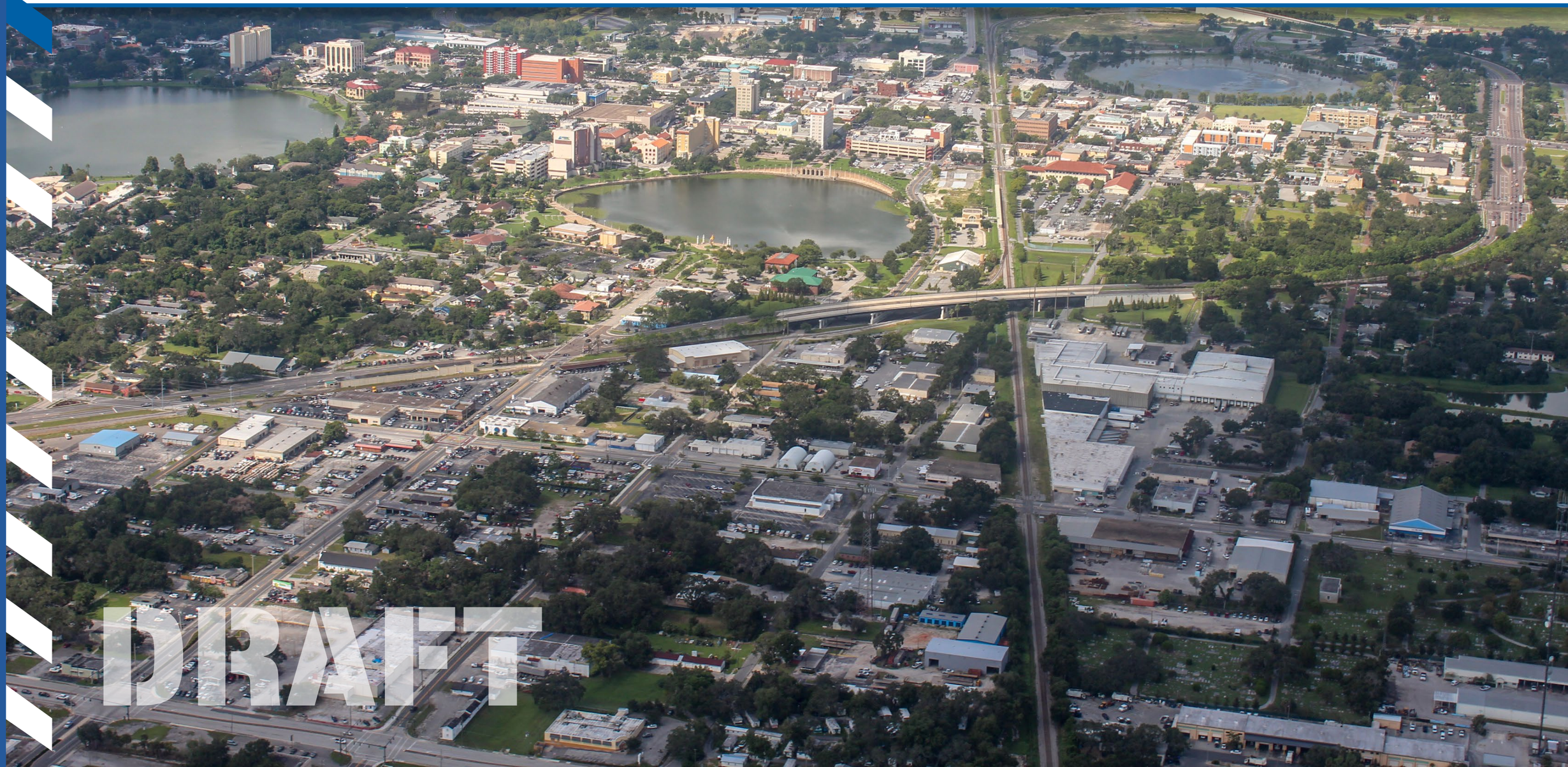
MOMENTUM 2045

SUMMARY/ADOPTION REPORT
September 30, 2020



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MOMENTUM 2045

September 30, 2020

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BOK TOWER

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KEY THEMES

Momentum 2045 represents the Long Range Transportation Plan (LRTP) for Polk County through the planning horizon year of 2045. Initially used by the Polk TPO for the 2040 LRTP, the term “Momentum” was used literally to represent the county’s transportation system and figuratively to highlight the significant enhancements in economic opportunity and quality of life in Polk County. The 2045 plan continues the use of “Momentum” to represent the same ideas and to indicate a continuation of ideas and initiatives from the previous plan.

SAFETY OF THE TRANSPORTATION NETWORK

Many urban areas of our county have roadway designs that do not address the needs of the communities they serve. The TPO’s Complete Streets program, Neighborhood Mobility Audits, and Bicycle and Pedestrian Safety Action Plans seek to retrofit these corridors and target strategies to improve safety.

PROTECT AND ENHANCE COMMUNITIES

The plan was fundamentally based on the assumption that transportation projects should not include significant adverse impacts to the environment or communities. Both the Complete Streets program and Neighborhood Mobility Audit improvements will enhance our local communities.

EFFICIENT TRANSPORTATION NETWORK

Overall much of the transportation network in Polk County is relatively congestion free. This plan seeks to prioritize roadway projects that provide the greatest benefit to efficient travel in the County.

SUPPORT ECONOMIC DEVELOPMENT

The plan includes both funded capacity projects and unfunded “Illustrative Projects” that seek to enhance our economic competitiveness. Funded projects include Interstate 4 managed lanes and improvements to US 27, as well as the M-CORES Southwest corridor. Illustrative or Unfunded Projects include the Northeast Polk US 27 Reliever and expansion of SunRail into Polk County.

PRESERVE THE EXISTING SYSTEM ENHANCEMENTS

The transportation heritage of Polk County provided the foundation for a robust roadway network. We are responsible for preserving this network for future generations and enhancing the system in a cost-effective fashion. The Congestion Management Process will continue strategies of implementing key intersection improvements that can delay or eliminate the need for major roadway expansion projects; as well as adding multimodal and safety improvements to otherwise routine roadway resurfacing projects.

SIGNIFICANT CHALLENGES

The Momentum 2045 Plan builds upon the previous plan adopted in December 2015 titled Momentum 2040, and many of the projects identified in that plan continue their path to implementation in this plan. It is important to note that significant challenges influence the Momentum 2045 Plan.

SAFETY CONCERNS

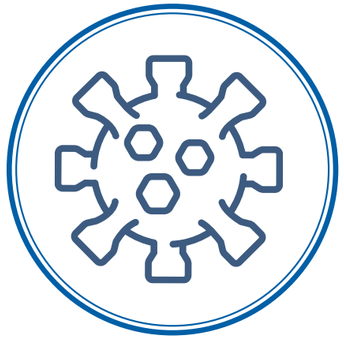
Similar to other communities in Florida, Polk County is confronted by frequent fatality and severe injury crashes that are not consistent with our community expectations. This plan makes significant investments in funding safety improvements to support a vision of zero fatalities. These investments apply to the entire transportation system as appropriate, to support safety for all users.

GROWTH AND DEMAND

Our strategic location in Central Florida, robust highway network, and recent strong industry growth makes Polk County well positioned as we emerge from the Great Recession with significant growth. It is forecasted that the population in Polk County will grow by nearly 400,000 persons and nearly 190,000 employees. This will place significant demand on our highway network, especially in northeast Polk County.

RAPIDLY ADVANCING TRANSPORTATION TECHNOLOGY

The advancement of different kinds of transportation technology brings a lot of excitement as well as uncertainty to the transportation planning process. Automated, Connected, Electric, and Shared-Use (ACES) technology is becoming firmly integrated in both individuals' transportation behavior and that of businesses and government agencies, including transit operators. While it is difficult to envision how future technological advancements will impact and be impacted by Polk County's existing and planned transportation systems, it is important that the TPO support ongoing efforts by partner agencies and be vigilant about developing its own support for ACES and other transportation technology.



COVID-19

The development of this LRTP occurred largely during 2020 when the Coronavirus-19 or COVID-19 global pandemic required social distancing. This unprecedented pandemic event initiated a shift in the development of the plan and public outreach. The public involvement of the plan required a move to virtual mediums, with online workshops and information sessions. The Public Involvement section in this report provides additional detail.

INTRODUCTION

One of the challenges associated with the traditional transportation planning process undertaken by agencies, such as the Polk Transportation Planning Organization (TPO), is the scale at which transportation plans are undertaken. Historically, the transportation planning tools used by these agencies have focused on auto-oriented performance measures. Extensive funding and technical expertise have been invested in tools, such as travel demand models, which has made it increasingly easier to identify roadway capacity needs and the auto mobility benefits of different alternatives associated with those roadway capacity improvements. As those technical approaches evolved, so too did the focus of the transportation plans and resulting projects. In essence it is easier to plan for large-capacity improvement projects for automobiles, and potentially difficult to plan for the needs of other modes (bicycle, pedestrian, and transit) or smaller scale projects or programs.

As a result, much of the current transportation network serves the needs of automobiles significantly better than the needs of other users. Often, transportation projects are being developed at the outer edges of the metropolitan areas or through capacity improvement that are insensitive to the needs and context of the local area's population. It is the intent of the Polk TPO to continue to evolve to a more balanced approach to transportation projects and programs. As such, the Polk TPO has developed Goals, Performance Objectives, Targets, and Policies to guide the Momentum 2045 plan, which seeks to balance the needs of all modes of travel as appropriate.

The Goal and Performance Objectives are consistent with requirements of both the Federal Legislation, Fixing America's Surface Transportation (FAST) Act, and rulemaking, as well as the Florida 2060 Transportation Plan. The relationship between the TPO's Goal, Performance Objectives, and Targets are illustrated in **Figure 1**.

FAST ACT

Signed into law on December 4, 2015, the Fixing America's Surface Transportation (FAST) Act (Public Law No. 114-94), provides support and enhancement to the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act is the first Federal law in several decades to provide long-term funding to infrastructure planning and investment for surface transportation since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) became law in 2005.

The FAST Act supports MAP-21 by continuing to create a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Establishing a performance-based and outcome-based program requires investment of financial resources in projects that will collectively make progress toward achieving national multimodal transportation goals.

Momentum 2045 has been developed to comply with the requirements of the FAST Act and includes a performance-based approach to the transportation decision-making process.

WHY MEASURE PERFORMANCE?

The Long Range Transportation Plan developed by the Polk TPO is required to address the transportation planning requirements as the County's Metropolitan Planning Organization (MPO) as set forth in Federal law and regulations. The Federal transportation legislation in effect at the time when the 2045 plan was developed, FAST Act, was signed into law December 4, 2015. The FAST Act put additional emphasis on planning and funding for construction transportation system improvements that are based on a strong foundation of performance measurement. Thus, for the County to receive Federal transportation funding, the requirements of the FAST Act and previous legislation—Moving Ahead for Progress in the 21st Century (MAP-21) Act—must be addressed in the TPO's future transportation planning efforts.

POLK TPO GOAL AND TRANSPORTATION PERFORMANCE MEASURES/TARGETS

Through the development of this plan, a significant number of performance measures have been identified from either the federal or state guidance or from previously completed efforts of the Polk Transportation Planning Organization (TPO), including the Momentum 2045. **Figure 2** Summarizes the Goal, Objectives, and Performance Targets for the Polk TPO to conduct transportation planning.

Figure 1: Relationship between the TPO's Goal, Performance Objectives, and Targets

GOALS, OBJECTIVES, & PERFORMANCE TARGETS

Figure 2: Summary of Goals, Performance Objectives, and Targets

SYSTEM PERFORMANCE REPORT

The FDOT is required to establish statewide targets for the required performance measures and MPOs 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 October 11, 2018, the TPO adopted Resolution 2018-06 to support the FDOT Performance Targets as follows:

SAFETY PERFORMANCE TARGETS 1 (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;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT;
- Nonmotorized Fatalities and Serious Injuries.

The TPO supports the FDOT's Safety Performance Targets of a Vision Zero policy. The Polk TPO and statewide PM 1 targets are listed in **Table 1**.

Table 1: Polk TPO Safety Performance Measures and Targets

Performance Measure	Florida Statewide Baseline Performance (Five-Year Rolling Average)			Polk County Conditions (2019)	Calendar Year 2020 Performance Targets
	2012-2016	2013-2017	2014-2018		
Number of Fatalities	2,688.2	2,825.4	2,972.0	114	0
Number of Serious Injuries	20,844.2	20,929.2	20,738.4	484	0
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.33	1.36	1.39	1.6	0
Rate of Serious Injuries per 100 Million VMT	10.36	10.13	9.77	7.1	0
Total Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,294.4	3,304.2	3,339.6	70	

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:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

The Polk TPO agreed to support FDOT's pavement and bridge condition performance targets on October 11, 2018. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. **Table 2** 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: Polk TPO Bridge and Pavement Condition Performance Measures and Targets

Bridge and Pavement Performance Measure	Statewide (2017 Baseline)	Florida 2-year Targets (2019)	Florida 4-year Targets (2021)	Polk County Conditions (2018)
Pavement Performance and Measures				
Percent of Interstate pavements in good condition	66.0%	Not required	60%	48.2%
Percent of Interstate pavements in poor condition	0.1%	Not required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	76.4%	≥ 40%	≥ 40%	67.6%
Percent of non-Interstate NHS pavements in poor condition	3.6%	≤ 5%	≤ 5%	0.2%
Bridge Targets and Measures				
Percent of NHS bridges by deck area in good condition	67.7%	≥ 50%	≥ 50%	87.55%
Percent of NHS bridges by deck area in poor condition	1.2%	≤ 10%	≤ 10%	0%

SYSTEM PERFORMANCE TARGETS (TRAVEL TIME RELIABILITY) (PM3)

The third set of Performance Measures were established in January 2017 by the USDOT. These measures assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS). Federal rules require MPOs to establish four-year performance targets for the Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR) performance measures.

LOTTR is the percent of person-miles on the Interstate system that are reliable. It is defined as the ratio of longer travel times (80th percentile) to normal travel times (50th percentile) during four time periods throughout the day. TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods throughout the day.

The Polk TPO agreed to support FDOT's PM3 targets on October 11, 2018. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. **Table 3** presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

Table 3: Polk TPO System Performance Measures and Targets (PM3)

System Performance Targets	Statewide Baseline Performance	Florida 2-year Targets (2019)	Florida 4-year Targets (2021)	Polk County Conditions (2018)
Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)	82.2%	75%	70%	90%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84.0%	Not Required	50%	93%
Truck travel time reliability (TTTR)	1.43	1.75	2.00	1.33

TRANSIT ASSET MANAGEMENT TARGETS

The FTA published the final Transit Asset Management rule in July 2016. The rule applies to recipients of Federal transit funds and requires that public transit providers develop and maintain a Transit Asset Management (TAM) plan, establish state of good repair standards, and performance measures for the assets as described below.

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

The Polk TPO's planning area is served by the Lakeland Area Mass Transit District (LAMTD) Citrus Connection which is considered a Tier II[1] provider. On August 9, 2018, 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. The Citrus Connection has established the transit asset targets identified in **Tables 4, 5 and 6**.

Citrus Connection Terminal

1 Tier II providers are defined as federal transit funding recipients that own, operate, or manage one hundred or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, subrecipients under the 5311 Rural Area Formula Program, or any American Indian tribe.

Table 4: Performance Measures for Transit Vehicles Lakeland Area Mass Transit District (LAMTD)

Asset Class	% that have met or exceeded Useful Life Benchmark (ULB)					
	Current Asset Conditions	FY 2019 Target	FY 2020 Target	FY 2021 Target	FY 2022 Target	FY 2023 Target
Bus	48%	40%	35%	30%	30%	25%
Cutaway Bus	42%	30%	30%	25%	25%	25%

Table 5: Performance Measures for Transit Equipment Lakeland Area Mass Transit District (LAMTD)

Asset Class	Asset Name	Age (Years)	Useful Life Benchmark (Years)	Past Useful Life Benchmark (Years)
Custom 1	Diesel Tank	8	40	No
Custom 1	Fuel Island Canopy	8	25	No
Custom 1	Gas Tank	4	20	No
Custom 1	Rolling Security Gate	9	15	No

Table 6: Performance Measures for Transit Facilities Lakeland Area Mass Transit District (LAMTD)

Asset Class	Current Condition Assessment – TERM Rating	% of Facilities with a FTA Transit Economic Requirements Model (TERM) Scale Rating below 3.0 on the FTA TERM Scale				
		FY 2019 Target	FY 2020 Target	FY 2021 Target	FY 2022 Target	FY 2023 Target
Administration	3.0	1%	1%	1%	1%	1%
Maintenance	2.0	1%	1%	1%	1%	1%
Parking Structures	5.0	1%	1%	1%	1%	1%
Passenger Facilities	2.5	1%	1%	1%	1%	1%

PUBLIC INVOLVEMENT

Historically during LRTP development, there are several in-person public meetings, forums and/or workshops. These events serve as a platform for stakeholders to learn about the process, receive information about the development of the plan, and provide valuable input on the plan, which serves an important role in shaping the outcome.

However, In March 2020, the spread of COVID-19 (Coronavirus) in the United States prompted directives from federal, state, and local agencies to limit in-person gatherings and interaction. In light of several continuing social distancing guidance and executive orders as of the development of this report, the TPO was forced to evaluate the impact to public input processes for Momentum 2045.

The inability to conduct traditional face-to-face meetings during the declared state of emergency required virtual/ technology-based alternatives to the activities identified in the approved Momentum 2045 Public Involvement Plan (PIP). These activities included the Cost Feasible Plan Public Workshops, Environmental Justice Workshops, and other Stakeholder Outreach activities, which would include direct presentations to, and interactions with, the public and many partner organizations.

The TPO worked to determine the appropriate virtual approaches for public input activities while the social distancing directives were in place and subsequently revised the Public Involvement Plan which was formally approved by the TPO Board.

OPPORTUNITIES FOR IN-PERSON PUBLIC INPUT AND PLAN REFINEMENT AFTER ADOPTION

The TPO is committed to public engagement, in spite of emergency conditions. The TPO intends to be inclusive as possible and will comply with Federal, State or local emergency orders to protect health: If public involvement strategies are not sufficiently inclusive resulting from limitations due to public health and safety concerns, the TPO may consider holding additional public involvement activities on the actions taken after adoption, and after the emergency orders are lifted, to ensure that the public is informed and has the ability to request reconsiderations or amendments to TPO Board actions.

ADOPTION OF LRTP

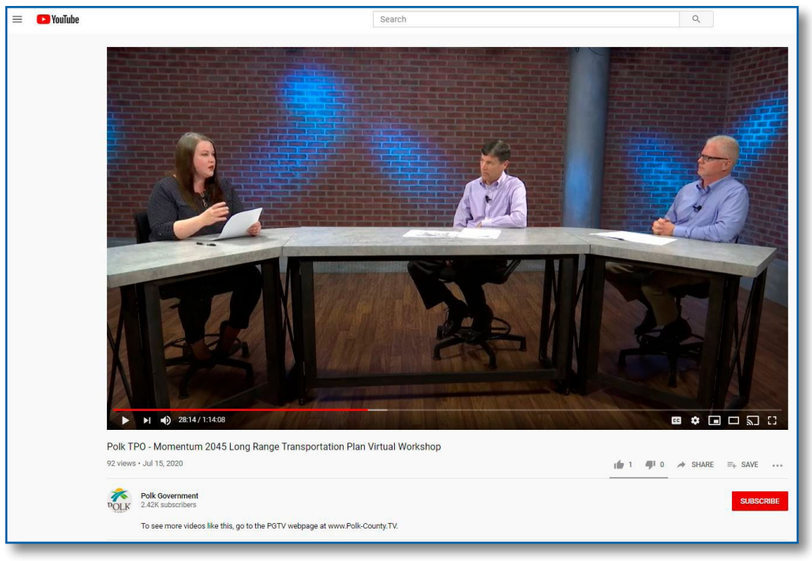
October 8, 2020 - TPO Board approves plan for public review and comment period

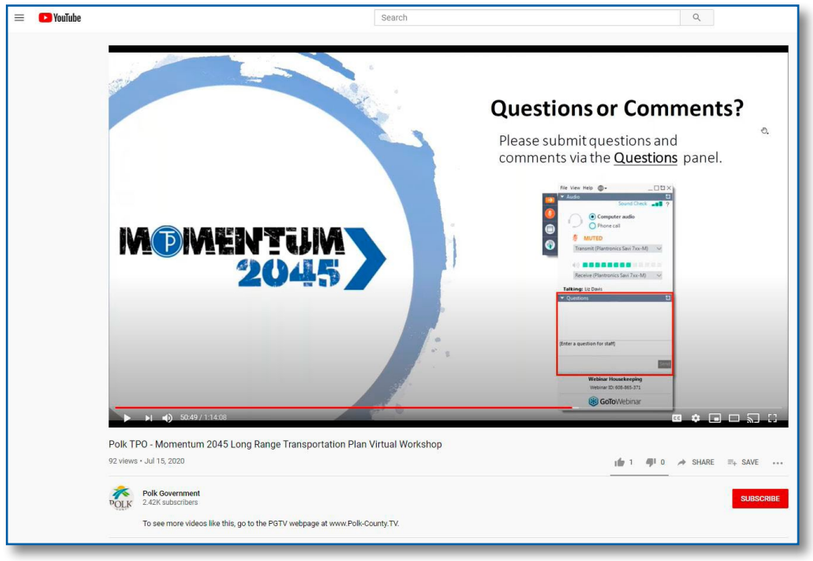
October 22, 2020 - Public Workshop

December 10, 2020 - TPO Board Adoption Hearing

Momentum 2045 LRTP Website - https://www.polktpo.com/what-we-do/our-planning-documents/2045-long-range-transportation-plan

Community Remarks Website - http://survey.constantcontact.com/survey/a07eh7bf1ndkcnatcna/start





POPULATION AND EMPLOYMENT GROWTH BY PLANNING AREA

POPULATION AND EMPLOYMENT GROWTH

The Polk Transportation Planning Organization is responsible for developing population and employment forecasts to support the transportation planning effort includes long range plans like Momentum 2045. The local government Comprehensive Plans of each municipality and the County guides 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 2045 forecasts and the 2040 forecasts prepared five years ago.

One of the first steps in the Long Range Transportation Plan (LTRP) 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 in over 800 analysis zones in the county. The forecast data represents a cooperative effort among the Polk TPO, FDOT District One, and the local government jurisdictions in Polk County. These future socioeconomic forecasts are based on the average of mid and high estimates from the 2018 Bureau of Economic and Business Research (BEBR) Population Projections.

Table 7 summarizes the level of population and employment growth by planning area. The planning areas are illustrated in **Figure 3**. Over 80 percent of the population and employment growth between 2015 and 2045 is forecasted to occur in the combined area of the Northwest and Northeast Planning Areas. **Figure 4** and **Figure 5** illustrate the population and employment growth forecasted for 2045 by Traffic Analysis Zone (TAZ), which is a commonly used geography unit used for transportation planning processes.

Polk County/Osceola County Line

Table 7: Polk TPO: 2045 Socioeconomic Data Forecast (August 2019) Planning Area Summary

Plan Area	PA Code	Population			Population %			Employment			Employment %		
		2015	2045	2015->2045	2015	2045	2015->2045	2015	2045	2015->2045	2015	2045	2015->2045
North	1	11,984	16,287	4,303	2%	2%	1%	733	839	106	1%	0%	0%
Northeast	2	280,386	531,647	251,261	45%	51%	62%	49,193	92,014	42,821	36%	39%	45%
Northwest	3	249,329	335,863	86,534	40%	32%	21%	69,829	104,643	34,814	50%	45%	36%
Southeast	4	58,683	84,325	25,642	9%	8%	6%	12,902	19,928	7,026	9%	8%	7%
Southwest	5	29,637	70,279	40,642	5%	7%	10%	5,870	17,202	11,332	4%	7%	12%
Polk County		630,019	1,038,401	408,382	100%	100%	100%	138,527	234,626	96,099	100%	100%	100%

Figure 3: Planning Area Map

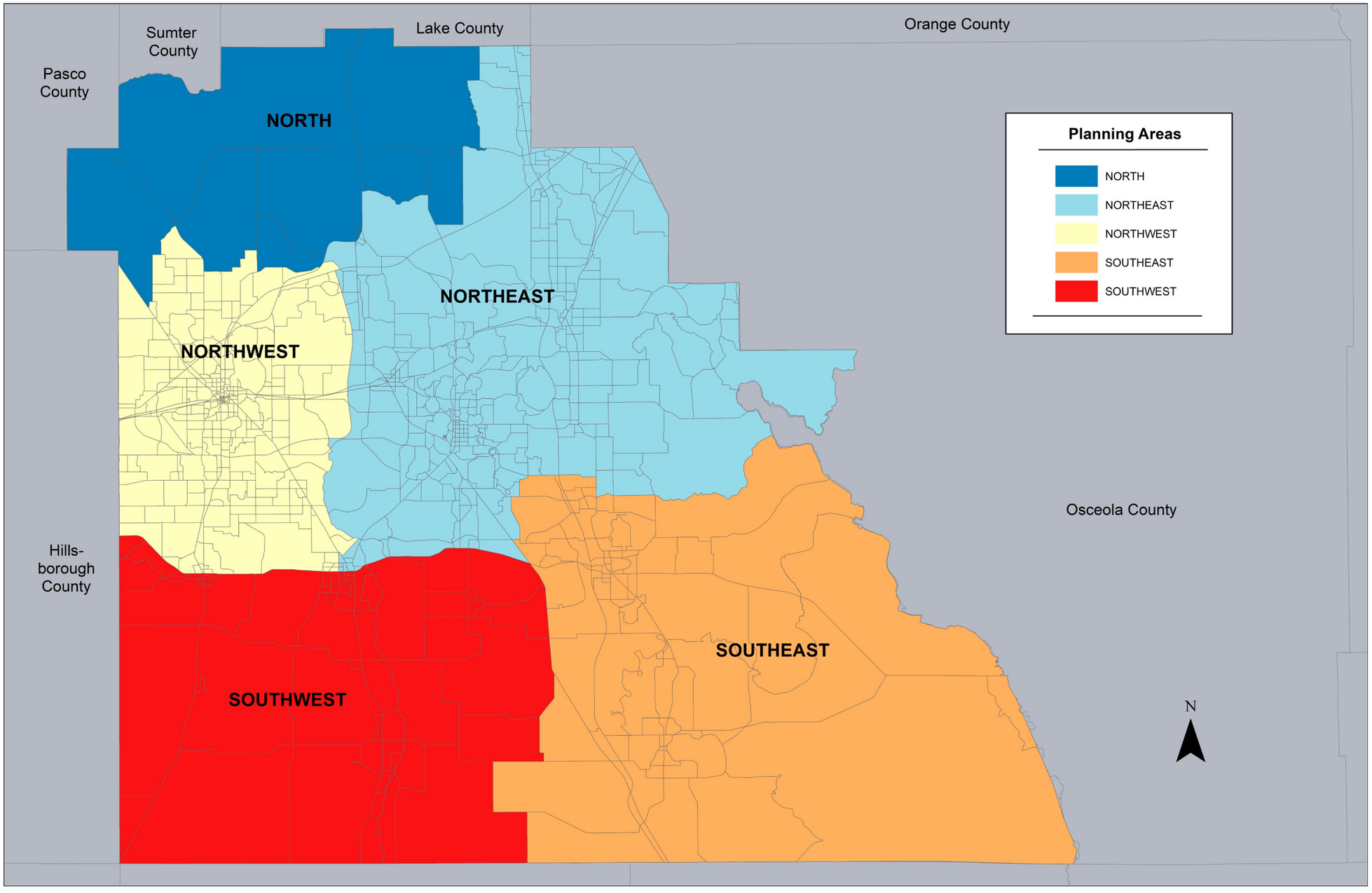


Figure 4: Population Growth Map

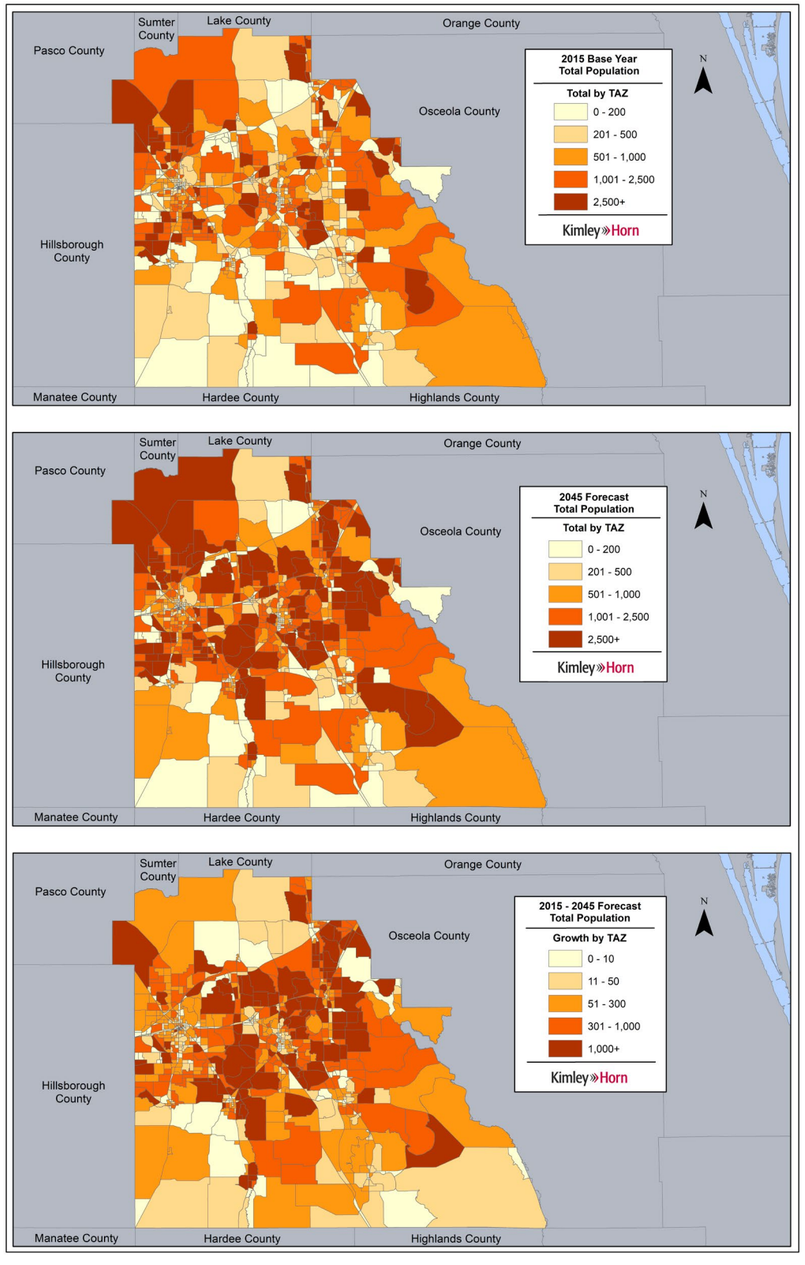
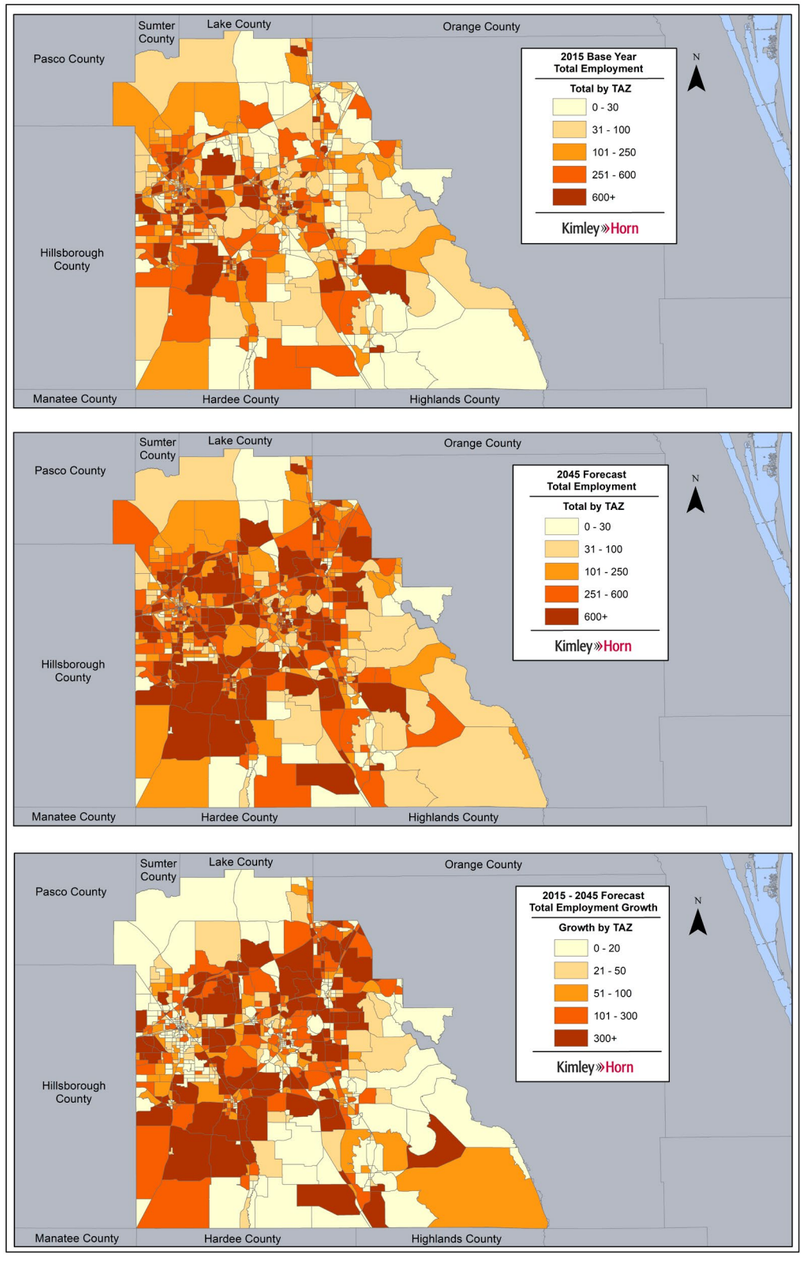


Figure 5: Employment Growth Map



COST FEASIBLE PLAN-FUNDING AND SUMMARY

FINANCIAL RESOURCES: HOW WILL WE PAY FOR TRANSPORTATION?

The *Momentum 2045* plan assumes both a significant increase in state and federal transportation funding and a decrease in local funding. The state and federal funding is much higher due largely to:

1. Polk County continuing to receive Transportation Management Area (TMA) designation, which is granted to areas with an urbanized area population over 200,000 persons. This totals about $157 million between 2025 and 2045.
2. Managed Lanes on Interstate 4 as well as improvements on SR 60 at the Osceola County Line are funded in the Florida Statewide Strategic Intermodal System (SIS) Cost Feasible Plan. This represents over $4.7 billion of funding in the plan. These projects are prioritized and funded at the statewide level and the funds applied to these projects cannot be reallocated to other projects by the TPO.

Other state and federal transportation funding in the table includes:

3. Transportation Alternative Funds: Florida Department of Transportation (FDOT) has provided estimates of funds for Transportation Alternatives, as defined by the Fixing America's Surface Transportation (FAST) Act, to assist Metropolitan Planning Organizations (MPO) and Transportation Planning Organizations (TPO) in developing their plans. They can be utilized to fund pedestrian and bicycle improvements. Estimates of Transportation Alternatives funds allocated for TMAs (i.e., "TALU" funds) are provided to each TMA. In addition, "TALT" (Transportation Alternative funds for any area of the state) funds are provided for District 1.
4. Transportation Regional Incentive Program (TRIP) funds are allocated to improve regionally significant transportation facilities in "regional transportation areas." FDOT will pay for fifty percent (50%) of project costs, or up to 50 percent of the non-federal share of project costs for public transportation facility projects. TRIP as a revenue source has a decreased level of funding from prior plans.

County funding for transportation projects is made up of local property taxes (Ad Valorem) and Transportation Impact Fees, both of which are projected to be greater in the *Momentum 2045* plan than in previous plans.

1. Ad Valorem based funding in the *Momentum 2045* is $1.5 billion while the 2040 plan assumed $81 million.
2. Transportation Impact Fee based funding in the Momentum 2045 is $680 million while the 2040 plan assumed $168 million.

Table 8 provides a summary of the roadway revenue totals by revenue source available for capital projects by timeframe.

The costs and revenues are provided in Year of Expenditure (YOE) dollars, which considers inflation on the current estimates.

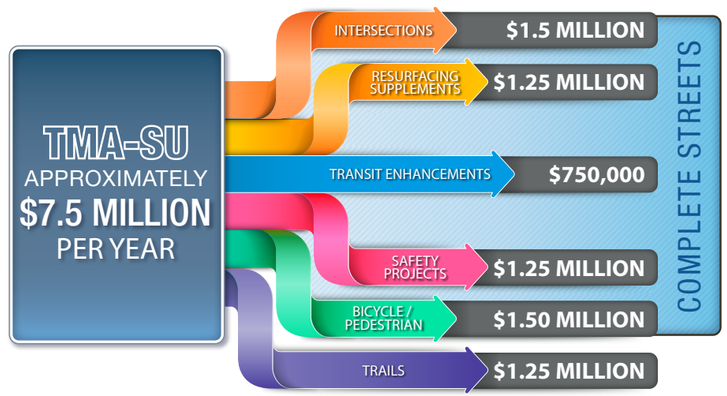
THE TMA-SU FUNDING

The Polk TPO has made a commitment to utilize TMA funds on a wide range of multimodal, safety, and intersection improvement projects. The graphic to the right illustrates the average annual targeted funding over time for each of the program areas identified. The TMA funding is the primary funding source for intersection and operational improvements identified by the Congestion Management Process. TMA funding also supports stand-alone bicycle/pedestrian and trail projects, complete street corridor projects, transit facility enhancements, safety projects, and resurfacing supplements (funding to make multimodal, safety, or intersection improvement concurrent with the routine resurfacing of a roadway).

Table 8: Total Revenue for Roadway Capital Projects (2025-2045) in Millions (Year of Expenditure)

Revenue Source	2035 Plan	2040 Plan	2045 Plan	
	2015 - 2035	2020 - 2035	(Revised Impact Fee Districts)	2025 - 2045
Impact Fee Dist A	$25.6	$24	North	$8.4
Impact Fee Dist B	$92	$25	Northwest	$296.0
Impact Fee Dist C	$117	$51	Northeast	$274.4
Impact Fee Dist D	$88.4	$33	Southwest	$58.4
Impact Fee Dist E	$121	$36	Southeast	$43.3
Local Ad Valorem (Property Tax)	$990.9	$81		$1,161
Other Arterials (State and Fed)(1)	$395.2	$485		$951
TALU (Urban) (1)	$12	$14		$12
TALT (Any Area): District 1 Funds(1)	N/A	$76		$16
TMA Funds(1)	N/A	$138		$157
TRIP*(1)	$44.4	$28		$33
Strategic Intermodal System(2)	$330.7	$3,209		$4,746
Total	**$2,217**	**$4,198**		**$8,264**

(1) Provided in Supplement to the 2040 Forecast Handbook.
(2) Developed from the SIS Cost Feasible Plan
* Includes totals for District-wide



TMA-SU Funding Summary

ROADWAY PLAN

PHASING OF PROJECTS

Roadway and Highway projects in the plan are grouped into one of six different tiers. These tiers identify the relative level of priority and funding status as indicated in **Figure 6** below.

- Tier 1 projects are committed improvements to be built in the next 5 years.
- Tier 2 & 3 projects are part of the Momentum 2045 Cost Feasible Plan.
- Tier 4 represents high priority projects not currently cost feasible but could be added to the plan should funding become available in the future. These "Illustrative Projects" include the Northeast Polk US 27 Reliever, SR 60 improvements, and the Lakeland Intermodal Center.
- Tier 5 projects represent unfunded needs.
- Tier 6 projects represent other unfunded roadway improvements that are important to establish local connectivity or to serve existing and planned development.

Figure 6: Phasing Tiers

	TIER 1	TIER 2	TIER 3	TIER 4	TIER 5	TIER 6
	Existing and Committed Roadway Improvements	Cost Feasible Plan (2025-2035)	Cost Feasible Plan (2036-2045)	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		

PRIORITIZATION CONSIDERATIONS

The selection of projects for the cost feasible plan was consistent with the prioritization criteria identified in **Figure 7** to the right. A detailed summary of the cost feasible projects is provided in Appendices B and C of this report. Appendix B presents project costs in terms of present day value (PDV) and Appendix C presents project costs in terms of the year of expenditure (YOE). The total plan includes nearly $8.2 billion of YOE roadway costs. The total unfunded needs include nearly $1.1 billion of roadway improvements in present day 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).

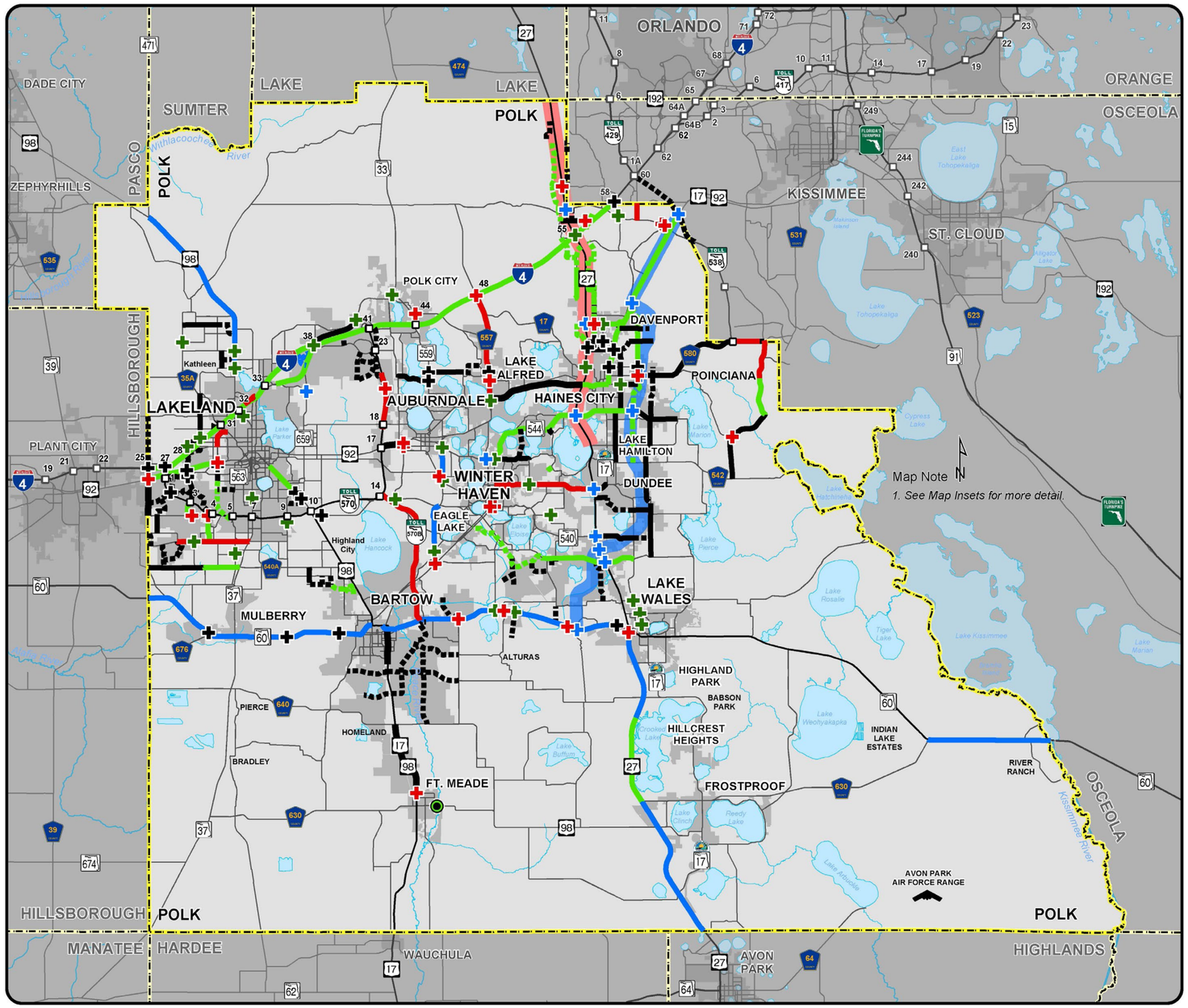
The following maps display the roadway projects by phase described above. The maps include the projects for the full County (**Figure 8**), as well as additional detail for the Lakeland Urbanized Area (**Figure 9**), Winter Haven Urbanized Areas (**Figure 10**), and Northeast Polk County (**Figure 11)**.

Figure 7: Prioritization Criteria

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

POTENTIAL 2045 COST FEASIBLE PLAN PROJECTS

Figure 8: Roadway Plan (Full County)



MOMENTUM 2045

Draft 2045 Cost-Feasible Highway Network

Legend

Tier I - Committed Highway Network 2019 - 2024

- Committed/Under Construction - Highways
- Committed/Under Construction - Intersection/Interchanges

Tier II + III - Cost-Feasible Highways 2025 - 2045

- New Road
- Road Widening
- Intersection/Interchange Improvement
- Bridge Reconstruction
- US 27 Capacity Improvements TBD

Tier IV - Illustrative Projects or Partially Funded through 2045

- New Road
- Road Widening
- Intersection/Interchange Improvement
- US 27 Improvement Alt (Alignment TBD)

Tier V - Unfunded Needs 2025 - 2045

- New Road
- Road Widening
- Intersection/Interchange Improvement

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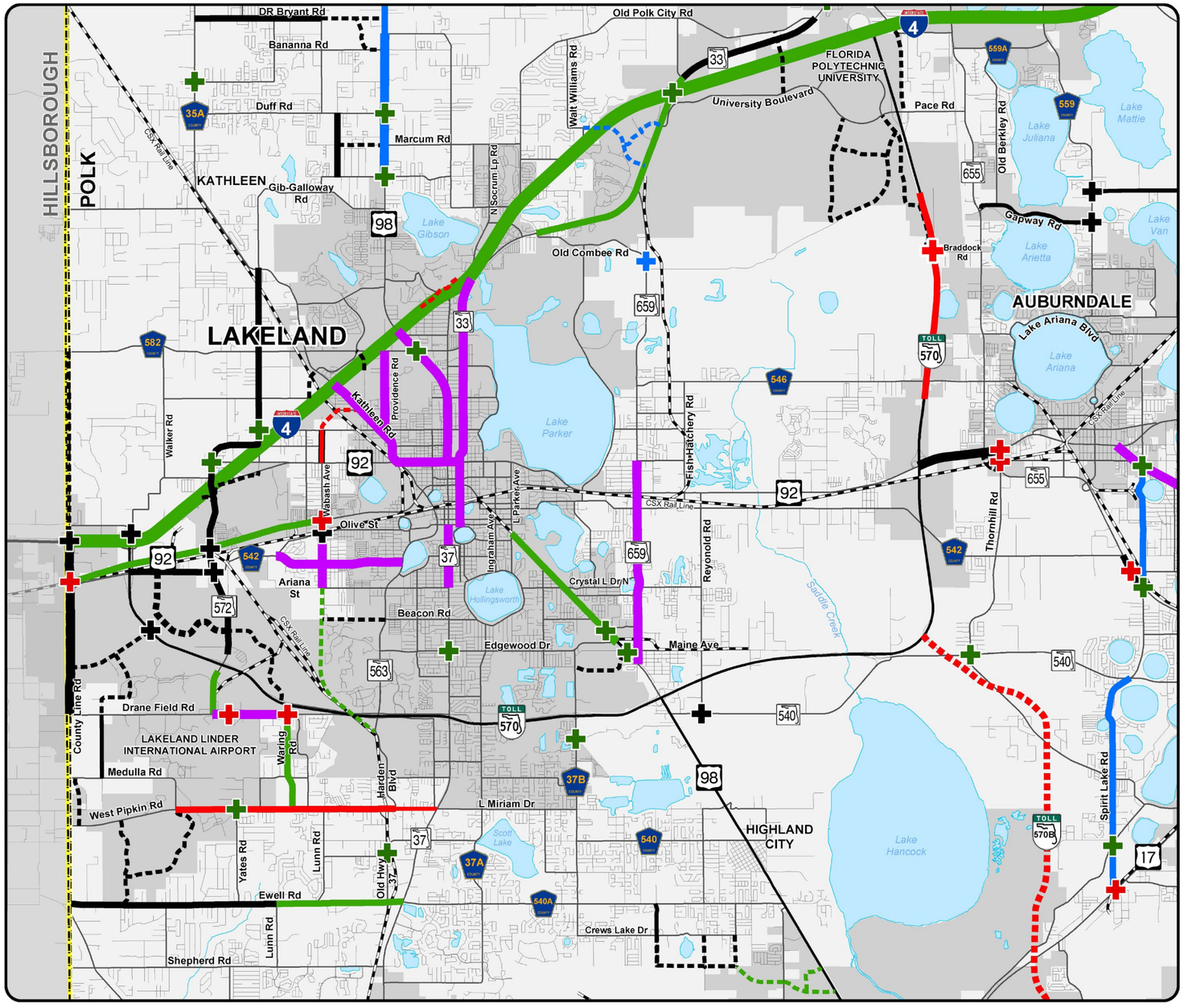
Figure 9: Roadway Plan (Lakeland Area)



Draft 2045 Cost-Feasible Highway Network Lakeland Area

Legend

Tier I - Committed Highway Network 2019 - 2024

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes
Intersection/Interchange Improvement	

Tier II + III - Cost-Feasible Highways 2025 - 2045

Road Widening	New Roads
2 to 4 Lanes	2 Lanes
4 to 6 Lanes	6 Lanes
6 to 10 Lanes	Complete Street Corridor
Intersection/Interchange Improvement	

Tier IV - Illustrative Projects or Partially Funded through 2045

Road Widening	New Roads
2 to 4 Lanes	6 Lanes
4 to 6 Lanes	
Intersection/Interchange Improvement	

Tier V & VI - Unfunded Needs 2025 - 2045

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes
Intersection/Interchange Improvement	

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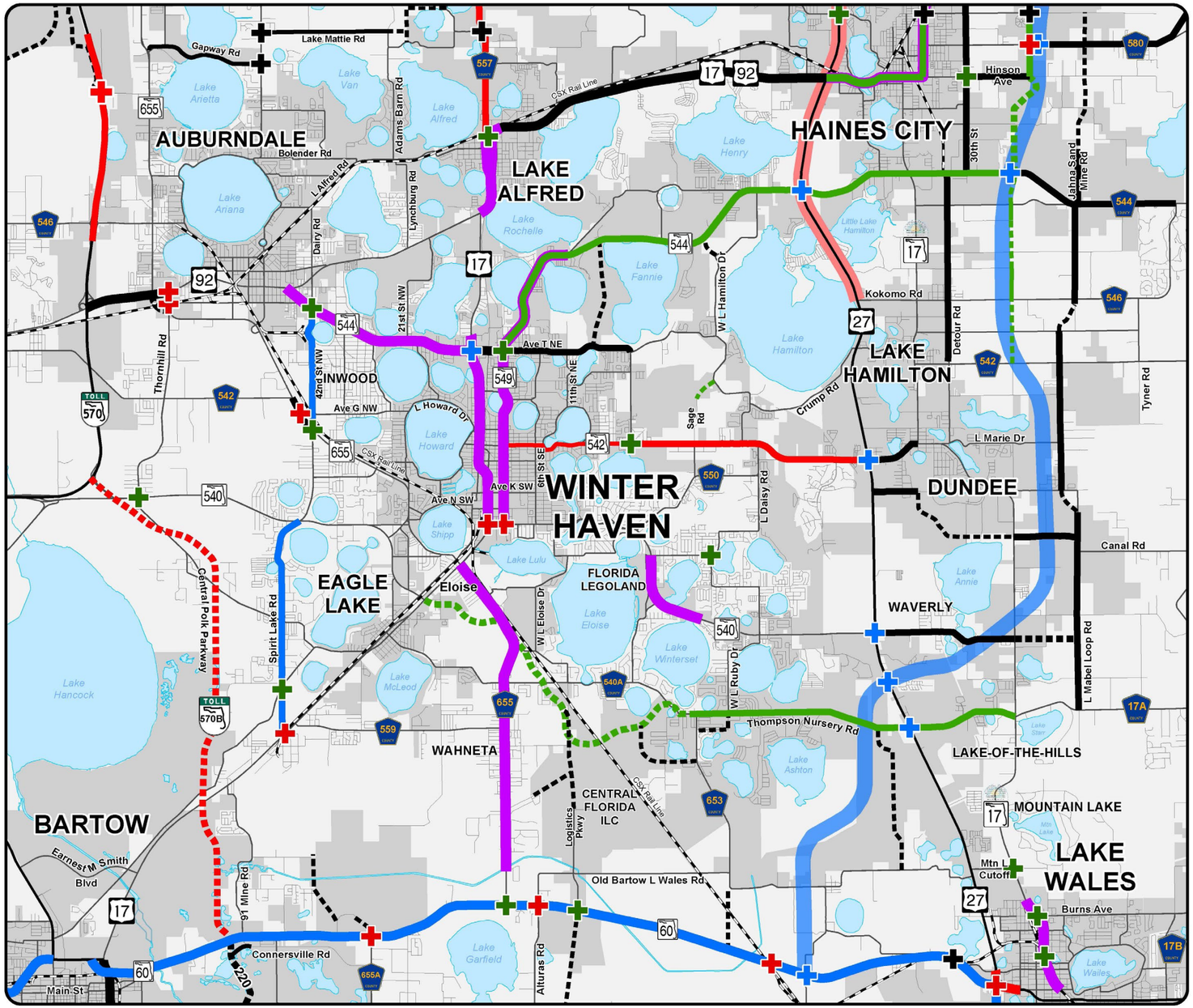
Figure 10: Roadway Plan (Winter Haven Area)



Draft 2045 Cost-Feasible Highway Network Winter Haven Area

Legend

Tier I - Committed Highway Network 2019 - 2024

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes

Intersection/Interchange Improvement

Tier II + III - Cost-Feasible Highways 2025 - 2045

Road Widening	New Roads
2 to 4 Lanes	2 Lanes
4 to 6 Lanes	6 Lanes
6 to 10 Lanes	Complete Street Corridor

Intersection/Interchange Improvement

US 27 Capacity Improvements TBD

Tier IV - Illustrative Projects or Partially Funded through 2045

Road Widening	New Roads
2 to 4 Lanes	6 Lanes
4 to 6 Lanes	US 27 Improvement Alt (Alignment TBD)

Intersection/Interchange Improvement

Tier V & VI - Unfunded Needs 2025 - 2045

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes

Intersection/Interchange Improvement

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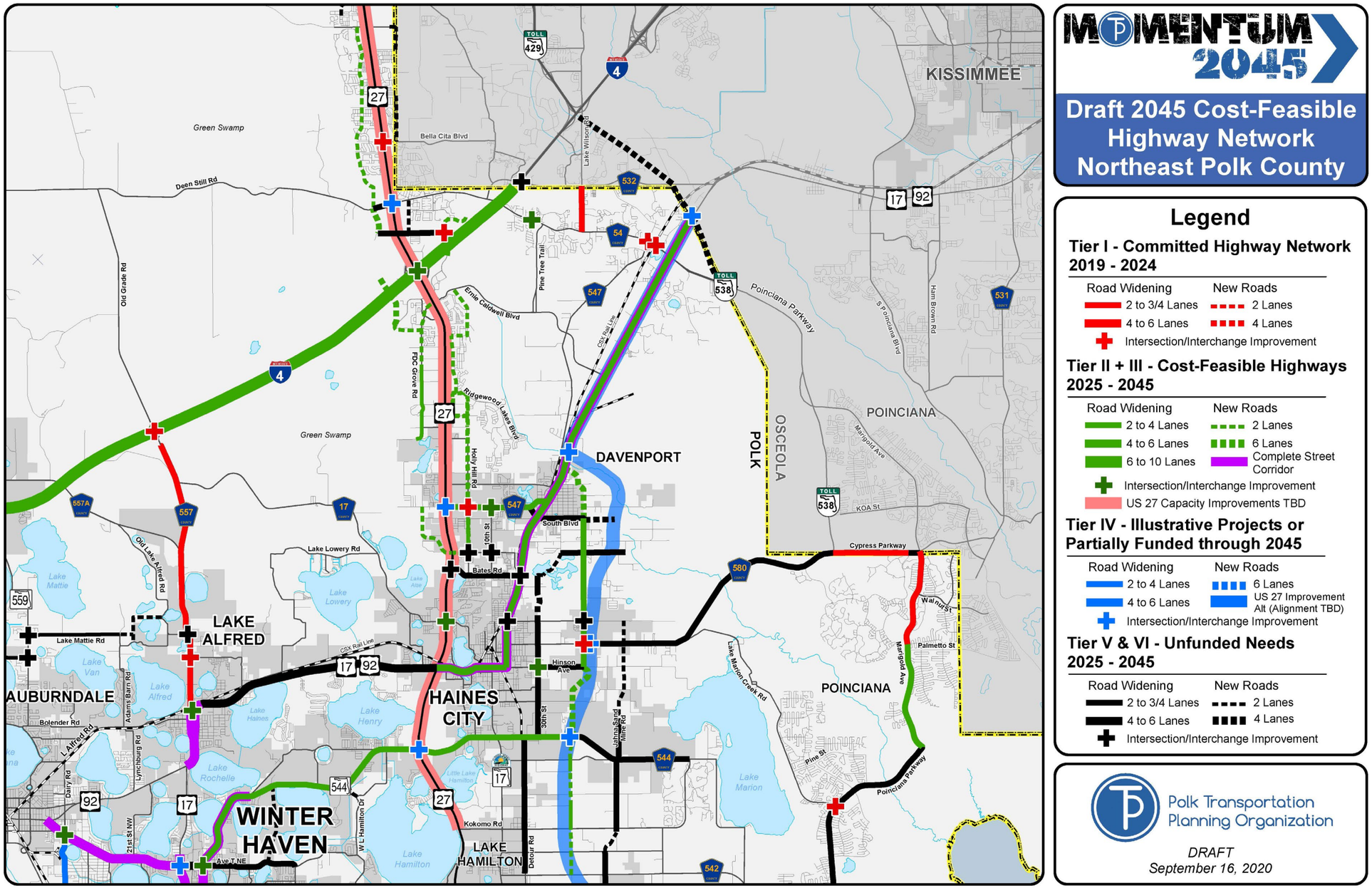
Figure 11: Roadway Plan (Northeast Polk County)



MOMENTUM 2045

Draft 2045 Cost-Feasible Highway Network Northeast Polk County

Legend

Tier I - Committed Highway Network 2019 - 2024

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes
Intersection/Interchange Improvement	

Tier II + III - Cost-Feasible Highways 2025 - 2045

Road Widening	New Roads
2 to 4 Lanes	2 Lanes
4 to 6 Lanes	6 Lanes
6 to 10 Lanes	Complete Street Corridor
Intersection/Interchange Improvement	
US 27 Capacity Improvements TBD	

Tier IV - Illustrative Projects or Partially Funded through 2045

Road Widening	New Roads
2 to 4 Lanes	6 Lanes
4 to 6 Lanes	US 27 Improvement Alt (Alignment TBD)
Intersection/Interchange Improvement	

Tier V & VI - Unfunded Needs 2025 - 2045

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes
Intersection/Interchange Improvement	

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Tables 9-11 list the projects by roadway type (SIS, SHS, Local) that correspond to the previous maps.

Table 9: Strategic Intermodal System (SIS) Facilities 2045 Cost Feasible Plan

On Street	From Street	To Street	Mi.	Improv Type	CST Time	Total Cost (PDC)	Funded Level
US 27	Highlands Co/L	CR 630A	8.68	4D-6D	Committed	$-	Committed
I-4	at SR 33 Interchange Modification	-	0.65	INT	2026-2030	$86,479,000	Cost Feasible
I-4	at US 27	-	0.01	INT	2026-2030	$431,214,000	Cost Feasible
I-4	West of US 27 / SR 25	Polk/Osceola County Line	-	4D-10F	2029-2035	$563,282,000	Cost Feasible
US 27	CR 630A	Presidents Drive	5.04	4D-6D	2026-2030	$75,347,000	Cost Feasible
I-4	West of SR 570/Polk Parkway West	West of US 27 / SR 25	13.49	4D-10F	2040 - 2045	$3,838,232,000	Cost Feasible
SR 60	E of CR 630	Osceola Co/L	7.28	2U-4D	Unfunded	TBD	Partially Funded
SR 60	Hillsborough Co/L	CR 555 / Agricola Rd	13.25	4D-6D	Unfunded	$22,000,000	Partially Funded
SR 60	SR 60 (Van Fleet Drive E)	SR 25 / US 27	0.90	4D-6D	Unfunded	$24,000,000	Partially Funded
US 17/98	Mann Rd	Main St	1.80	4D-6D	Unfunded	$3,750,000	Partially Funded
US 17/98 (East Ave)	Main St	SR 60A / Auto Zone Ln	0.51	4D-6D	Unfunded	$4,000,000	Partially Funded
US 27	N of Kokomo Rd	Polk/Lake County Line	-	ITS-ITS	Unfunded	$22,984,000	Partially Funded

Table 10: State Highway System (SHS) Facilities 2045 Cost Feasible Plan

On Street	From Street	To Street	Mi.	Improv Type	CST Time	Total Cost (PDC)	Funded Level
US 98	North of Edgewood Dr	Main Street	3.00	4D-6D	2026-2030	$20,000,000	Cost Feasible
SR 33	Old Combee Road	Firstpark Blvd / University Blvd	2.65	00-4D	2026-2030	$18,950,000	Cost Feasible
SR 33	Firstpark Blvd / University Blvd	N of Tomkow Rd	1.10	-	2026-2030	$60,780,000	Cost Feasible
US 17/92 (Hinson Ave)	1st St	17th St	0.80	2U-4D	2026-2030	$4,431,968	Cost Feasible
US 92 (New Tampa Hwy)	Hillsborough Co/L	Wabash Ave	4.26	Operations	2026-2030	$60,000,000	Cost Feasible
SR 544 (Lucerne Park Rd)	MLK Blvd	Lucerne Loop Rd	3.60	00-2U	2026-2030	$32,677,826	Cost Feasible
SR 544 (Lucerne Park Rd)	Lucerne Loop Rd	SR 17	4.50	00-2U	2031-2035	$40,847,283	Cost Feasible
US 17/92	@ CR 557		0.50	2U-2U IMP	2026-2030	$8,400,000	Cost Feasible
US 98 John Singletary Bridge	W. of Peace River	E. of Peace River	-	00-2U	2025	$11,000,000	Cost Feasible
SR 572 (Airport Road)	Drane Field Road	1 Mile N of Polk Pkwy	0.88	00-2U	2036-2045	$11,299,269	Cost Feasible
US 17/92	Central Polk Parkway	Osceola Co/L	5.76	2U-2U IMP	2036-2045	$125,680,421	Cost Feasible
US 17/92	US 17/92 (Hinson Ave)	Central Polk Parkway	5.04	00-2U	2036-2045	$31,367,883	Cost Feasible

Table 11: Local Roadways 2045 Cost Feasible Plan

On Street	From Street	To Street	Mi.	Improv Type	CST Time	Total Cost (PDC)	Funded Level
Crews Lake Road/E.F. Griffin Road Connector	Crews Lake Road	E.F. Griffin Road	0.83	00-2U	2025	$16,871,475	Cost Feasible
Wabash Ave Extension	Harden Blvd	Ariana St	2.66	00-2U	2025	$21,000,000	Cost Feasible
North Ridge Trail	Deen Still Road	Four Corners Blvd	1.59	00-4D	2026-2030	$47,011,654	Cost Feasible
North Ridge Trail	Four Corners Blvd	Sand Mine Road	2.56	00-4D	2026-2030	$75,691,720	Cost Feasible
Ewell Rd	Lund Rd	Old 37	1.37	2U-4D	2026-2030	$29,170,000	Cost Feasible
Holly Hill Rd	CR 547 (Bay St)	Ridgewood Lakes Blvd.	2.56	00-2U	2026-2030	$49,230,769	Cost Feasible
Wabash Ave	Ariana St	US 92 (New Tampa Hwy)	1.07	2U-4D	2026-2030	$4,160,000	Cost Feasible
Alford Road Extension	CR 542	CR 546	1.01	00-2U	2026-2030	$13,522,440	Cost Feasible
Bannon Loop Road (Unpaved Road)	Huges Road Extension	Bannon Island Road	0.25	2U-2U IMP	2026-2030	$5,454,879	Cost Feasible
CR 544	SR 17	Central Polk Parkway	1.54	2U-4D	2026-2030	$25,064,297	Cost Feasible
New E-W Road	E.F. Griffin Road	US 98	0.86	00-2U	2026-2030	$17,481,287	Cost Feasible
New Silver Development Rd (New E-W Rd to US 98)	New E-W Road	US 98	0.57	00-2U	2026-2030	$11,586,435	Cost Feasible
Holly Hill Rd	Patterson Road	CR 547 (Bay St)	1.01	00-2U	2031-2035	$19,423,077	Cost Feasible
CR 547	US 27	US 17/92/CSX Line	2.08	2U-4D	2031-2035	$45,384,597	Cost Feasible
FDC Grove Road	Massee Rd	Ernie Caldwell Blvd	2.47	00-2U	2031-2035	$33,069,729	Cost Feasible
Grandview Parkway Extension	Grandview Parkway Dead End	Dunson Road	1.34	00-2U	2031-2035	$31,431,319	Cost Feasible
Thompson Nursery Rd/Eloise Loop Road	CR 653 (Rattlesnake Rd)	US 27	3.40	2U-4D	2031-2035	$64,500,000	Cost Feasible
Thompson Nursery Road Extension	US 17	CR 653	5.83	00-4D	2031-2035	$51,000,000	Cost Feasible
Marigold Avenue	Poinciana Parkway	Coyote Rd	2.37	2U-4D	2031-2035	$55,528,774	Cost Feasible
FDC Grove Road	US-27	Massee Rd	2.13	00-2U	2036-2045	$28,517,621	Cost Feasible
Holly Hill Rd	Ridgewood Lakes Blvd.	Ernie Caldwell Blvd	2.55	00-2U	2036-2045	$49,038,462	Cost Feasible
Hughes Road (Unpaved Grove Road)	Hughes Road E-W	CR 546	0.49	2U-2U IMP	2036-2045	$10,691,564	Cost Feasible
Hughes Road Extension	Existing Hughes Road	Bannon Loop Road	0.76	00-2U	2036-2045	$22,470,979	Cost Feasible
I-4 Crossover Rd	FDC Grove Rd	NW Access Road	2.81	00-2U	2036-2045	$115,257,298	Cost Feasible
I-4 Crossover Rd	Waverly Barn Rd	Deen Still Rd	2.81	00-4D	2036-2045	$115,257,298	Cost Feasible
Powerline Road	CR 580-Johnson Avenue	South Boulevard	2.74	2U-4D	2036-2045	$59,785,478	Cost Feasible
Powerline Road	Hinson	CR 580-Johnson Avenue	0.50	2U-4D	2036-2045	$10,909,759	Cost Feasible
Powerline Road Extension	Bannon Island Road	CR 544	0.51	00-4D	2036-2045	$15,079,210	Cost Feasible
Powerline Road Extension	CR 544	Hinson Avenue E	1.73	00-4D	2036-2045	$70,959,120	Cost Feasible
Powerline Road Extension	South Boulevard	Temples Lane	1.43	00-4D	2036-2045	$58,654,070	Cost Feasible
Spirit Lake Rd	US 17	Thornhill Rd	1.80	2U-4D	2036-2045	$32,622,332	Cost Feasible
Spirit Lake Rd	Thornhill Rd	SR 540 (Winterlake Rd)	1.75	2U-4D	2036-2045	$31,716,156	Cost Feasible
Temples Lane	Powerline Road Extension	US 17/92	0.55	2U-4D	2036-2045	$7,062,043	Cost Feasible
Wabash Ave	US 92 (Memorial Blvd)	10th St	0.52	2U-4D	2036-2045	$14,880,662	Cost Feasible
Waring Road Phase II	West Pipkin Road	Drane Field Road	1.52	2U-4D	2036-2045	$21,929,827	Cost Feasible
Local Initiatives 2025				Operations	2025	$23,404,603	Cost Feasible
Local Initiatives 2026-2030				Operations	2026-2030	$40,162,418	Cost Feasible
Local Initiatives 2031-2035				Operations	2031-2035	$40,000,000	Cost Feasible
Local Initiatives 2036-2045				Operations	2036-2045	$72,275,207	Cost Feasible

PUBLIC TRANSPORTATION

The following includes a discussion on the public transportation plan specifically the My Ride Plan and SunRail.

MY RIDE PLAN

The My Ride plan serves as the strategic guide for public transportation in Polk County and serves as the County's Transit Development Plan (TDP). The TDP is updated annually, between each new plan via progress reports. Development of the TDP includes a number of activities. The public outreach used in the development of the My Ride plan focused on community needs, community education, and a consolidated service plan, which includes services historically offered by Winter Haven Area Transit (WHAT), Lakeland Area Mass Transit District (LAMTD) in addition to paratransit service. These were designed to better understand the community need for public transportation services and build support for the plan that is based on the community needs and vision. Efforts were extensive and included all seventeen municipalities throughout the county to identify a viable needs plan for transit. Existing Transit Service is illustrated in **Figure 12**, while **Figure 13** illustrates the 2045 Transit Needs.

The adopted 2017 My Ride financial plan uses a ten-year horizon, which includes all of the paratransit services operated by Polk County Transit, and includes additional services targeted to each community throughout Polk County. The My Ride plan continues to be largely an "unfunded needs plan," as the cost of the identified needs would total a budget deficit of greater than $100 million. The top priority is to increase service and hours of service.

In 2015, major service cuts occurred due to two major factors in the transit system. First, LAMTD/Citrus Connection recognized its budget had been used 100% for operating their system and they needed a Capital Improvement Program (CIP) to meet their capital needs. In order to set aside 20% for their CIP, services were cut in the Lakeland urbanized area and Lakeland Taxing District approximately 18% on weekdays and 88% on Saturdays. There is no Sunday service.

The second major factor affecting some routes was the shift in Federal Transit Administration (FTA) funding. The Joint Access Reverse Commute (JARC) and New Freedom Initiative funding programs were discontinued and eligibility was moved to the FTA Section 5310 and Section 5311 programs. With the JARC and New Freedom funding ending, several other routes experienced major service reductions up to 50%. Most notably, Routes 416 and 427 in northeast Polk County.

Influenced by the failure of the November 2014 referendum, the need for LAMTD's CIP, and the loss of funding opportunities, major service reductions and adjustments occurred in 2015 and were projected to continue until consolidation of the transit agencies can stabilize. The first priority in the TDP and LRTP with respect to transit would be to restore existing services to at least the former levels of service before implementing any new service. Expansion and new transit services will be implemented in the future as funding allows.

Citrus Connection Bus

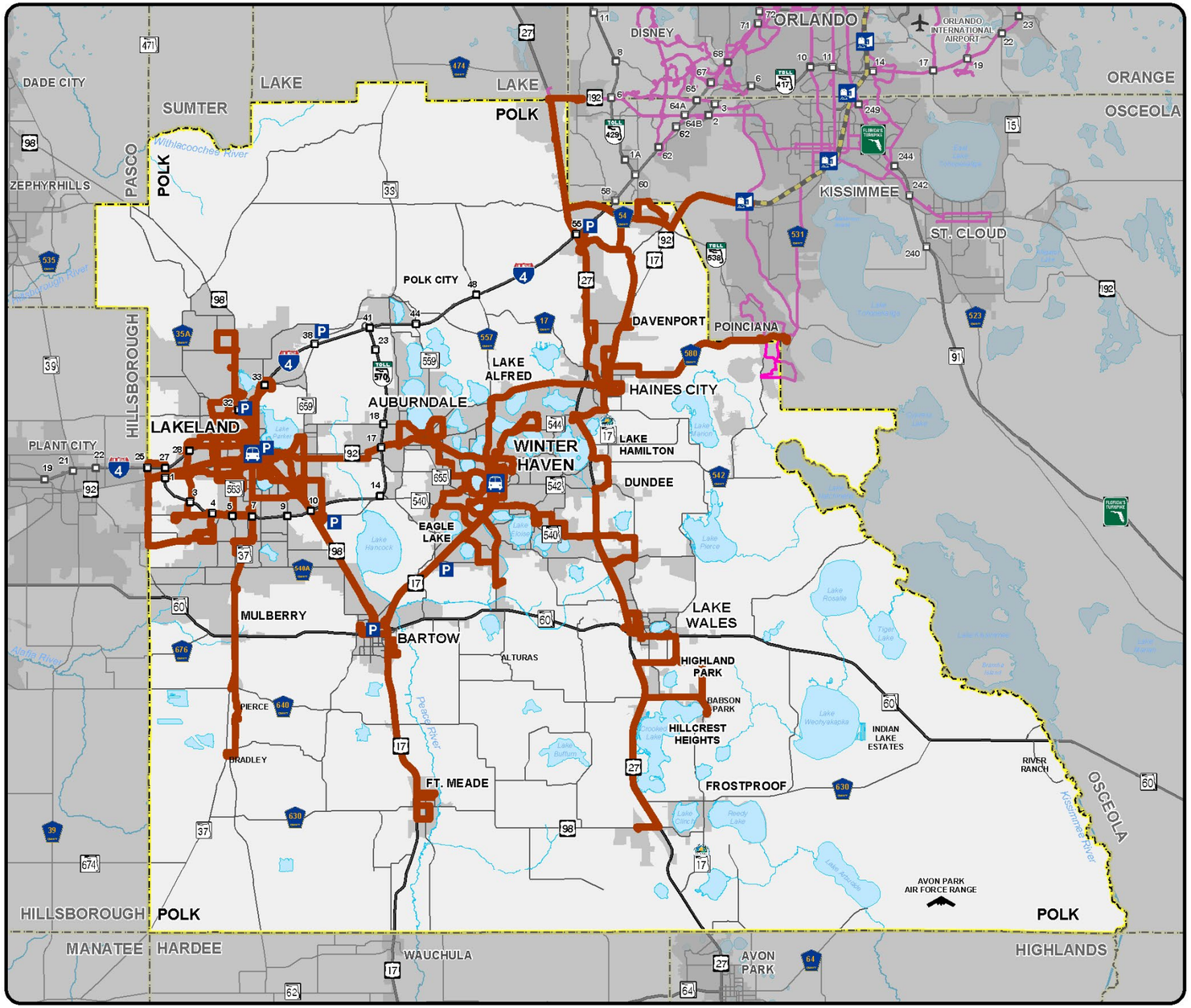
RE-ROUTE 2020

In 2019, Citrus Connection initiated Re-Route 2020, to restructure and simplify LAMTD. The system moved from number-based route naming to color-based route naming, extended hours, consolidated routes (decreasing the need for transfers), and overall created a more user-friendly system. Additionally, Citrus Connection implemented new routes and updated some existing routes. The new routes include the following:

- Lake Wales/Haines City Express
- Loughman Flex Route
- Peach Line, which supports the South Florida Avenue road diet project

Citrus Connection is also anticipated to begin operating new buses, a new park-and-ride lot on North US 98, and initiate a smart card fare payment system.

Figure 12: Existing Transit Service



MOMENTUM 2045

Existing Transit Service

Legend

Existing Transit Services

- Existing Transit Routes
- Transit Terminal
- Park & Ride/Transfer Station

Other Map Features

- SunRail Service & Station Locations
- Existing LYNX Transit Routes
- 2010 Urbanized Areas

N

0 2.5 5 10 15 Miles

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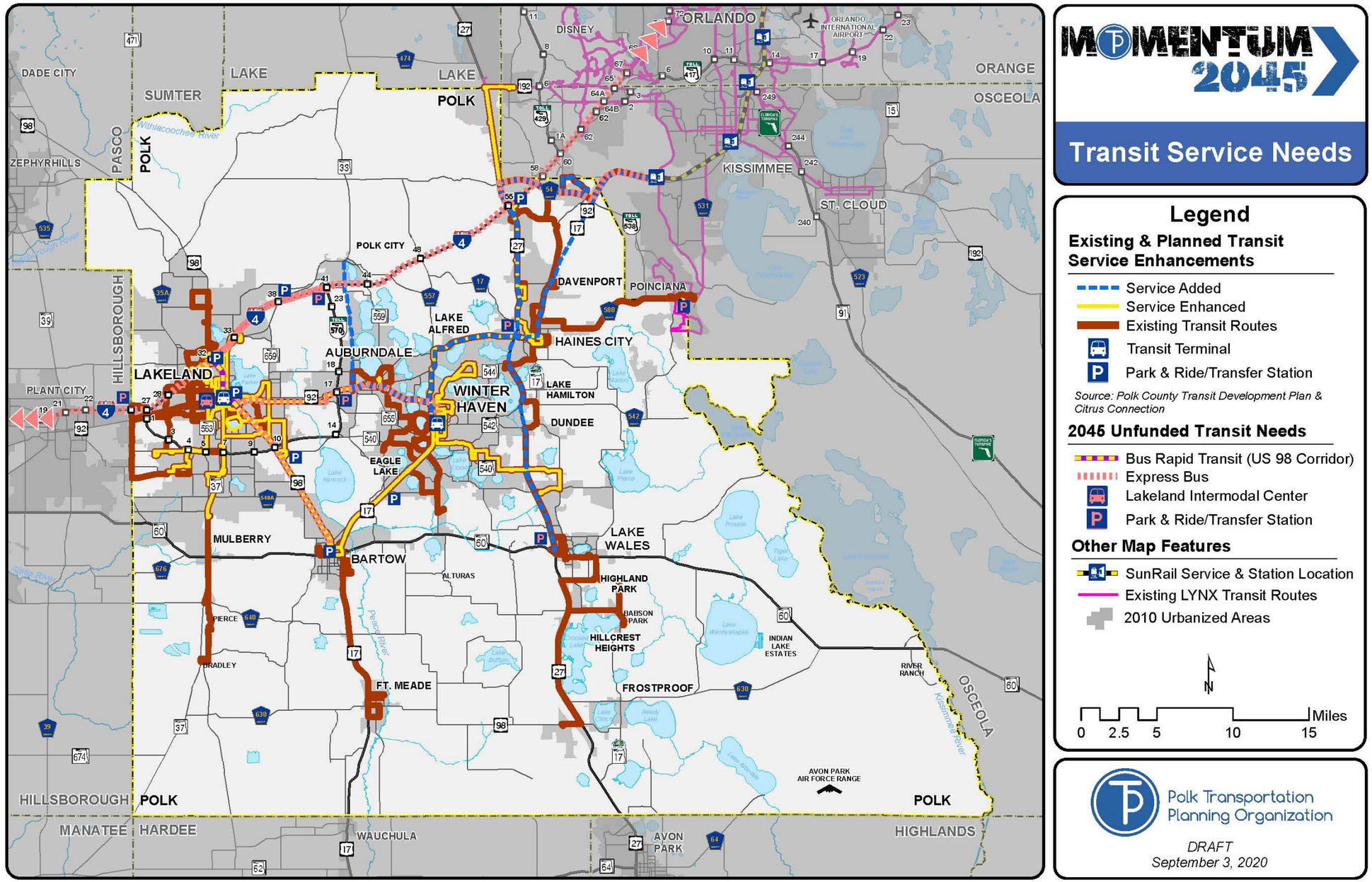
Figure 13: 2045 Transit Service Needs



MOMENTUM 2045

Transit Service Needs

Legend

Existing & Planned Transit Service Enhancements

- Service Added
- Service Enhanced
- Existing Transit Routes
- Transit Terminal
- Park & Ride/Transfer Station

Source: Polk County Transit Development Plan & Citrus Connection

2045 Unfunded Transit Needs

- Bus Rapid Transit (US 98 Corridor)
- Express Bus
- Lakeland Intermodal Center
- Park & Ride/Transfer Station

Other Map Features

- SunRail Service & Station Location
- Existing LYNX Transit Routes
- 2010 Urbanized Areas

N

0 2.5 5 10 15 Miles

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SUNRAIL

Polk County has expressed a strong desire to connect to the SunRail commuter rail service which as of 2018, operates as near as Poinciana, just west of the Polk/Osceola County Line. Since beginning its SunRail service, the Poinciana Station experiences the greatest amount of boardings and alightings of any current SunRail station, indicating that there is a high demand for transit connectivity from the areas of northwest Osceola/northeast Polk.

There have been several alternatives considered for extending SunRail into Polk County. One alternative is interim Citrus Connection service from Posner Park to the Poinciana station. This route began operating in September 2020. As illustrated in **Figure 13** and **Figure 14**, a logical staging sequence for the development of a SunRail extension would likely include:

- Using express bus service from selected park and ride locations in Polk County to the Phase II SunRail Poinciana station.
  - Park and ride facilities should be considered for Haines City, Auburndale, Lakeland and possibly Winter Haven. Express routes from Haines City and Auburndale would be expected to use US 17-92. Express service from Lakeland is likely to be more efficient using I-4 for a major portion of the trip. Ideally, park and ride locations should be in close proximity to potential future rail park and ride stations.
- An extension of SunRail commuter rail service to a new station at Haines City, with supporting express bus service from selected park and ride locations, including Auburndale, Lakeland, and possibly Winter Haven.
  - This would amount to an approximate 15-mile extension to the current 61.5 mile SunRail system. A practical advantage of this alternative is that there are typically only five freight trains per day, both presently and well into the future, on this segment of the CSX A Line. In support of commuter rail, the Haines City Commission recently passed a resolution requesting that SunRail consider future expansion to Haines City and requesting Florida DOT to participate in or undertake necessary planning and environmental studies.
- A further extension of SunRail commuter rail service to an additional station at Auburndale, with supportive express bus service from selected park and ride locations, including Lakeland.
  - This would amount to an additional 13-mile extension from Haines City (28 miles from Poinciana). This extension also shares the practical advantage that there are only five freight trains per day, both presently and well into the future, on this segment of the CSX A Line.
- Lastly, a potential extension of SunRail commuter rail service to Lakeland, also with supportive bus service.
  - Extending service from Auburndale to Lakeland would amount to an additional 11 miles from Auburndale, or a total of 39 miles from Poinciana. Unfortunately, this segment of the CSX between Auburndale and Lakeland currently sees 20 freight train movements per day rising to an estimated 27 daily freight trains in 2030. This activity of freight operations, would make this extension substantially more difficult to implement.

The Polk TPO is exploring the funding options which may be used to fund the capital and operational expenses associated with developing a SunRail connection to Polk County. Capital funding may be completed using State/ Federal sources such as Other Arterial/Transportation Management Area (TMA) funding. Sources of appropriate operational funding are still being evaluated.

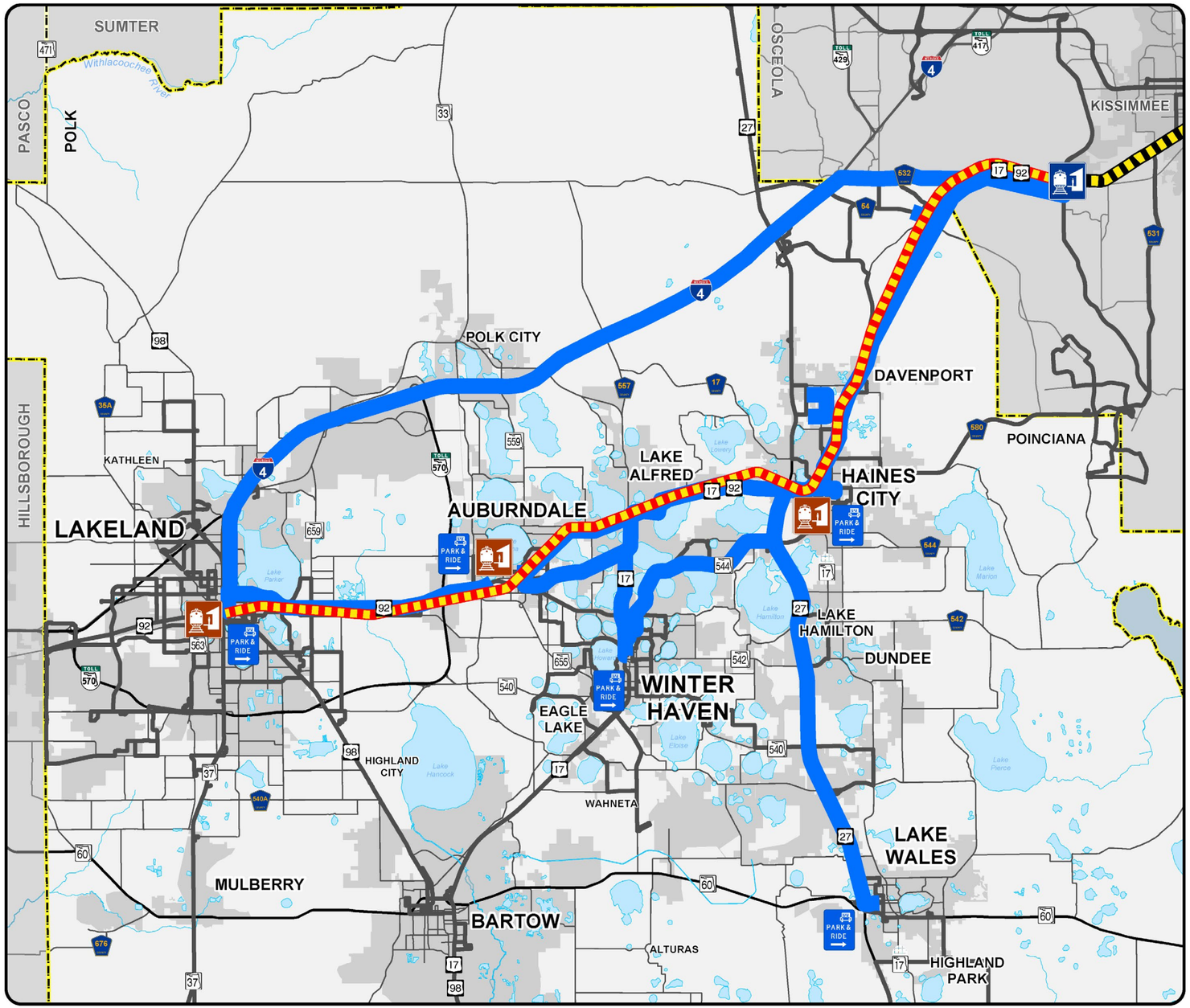
Poinciana Station (Osceola County)

A Transit Needs map shown in **Figure 13** was also developed should available funding become available. The map includes existing bus routes as of July 2015, existing flex service and existing Park & Ride/Transit Super Stop locations. The map displays unfunded transit infrastructure such as Bus Rapid Transit routes, Express Routes, enhanced bus service routes, Call & Ride Service, and Proposed Park & Ride Transit Super Stop locations. Other map features include SunRail and Lynx Fixed-Route connections. Appendix D includes a list of the existing/funded and unfunded transit needs. The total unfunded needs include nearly $700 million in present day costs.

HIGH-SPEED RAIL

Florida HSR was previously identified for implementation along the I-4 corridor as illustrated in **Figure 15**. This rail corridor would connect two of the fastest growing metropolitan regions in the state, Tampa and Orlando, and had considerable support from each region and Polk County. The project was to receive Federal funding but was canceled by the state in 2011. The original concept had the corridor scheduled to begin operation in 2015 and would have influenced the transportation needs of Polk County. Five stations were proposed along the I-4 corridor, with downtown Tampa and Orlando International Airport (OIA) stations anchoring each end. Should an opportunity return to evaluate high-speed rail on the I-4 corridor, potential station locations will be developed at that time. Regardless of location, all stations would need to ultimately be served by some combination of regional rail, bus transit, taxi, bicycle/pedestrian, and automobile access.

Figure 14: 2045 SunRail Staging Concepts



MOMENTUM 2045

SunRail Staging Concepts

Legend

Planned Transit Services

- SunRail Extension
- Express/Feeder Bus Service
- Planned Station Location

Existing/Committed Transit Services

- SunRail
- Existing Bus Routes
- Existing Station Location

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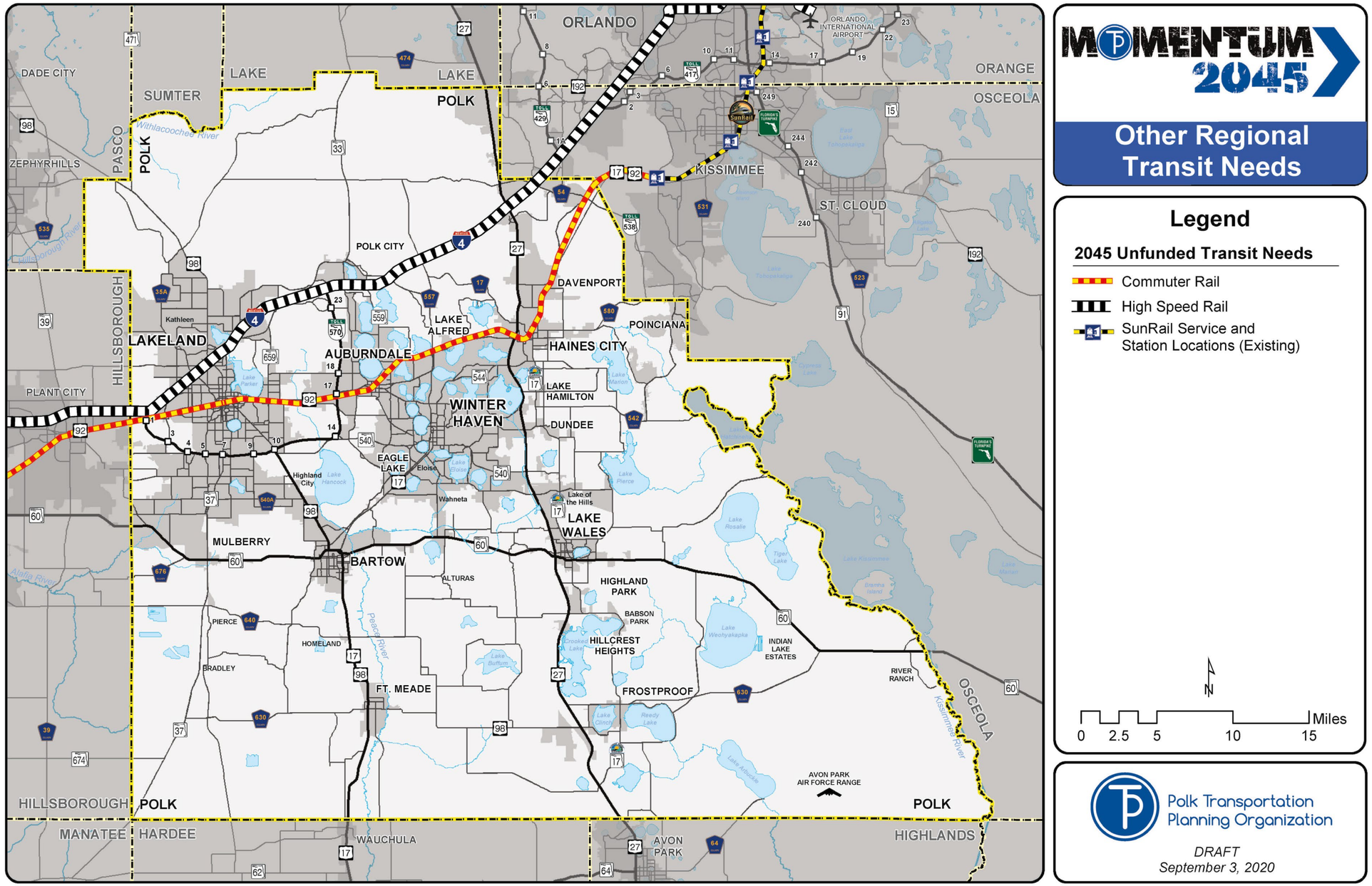
Figure 15: 2045 Other Regional Transit Needs



Other Regional Transit Needs

Legend

2045 Unfunded Transit Needs

- Commuter Rail
- High Speed Rail
- SunRail Service and Station Locations (Existing)

N

0 2.5 5 10 15 Miles

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BICYCLE AND PEDESTRIAN PLAN

The Momentum 2045 plan can allocate up to $138 million of TMA funds which may include bicycle, pedestrian, and trail projects. The emphasis on bicycle and pedestrian improvements in the plan will be addressing the needs identified in the complete streets program as indicated on the maps on page 30.

The Polk TPO maintains an inventory of sidewalks on the collector and arterials that make up the TPO's road network. The latest inventory was conducted in 2015. While some of the larger cities and more established areas have good sidewalk networks, many areas lack sidewalks on one or both sides of major roads. Filling in gaps in the sidewalk system to make more continuous facilities, creating crosswalks, and installing pedestrian signals will make walking a safer and more viable form of transportation. This applies especially in developed areas where population, employment, schools and recreational facilities are concentrated and pedestrian demand is highest. As with sidewalks, the TPO also inventories bicycle facilities on the major road network. On-road bicycle facilities include marked bicycle lanes, wide outside lanes, and paved shoulders.

The plan likewise reinforces the mutually supportive relationship that exists between transit and non-motorized modes. Most transit trips begin and ends with a pedestrian or bicycle trip. Improvements to transit and other urban corridors are a priority of the plan. And this can include improved connections between non-motorized facilities and other modes such as transit stops and park-and-ride lots, as well as adjacent land uses and buildings.

Finally, the benefits of building better non-motorized facilities will not be fully realized unless they are accompanied by educational and enforcement programs to reinforce bicycle and pedestrian safety. The Polk TPO has been developing Bicycle and Pedestrian Safety Action Plans concurrent with the development of the Momentum 2045 plan. These action plans identified the key actions needed to improve pedestrian and bicycle safety including leveraging and strengthen the role of the TPO's safety partners.

In 2020 the AECOM/Landis Evans team provided an update to the crash statistics data for the Bicycle Safety Action Plan and the Pedestrian Safety Action Plan. This resulted in an updated list of priority corridors based on more recent data.

Figure 16 illustrates the needs for multi-use trail facilities in Polk County, while **Figure 17** highlights bicycle and pedestrian facility needs.

Appendix E includes a listing of the multi-use trails shown on **Figure 16**. The listing includes trails under construction, not complete, PD&E phase, or proposed. The total unfunded needs include nearly $130 million in present day costs.

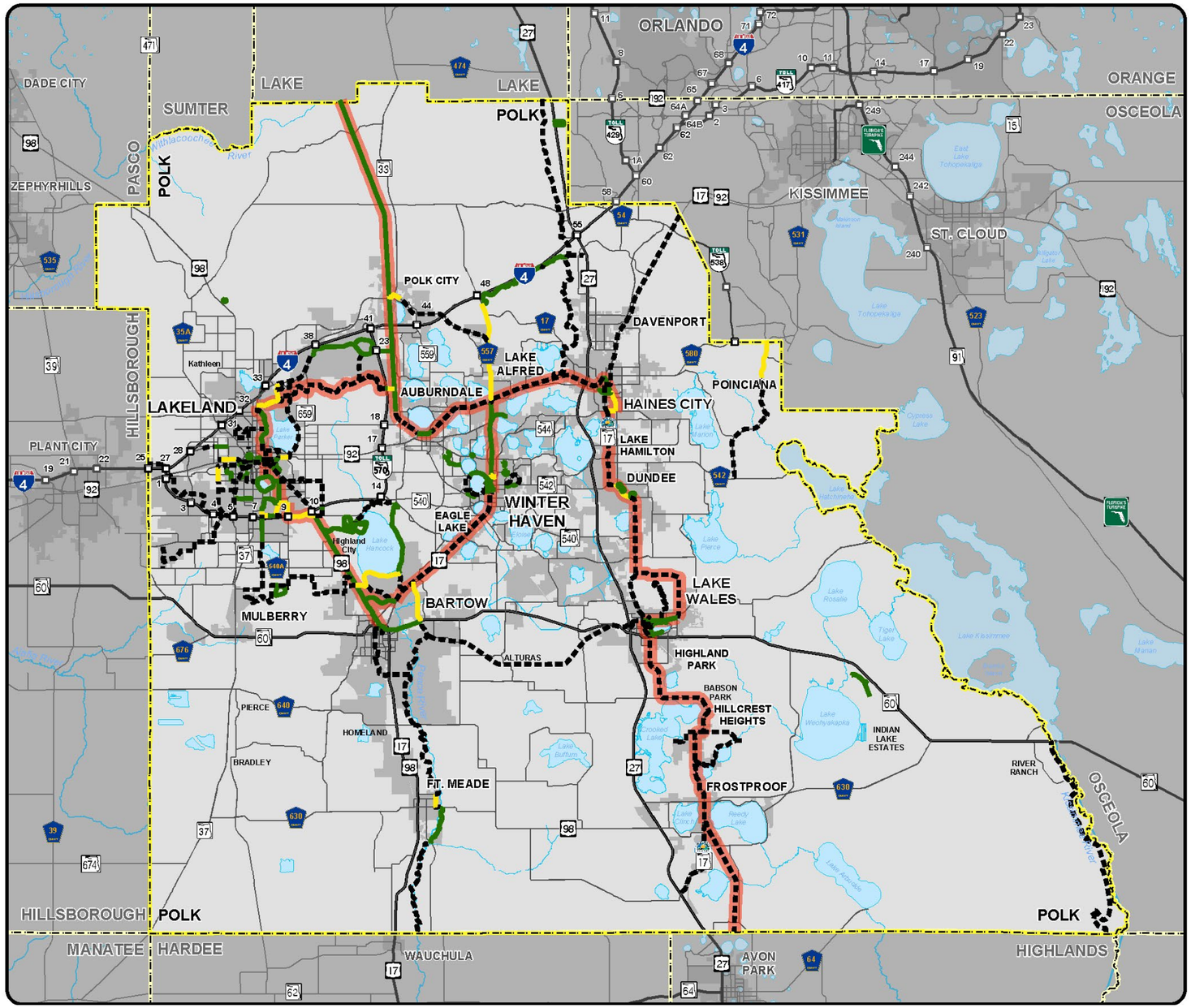
Appendix F includes Bicycle and Pedestrian Needs shown on **Figure 17**. The listing includes Complete Street Corridors, Future Complete Street Corridors, Other Bike/Ped Priority Corridors. The total unfunded needs include nearly $140 million in present day costs.

Panther Point Trail/Lake Hancock

2019 Walk and Ride of Silence, Lakeland

Third Street Trail, Winter Haven

Figure 16: 2045 Multi-Use Trail Needs



Multi-Use Trail Needs

Legend

Multi-Use Trail Status

- Existing Multi-Use Trail (109.70 Mi.)
- Multi-Use Trail - (27.80 mi.) Under Construction/Committed
- Proposed Multi-Use Trail (275.47 mi.)

Regional Multi-Use Trail Network

- Florida SUN Trail Network (119.56 Mi.)

Other Map Features

- City Limits

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

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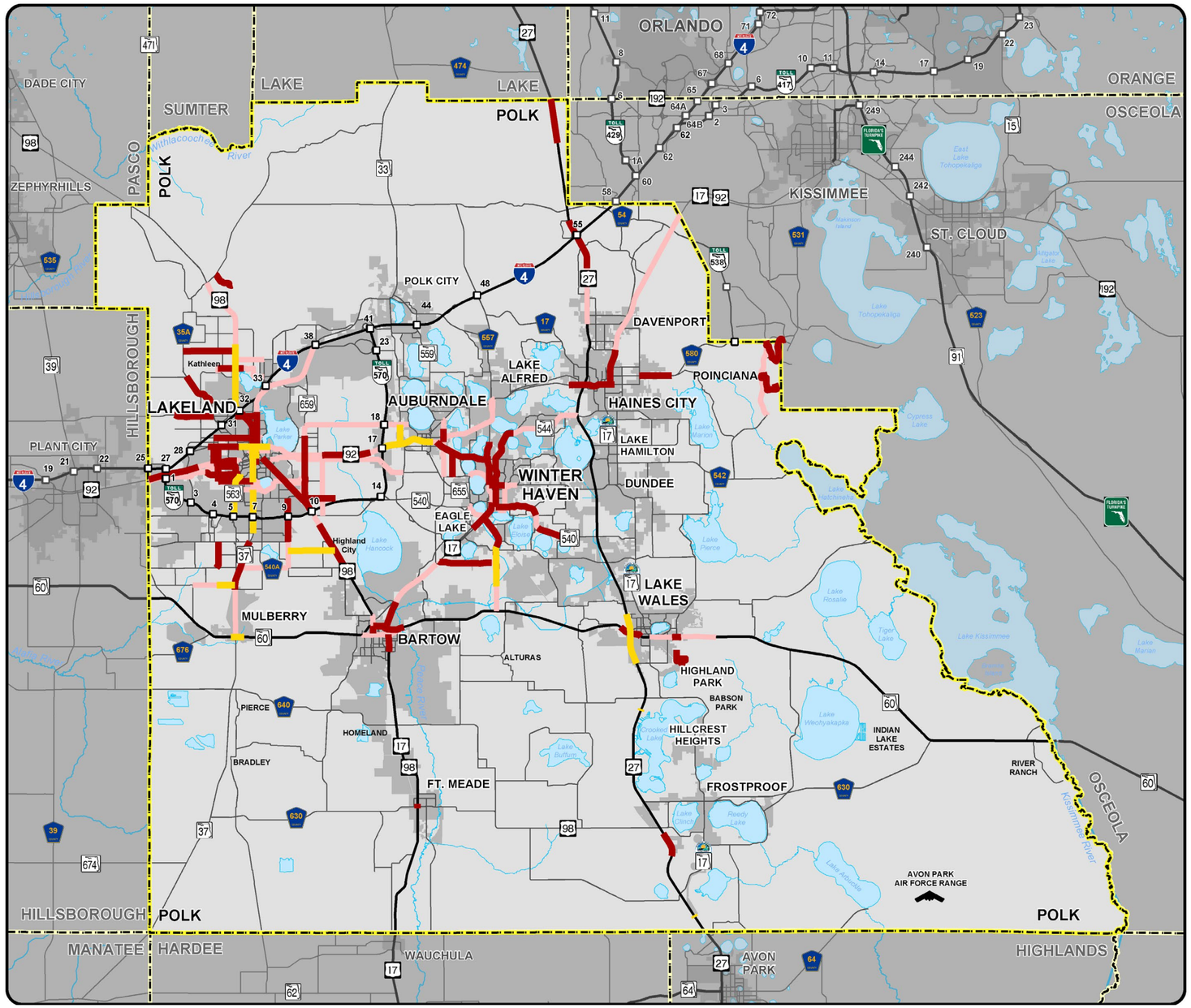
September 3, 2020

Figure 17: 2045 Bicycle Pedestrian Needs



MOMENTUM 2045

Bicycle/Pedestrian Needs

Legend

Bicycle and Pedestrian Needs

- Top 10 Bike/Ped Priority Corridor[1]
- High Crash Corridor[2]
- Other Priority Corridors

Other Map Features

- Other Roads
- City Limits

Map Notes

1. The TPO's Bicycle and Pedestrian Safety Action Plans (2020) are the source for these corridors.
2. The TPO's Bicycle and Pedestrian Safety Action Plans (2020) and Complete Street Action Plans (2016) are the source for these corridors.

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

DRAFT
September 3, 2020

COMPLETE STREETS

The Polk County Transportation Planning Organization (TPO) continues to focus on ways to provide streets that are safer and more user friendly for Polk County residents and visitors alike. The Polk TPO has adopted a Complete Streets Policy that seeks to:

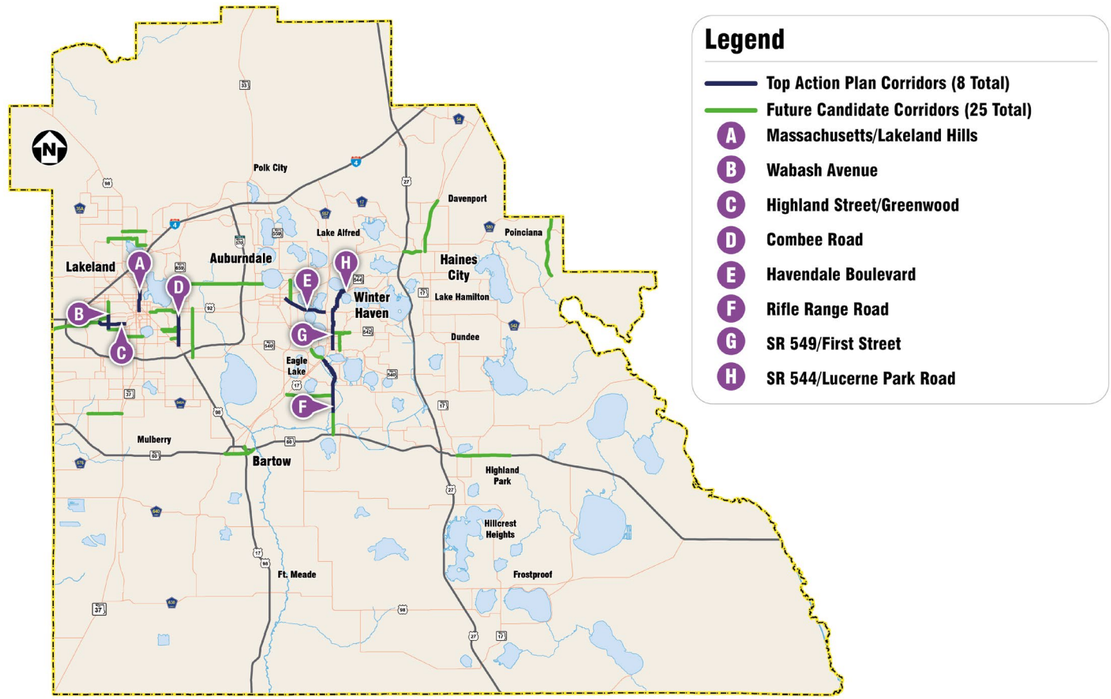
- provide safe travel for all users regardless of their age or abilities;
- support all modes of travel and travel choices;
- provide convenient access to community land uses; and
- help create a sense of place and livable communities.

As part of these efforts, one strategy is to identify potential corridors for pedestrian and bicycle improvements and other context appropriate improvements, which was the impetus for the Complete Street Corridor Feasibility Study, which is another step in the process of creating better streets for people in Polk County. The aim is to create a safe and efficient transportation network that accommodates those who ride public transit, drive a car, ride a bicycle or walk to their destination. The study builds on previous efforts in the county including the Complete Street Policy adopted by the municipalities throughout the county in 2012 as well as the Complete Streets Policies in 2012. This study is the start to a continuing complete street and safety program.

The Complete Street Corridor Feasibility Study identifies eight Initial Complete Street Action Plans for roadways throughout Polk County with potential future corridors. These action plans identify context sensitive complete street improvements and strategies to improve safety, mobility and access. The intent is to have actionable improvements to these corridors. Generally, these projects will be funded by Transportation Management Area (TMA) funds, which are Federal revenues provided to urbanized areas with populations that exceed 200,000, as designated by the USDOT.

Complete Street Corridor Feasibility Study (2016)

Figure 18: Initial Complete Street Action Plans



NEIGHBORHOOD MOBILITY AUDITS

Another complementary effort that the Polk TPO has undertaken is its Neighborhood Mobility Audit program which is an effort to focus on mobility issues, specifically in communities with notable “traditionally underserved” or “historically disadvantaged” populations, which the TPO identifies as Environmental Justice Planning Areas. Fifteen neighborhood mobility audits were conducted, the majority of which were within those Environmental Justice Planning Areas.

The intent of the neighborhood mobility audits is to evaluate resident access to area jobs, school and essential services within these communities. Since low-income households are two to three times more likely to use public transportation or other alternatives modes of transportation, the focus of the mobility audits is on nonmotorized (bicycle and pedestrian) and transit access.

The process for the mobility audits included:

- An existing conditions assessment to review the population, residential uses, as well as walking access, biking access, transit connectivity, gaps, and barriers
- A Mobility Index was derived to convey the overall mobility level of each neighborhood and to prioritize improvements across neighborhoods within Polk County. A summary list of recommended safety, transit access, bicycle and sidewalk improvements for each neighborhood was developed

At the conclusion of each audit, TPO staff conducted public outreach efforts to each neighborhood, which included interviews and written questionnaires. TPO staff met with the respective local governments and three to five key transportation projects are being identified for each neighborhood.

Since the conclusion of the studies, the Polk TPO has been working with individual municipalities, as well as the Florida Department of Transportation (FDOT) to fund the top priority projects from our initial list. As a result, funds have been included in the FDOT’s Transportation Work Program for mobility improvements in these neighborhoods since the Neighborhood Mobility Audits (NMA) were completed in 2015. Some of the projects include: the construction of a Citrus Connection bus shelters at SR 60 across from Walmart in Bartow and Combee/Main intersection in Lakeland, a sidewalk at North Crystal Lake Drive, and a multi-use path in Inwood from Avenue S to W Lake Cannon Drive. There are also a number of NMA projects currently programmed in the TPO’s adopted Transportation Improvement Program (TIP) that will be constructed in the next 2-3 years. These projects will further help close the mobility needs gap in these communities.

As part of Momentum 2045, the Polk TPO is updating the evaluation of these neighborhoods by providing a demographic analysis update, updating the five indices developed in the original NMAs, developing a crash statistic that summarizes crashes based on the quarter-mile analysis area used in the calculation of the Neighborhood Mobility Score, and identify projects that have been constructed since the original NMA, as well as, help identify and prioritize new projects.

Completed NMA Projects E Main Street @ SR 659 (Combee Rd) Lakeland

OPERATIONS AND MANAGEMENT STRATEGIES

TSM&O

Transportation Systems Management and Operations (TSM&O) is a program developed by the FDOT by which the state's transportation system users can experience a safe system for mobility that enhances economic prosperity and preserves the quality of our environment and communities. The TSM&O program includes five different areas and a recent addition of a new Connected Vehicle initiative. The Connected Vehicle initiative and the five standard TSM&O program areas are summarized as follows:

CONNECTED VEHICLE (NEW INITIATIVE)

- Coordinate with vehicle technology to quickly identify roadway hazards and alert drivers
- Use technologies such as wireless communications, Signal Phase and Timing (SPaT), roadside units, on-board units, signal priorities, emergency vehicle preemption, vehicle sensors, GPS navigation

MANAGEMENT/ DEPLOYMENTS

- Promote ITS deployments on Florida's roadways, develop standards, maintain the ITS Strategic Plan, and implement a systems engineering process to support procurement and deployment of ITS
- Deploy advanced traveler information systems and 511
- Develop and update the ITS standards and specifications
- Provide technical support and assistance to FDOT's District Offices and other partners
- Promote and coordinate the statewide use of robust, non-proprietary ITS standards.

ITS COMMUNICATIONS

- Guide deployment of a communications backbone to serve ITS deployments on major corridors
- Manage and update the Statewide ITS Communications Network to support ITS deployments
- Manage the maintenance program for the Statewide ITS Communications Network to support ITS deployments and various ITS research and development initiatives
- Manage the Federal Communications Commission statewide radio license database
- Manage the Wireless General Manager Agreement, a resource sharing public/private partnership which places commercial wireless carriers on FDOT rights-of-way, with American Tower Corporation

ITS SOFTWARE AND ARCHITECTURE

- Manage the SunGuide® Software System for freeway and incident management, transportation management center interoperability, and data archiving.
- Manage the Statewide ITS Architecture to promote integrated ITS regions, corridors, and projects.
- Coordinate ITS training to enhance the quality and quantity of the State's ITS workforce.
- Unified traffic information and management system for the State of Florida ITS traffic data.

STATEWIDE ARTERIAL MANAGEMENT PROGRAM

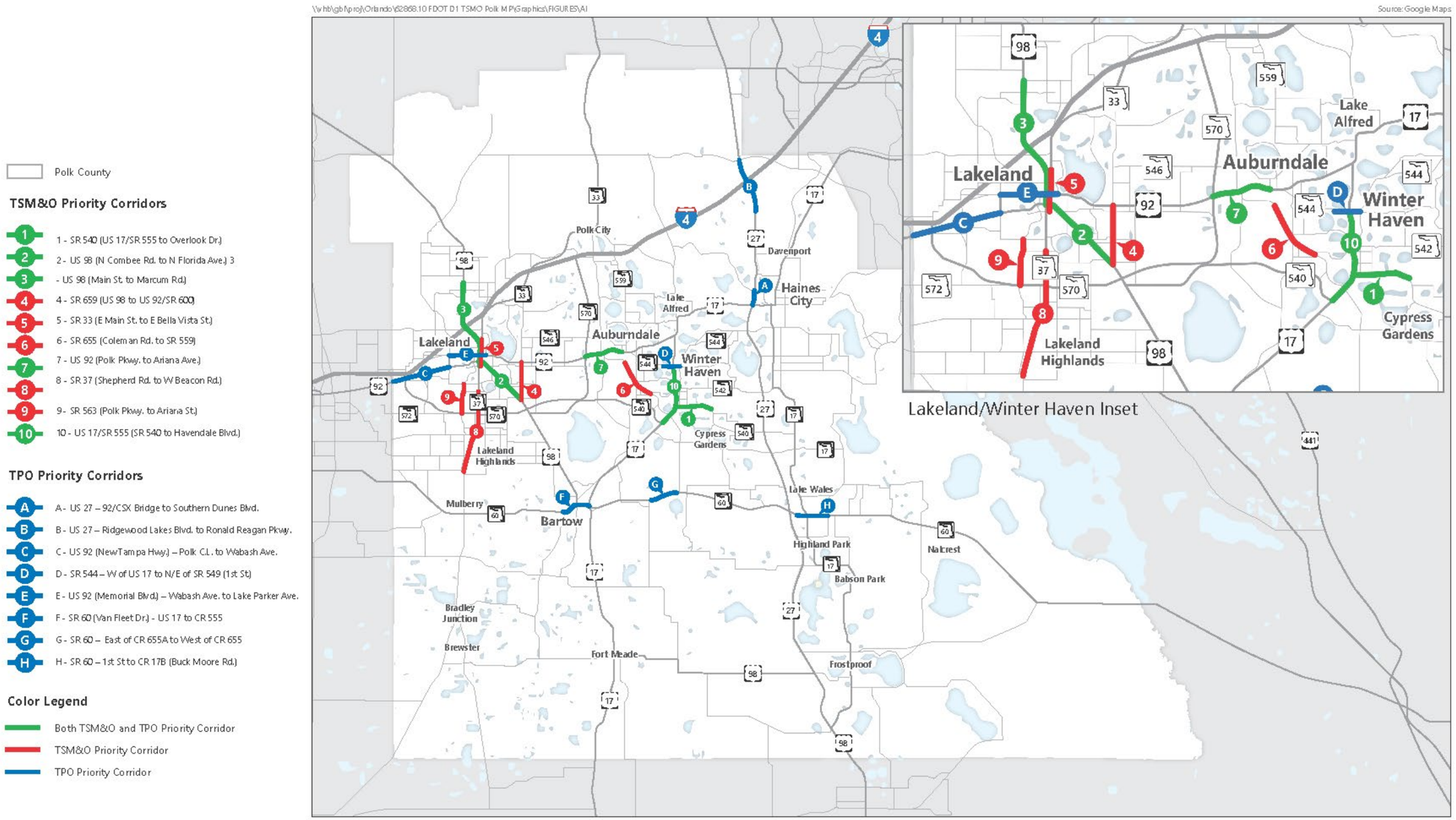
- A Technical Memorandum on Adaptive Signal Control Technologies
- Traffic Signal Maintenance and Compensation Agreement

MANAGED LANES

- Statewide Policy, Procedures, Manuals, and Guidance for Managed Lanes Which Includes Express Lanes
- Statewide Toll and Express Lane Team
- Regional Concept of Transportation Operations
- Express Lane Concept of Operations
- Change Management Process for Statewide Express Lane Software
- Statewide Methodology for Determining Ingress/Egress To/From Express Lanes

The 2020 Polk TPO Master Plan has identified priority corridors for TSM&O improvements. These projects may be funded by the "Local Initiatives" as identified in the Momentum 2045 Cost Feasible Plan. The corridors are show in **Figure 19**.

Figure 19: TSM&O and TPO Priority Corridors



Comparison of Priority Corridors
Polk TPO
TSM&O Master Plan

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS) is made up of a variety of communications and computer technologies focused on detecting and relieving congestion and improving safety within the transportation system by enabling drivers to make smart travel choices. ITS technology communicates in real time to travelers about where congestion is occurring and provides information on alternative routes or modes to reduce the severity and duration of congestion. ITS can also communicate where a crash has occurred, alert officials to request assistance in clearing the accident, which helps restore traffic flow. Various agencies in Polk County have deployed, or are in the process of developing, a number of ITS improvements that are consistent with regional ITS architecture and include:

- Electronic toll collection (Polk Parkway [SR 570], Florida's Turnpike Enterprise [FTE], SunPass)
- Freeway management system (I-4, FDOT)
- Fiber optic cables
- Dynamic message signs
- Closed-circuit television monitoring
- Traffic detection stations
- Archived data
- Arterial Traffic Management System (ATMS) (Lakeland, Winter Haven, Polk County)
- Fiber optic cables
- Closed-circuit television video cameras
- Incident detection
- Traffic Management Centers (TMC)
- Transit automatic vehicle location (AVL) to aid dispatching and provide bus arrival time information to passengers

The potential for implementing new or extending existing ITS technology to congested corridors will be evaluated as additional corridor studies are completed and prioritized as part of the CMP.

AUTOMATED, CONNECTED, ELECTRIC, AND SHARED-USE (ACES)

Transportation technology continues to evolve at a rapid pace, Polk TPO anticipates that means of mobility considered to be Automated, Connected, Electric, and/or Shared-Use (ACES) will have impact on the TPO's existing and future transportation systems. Individuals and businesses alike are using adopting more advanced technology in their transportation modes, whether it be higher levels of automation in personal vehicles, bike or scooter share programs, or app-based rideshare networks. It is essential that Polk TPO consider these advancements and their effects on the existing transportation system in addition to how best to plan for and support them in the future. The FDOT developed guidance for ACES planning in September 2018 that the TPO is using for guidance throughout the community and region.

SunTrax

Polk County is among national leaders in the space of ACES technology as the home of SunTrax. Other Florida Connected Vehicle Initiative projects that are occurring in Polk County include I-4 FRAME and N-MISS. The statewide Florida Connected Vehicle Initiative project map is included here as **Figure 20**.

SUNTRAX

SunTrax is a large-scale, state-of-the-art facility being developed by the FDOT Florida's Turnpike Enterprise (FTE), dedicated to the research, development and testing of emerging transportation technologies in safe and controlled environments.

SunTrax is situated on 475 acres and is composed of a 2.25-mile-long oval test track around a 200-acre infield. The multi-lane track will make it the only high-speed autonomous vehicle (AV) testing facility in the southeastern United States. In the infield, there will be multiple simulated transportation environments.

I-4 FRAME

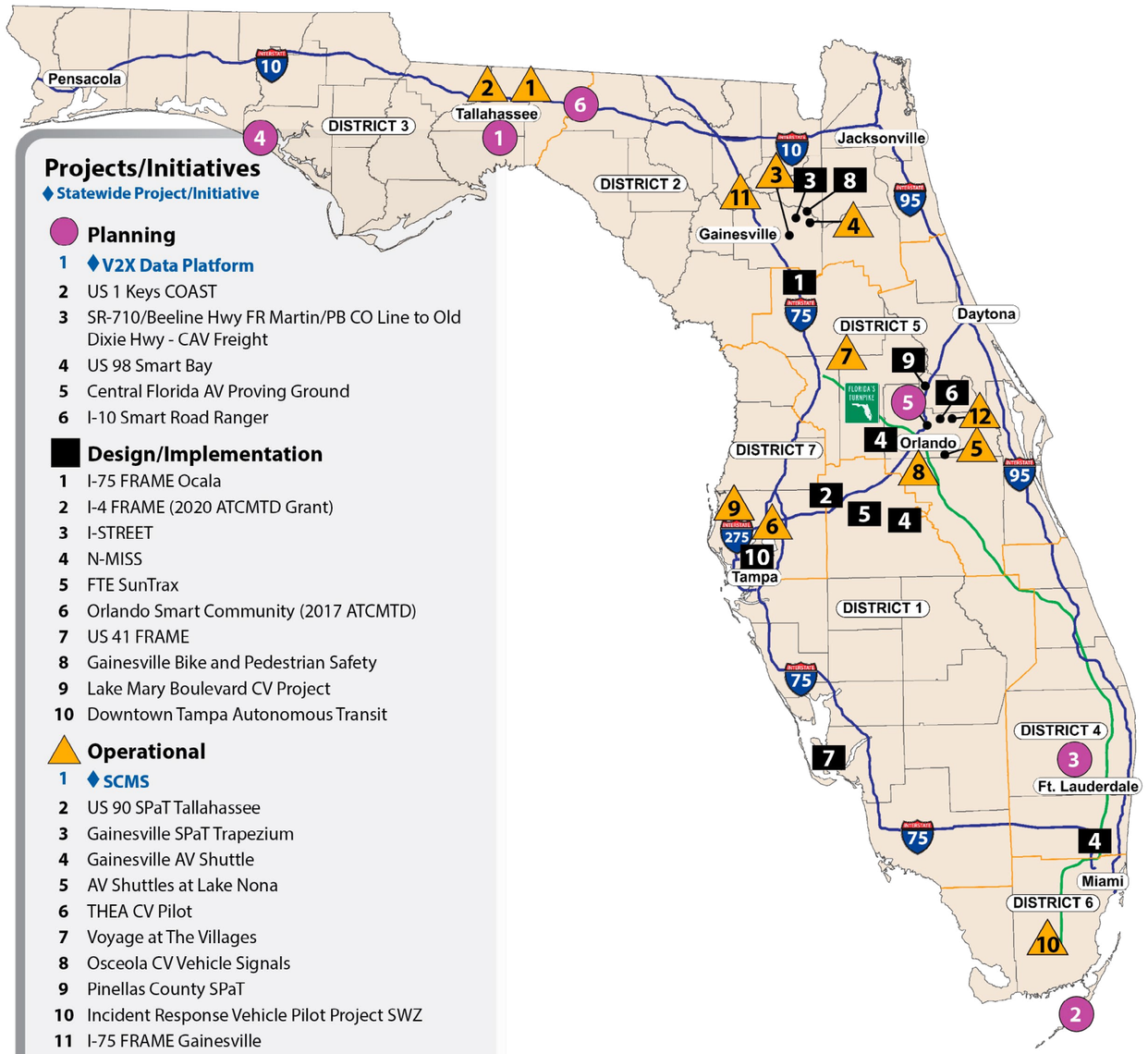
Interstate 4 (I-4) Florida's Regional Advanced Mobility Elements (FRAME) is a regional, intercity integrated corridor management (ICM) project running from the Central Business District in Tampa to the southwest side of Orlando at the Florida Turnpike. I-4 and the other ICM routes cross four (4) counties: Hillsborough, Polk, Osceola, and Orange.

I-4 FRAME will cover 77 miles of I-4, 122 miles of other limited-access routes, and signalized arterial roadways with a total of 491 traffic signal systems.

N-MISS

FDOT is implementing the N-MISS project to quickly demonstrate tangible safety and operational improvements at intersections. The N-MISS system will leverage both traditional and emerging technologies to identify near-miss traffic incidents, collect, store, and analyze near miss incidents. Risk profiles based on near-miss events will be generated for project intersections. The project will also develop recommendations for implementable countermeasures based on the nature of near-miss events.

Figure 20: The Florida Connected Vehicle Initiative Projects



CONGESTION MANAGEMENT

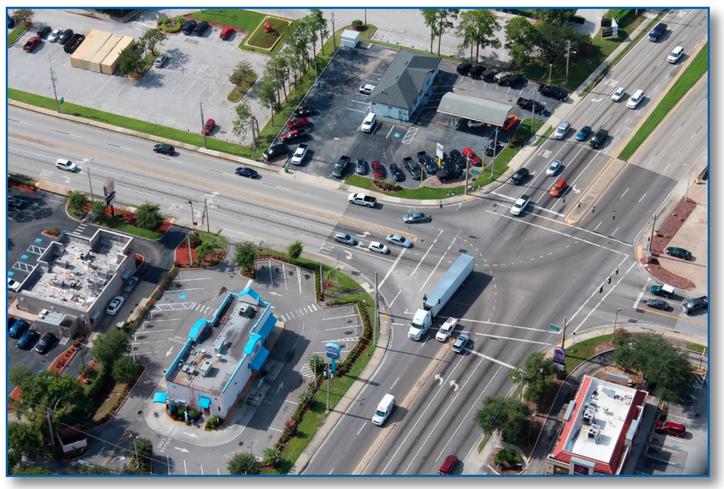
Prior to the development of Momentum 2045, the Transportation Planning Organization's (TPO) updated its Congestion Management Process (CMP). Maintenance of a Congestion Management Process is a requirement for all Metropolitan Planning Organizations (MPO) or TPOs under Florida law and for those in Transportation Management Areas (TMA) under federal law. Consistent with the guidance from the Federal Highway Administration (which provides the funding for this program) the intent of the Congestion Management Process is to "address congestion management through a process that provides for safe and effective integrated management and operation of the multi-modal transportation system." The Momentum 2045 plan provides significant TMA funding to support the congestion management and related complete street improvements. A vibrant congestion management process can serve a valuable role in addressing the region's transportation needs in light of the following:

- Many roadway corridors have already been built out to their maximum number of travel lanes;
- Funding levels limit the number of new large-scale projects which can be planned and constructed; and
- Transportation safety is becoming an increasingly important planning consideration.

The Polk TPO's existing previous congestion management process has been highly successful in delivering projects. It is the intent of this congestion management process update to address the changes in Federal requirements while strengthening the process used to identify congestion and select projects for implementation. Key focus areas for the Congestion Management Process include:

- Constrained Roadways: These are roadways where roadway widening projects are not feasible due to environmental, community, or policy constraints and are illustrated in **Figure 22**
- Unfunded Needs: The unfunded needs include identified roadway needs that are not cost feasible in the Momentum 2045 plan
- Freight Hot Spots: Addressing specific areas of freight and goods movement operation deficiencies, including those identified by freight stakeholders

Improvements resulting from the Congestion Management Process can include a full range of activities as reflected in **Figure 21** on the right and can range from demand management and multimodal improvements that reduce auto usage to significant intersection and roadway expansion projects.



SR 540 at US 17

Figure 21: Congestion Management Process

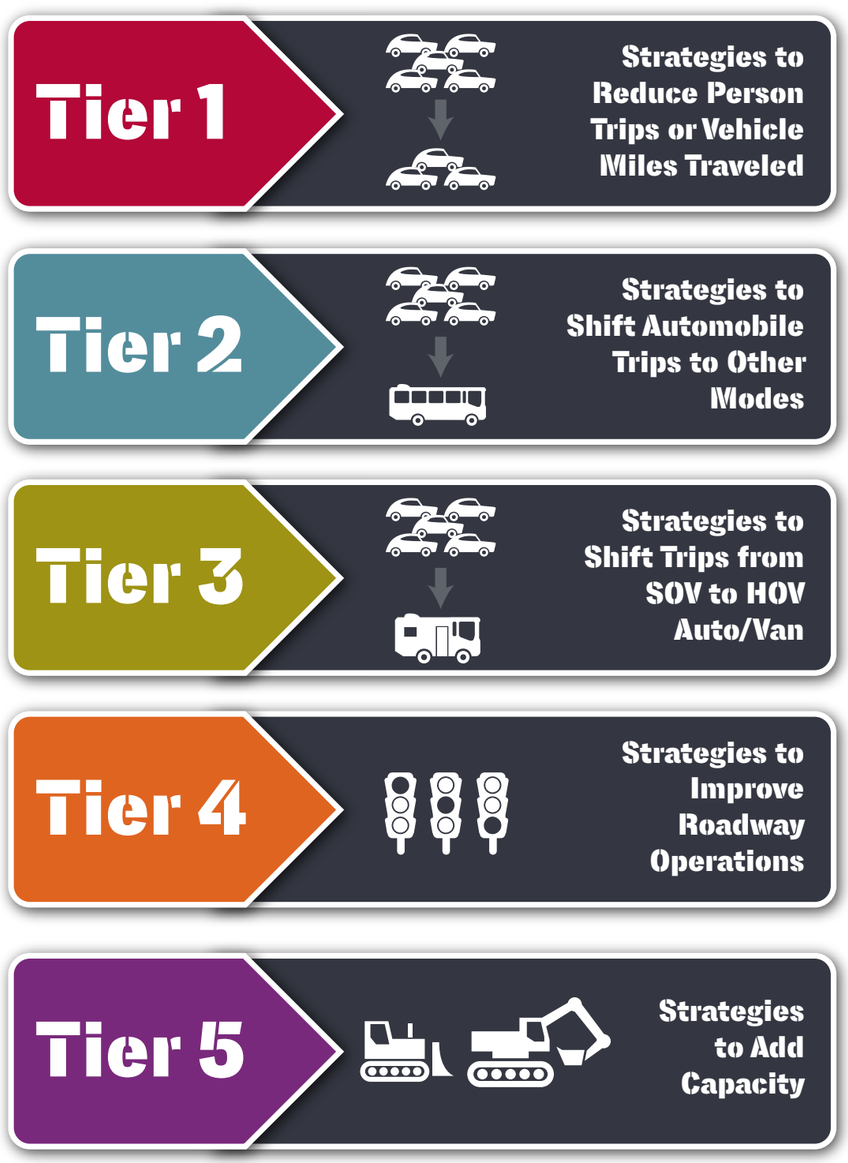
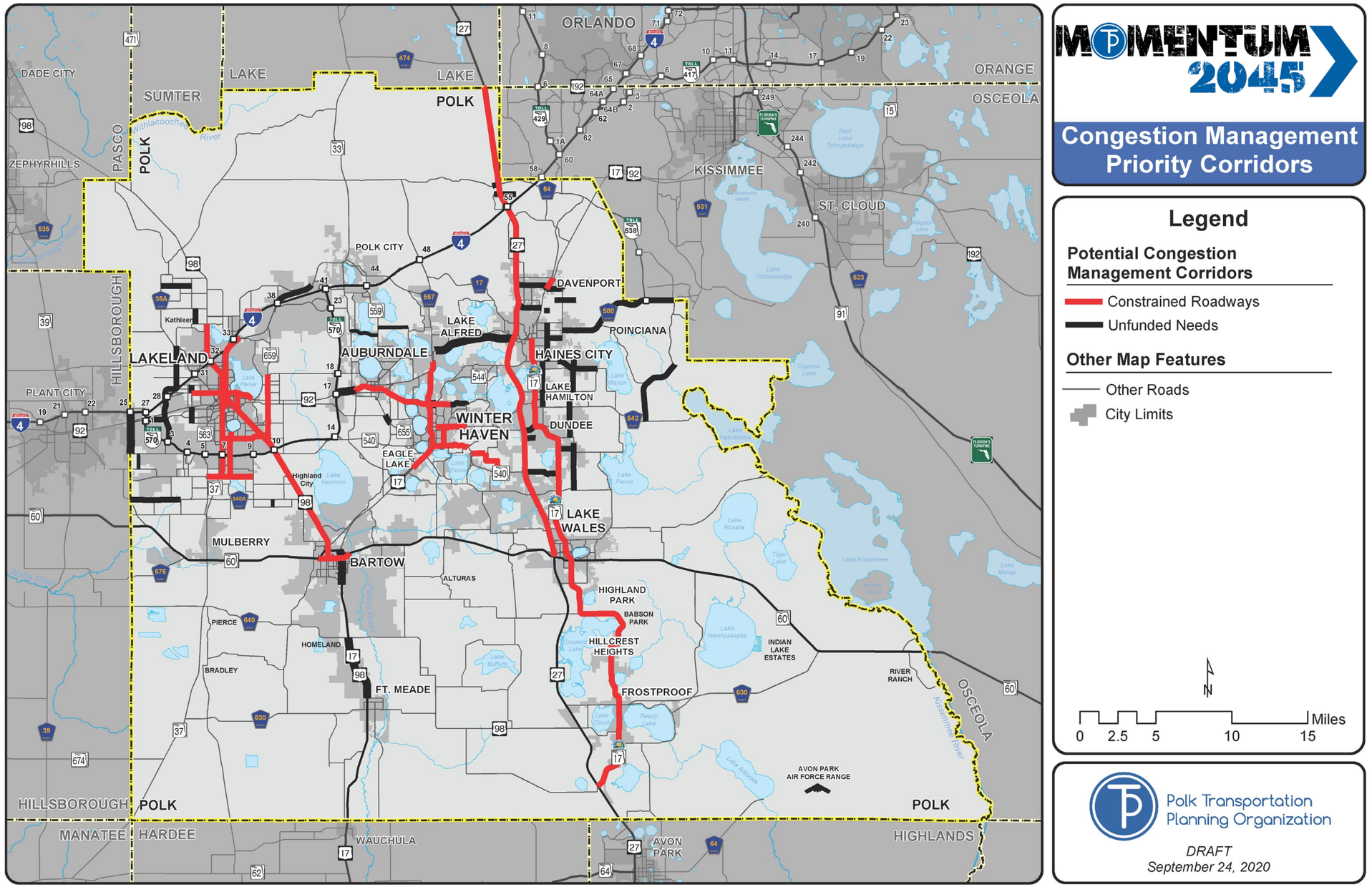


Figure 22: Congestion Management/Constrained Corridors



MOMENTUM 2045

Congestion Management Priority Corridors

Legend

Potential Congestion Management Corridors

- Constrained Roadways
- Unfunded Needs

Other Map Features

- Other Roads
- City Limits

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

DRAFT
September 24, 2020

SPECIAL STUDIES

CYPRESS GARDENS BOULEVARD VISION PLAN (WINTER HAVEN)

Cypress Gardens Boulevard has historically been an important corridor in Winter Haven as a connection between US 17 and US 27 that supports significant economic development activity in a vibrant area of Polk County. The City of Winter Haven, Polk County, and the Florida Department of Transportation (FDOT) developed the Cypress Gardens Boulevard Vision Plan to "right size" the corridor to an appropriate scale for walking and bicycling. The Vision Plan includes an in-depth existing conditions analysis, case studies of comparable places, and proposed alternatives to realize the future vision. Proposed alternatives include short-term and long-terms improvements focusing on block structure, street sections for modal mix, and intersection improvements, plus short-term and long-term policy recommendations.

LAKE SHORE WAY / SHINN BLVD (US 17/92) CORRIDOR PLANNING STUDY (LAKE ALFRED)

The City of Lake Alfred initiated this Corridor Planning Study to define a vision for and identify investments to be made along the US 17/92 corridor from US 17 to Rochelle Avenue. The overarching goal of the study was to support the city's economic development plan by making Complete Streets improvements in support of FDOT and the TPO. Partnering with the FDOT, the City of Lake Alfred and other local partners established project goals, developed alternatives, and outlined recommendations that will ensure US 17/92 through Lake Alfred supports the growth of a pedestrian friendly, sustainable, and prosperous urban downtown while providing for safe local and regional travel. Support of the study's goals and objectives as well as short-term, mid-term, and long-term recommendations was adopted as Resolution 02-20 on January 21, 2020.

LAKELAND AREA ALTERNATIVES ANALYSIS

The Lakeland Area Alternatives Analysis (LAAA) study assisted FDOT District One and transportation partners (City of Lakeland, Polk County, Citrus Transit) in defining a program of context-based projects envisioned to improve all modes of transportation for safety, mobility, quality of life and economic development. The LAAA evaluates a variety of objectives for all transportation modes in the north Lakeland area with the aim to provide a direct Planning to Environmental Linkage (PEL) that will define the community's transportation needs with alternatives to meet operational, safety, freight, and capacity needs for automobiles, bicyclists, pedestrians, and transit users.

LAKELAND INTERMODAL CENTER FEASIBILITY STUDY

The purpose of this study was to identify and evaluate potential sites for a new transportation "hub" in Lakeland. This "hub" would facilitate efficient connectivity between all modes of travel and access including local bus, intercity bus, intercity rail, bicycles, pedestrians, carpooling, ridesharing, taxis and transportation network companies (Uber, Lyft), vehicle sharing, and bicycle sharing among others. The Lakeland Intermodal Center would serve as a "mobility center" for the region, it is designed for the future, has the ability to grow with the community and encourage economic development. The recommended alternative is the Downtown West Option (RP Funding Center Site Area). The RP Funding Center site area is located between Main Street and Lemon Street directly north of the RP Funding Center. It consists of vacant and industrial use parcels, several of which are in public ownership. While it is adjacent to the CSX tracks, it is separated from them by Main Street. The recommended alternative was determined as a result of the study process involving the two-tier screening processes and identification, input and guidance stakeholders and public input. Refined cost estimates were developed for the final concept design. The total construction cost estimate in 2020 dollars is $27,185,000 with an estimated range of construction cost between $25 million and $30 million.

SOUTH FLORIDA AVENUE (SR 37) ROAD DIET PILOT PROJECT (LAKELAND)

The Florida Department of Transportation (FDOT) District One, developed a master plan to include the development of a community-based vision, desirable economic and redevelopment growth for the South Florida Avenue corridor, improvements to pedestrian safety and traffic flow, and incorporation of complete streets policies. FDOT will conduct a Road Diet Test and Traffic Study using a new configuration for South Florida Avenue. FDOT started the Road Diet Pilot Project in Summer 2020 and this project includes removing two travel lanes to enable the widening of the remaining lanes to standard widths, while providing space to expand the adjacent sidewalks within existing right-of-way. The long-term permeant improvements to the corridor will be identified following an analysis of the Pilot Project.

US 17 VISION AND ACTION PLAN (WINTER HAVEN)

The FDOT with the City of Winter Haven and other partners developed a two-phased Vision and Action Plan for the US 17 corridor from Motor Pool Road to Cypress Gardens Blvd. US 17 run through central Winter Haven, just west of downtown as a north-south arterial serving as a key corridor for access (to employment, commercial, and retail activity), freight, and commuter activities. Stakeholders established a vision of identifying this corridor as the Gateway to Winter Haven, establishing place, lake and trail connections, and safe areas for all travel modes. The Action Plan portion of the report identifies several immediate, short-term, and long-term implementation activities for reaching this vision, which include speed reduction, redefining land use policies, and establishing new design guidelines and an overlay district.

US 17/92 HINSON AVENUE PD&E STUDY (HAINES CITY)

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) Study to provide conceptual design, traffic engineering, environmental analysis and environmental documentation for improvements along US 17/92 (Hinson Avenue) from South 1st Street to 17th Street in Haines City, Polk County. The purpose of this project is to address the deficient capacity of US 17/92 within downtown Haines City. This in turn will alleviate existing congestion on the corridor and accommodate projected travel demand to the year 2040 as a result of area-wide growth. Bicycle and pedestrian facilities will be evaluated as part of this improvement providing connections to community points of interest. Other goals of the project are to enhance safety conditions, mobility options, and to improve local transportation network connectivity.

US 17/92 VISION AND ACTION PLAN (HAINES CITY AND DAVENPORT)

The FDOT, the Cities of Haines City and Davenport, the Polk TPO, with other partners and stakeholders prepared a Corridor Vision and Action Plan for a twelve-mile stretch of US 17/92 from US 27 to the Osceola / Polk County Line. The Haines City and Davenport communities are experiencing growth in suburban residential developments and associated population. The primary focuses of the Vision and Action Plan are focusing on improvements to Roadway Connectivity, Multimodal Accessibility & Placemaking, and Multimodal Safety. To do so, the plan recommends many strategies such as expanding the roadway grid network, creating alternative routes, reconfiguring cross-sections, and operational studies among short-term and long-term implementation activities.

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

REGIONAL PROJECTS

M-CORES

PROGRAM OVERVIEW

The Multi-use Corridors of Regional Economic Significance (M-CORES) Program has been created by Section 338.2278, Florida Statutes (F.S.) to revitalize rural communities, encourage job creation and provide regional connectivity while leveraging technology, enhancing quality of life and public safety, and protecting the environment and natural resources. The Florida Department of Transportation (FDOT) is charged with assembling task forces to study three specific corridors:

- The Suncoast Corridor, extending from Citrus County to Jefferson County
- The Northern Turnpike Corridor, extending from the northern terminus of Florida's Turnpike northwest to the Suncoast Parkway
- The Southwest-Central Florida Corridor, extending from Collier County to Polk County

SOUTHWEST-CENTRAL FLORIDA CORRIDOR STUDY AREA

The Southwest-Central Florida Corridor study area spans nine (9) counties, from Collier County to Polk County, as shown in the map in **Figure 23**. The Polk TPO planning area is part of the Southwest-Central Florida Corridor study area.

M-CORES

The objective of the M-CORES program is to advance the construction of regional corridors that will accommodate multiple modes of transportation and multiple types of infrastructure.

The Program benefits include, but are not limited to, addressing issues such as hurricane evacuation; congestion mitigation; trade and logistics; broadband, water, and sewer connectivity; energy distribution; autonomous, connected, shared, and electric vehicle technology; other transportation modes, such as shared-use non-motorized trails, freight and passenger rail, and public transit; mobility as a service; availability of a trained workforce skilled in traditional and emerging technologies; protection or enhancement of wildlife corridors or environmentally sensitive areas; and protection or enhancement of primary springs protection zones and farmland preservation. Additional information is available at www.floridamcores.com. (Source: FDOT)

LRTP CONSIDERATIONS

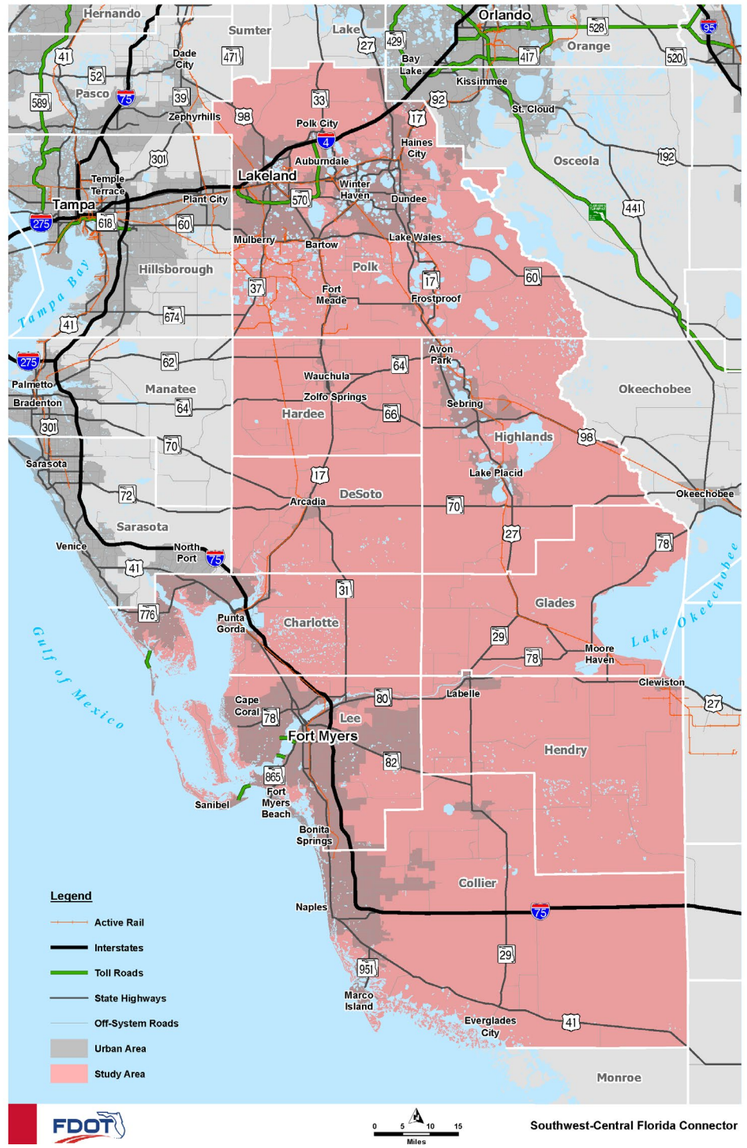
M-CORES projects are considered to be projects of regional significance and therefore are required by Title 23 of the Code of Federal Register (CFR), Section 450.324(d) and Section 339.175(7), F.S. to be included in the MPO/TPO Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and the State Transportation Improvement Program (STIP).

MPOs and TPOs are responsible for actively involving all affected parties in an open, cooperative, and collaborative process when developing LRTPs and TIPs. Regional coordination is required since M-CORES projects affect more than one MPO. Public participation required for the development of LRTP and TIP is neither affected nor replaced by the public engagement activities conducted as part of the M-CORES corridor development process.

Polk TPO will use travel demand forecasts generated by the Florida Turnpike Statewide Model for M-CORES projects. As such, Polk TPO will coordinate all M-CORES related analyses with FDOT for consistency purposes.

The proposed projects within the Southwest-Central Florida Corridor will be tolled facilities and will be part of the Florida's Turnpike system and the Strategic Intermodal System (SIS). The projects will be included in the LRTP and TIP/STIP in accordance with guidance provided in the FDOT MPO Program Management Handbook. FDOT is working with the Southwest-Central Florida Corridor Task Force to develop purpose and need, guiding principles, and potential paths/courses. Polk TPO is a member of the Southwest-Central Florida Corridor Task Force and is actively engaged in pertinent aspects of planning and corridor analysis through the Task Force activities. The Task Force will submit its evaluation report to the Governor, the President of the Senate, and the Speaker of the House of Representatives by November 15, 2020. As the Program progresses to Project Development and Environment (PD&E), design and construction phases, FDOT will identify projects, prepare cost estimates, and coordinate with Polk TPO to add identified projects into the LRTP and TIP. Subject to the economic and environmental feasibility statement requirements of Section 337.25, F.S., projects may be funded through Turnpike revenue bonds or right-of-way and bridge construction bonds or financing by the Florida Department of Transportation Financing Corporation; by advances from the State Transportation Trust Fund; with funds obtained through the creation of public-private partnerships; or any combination thereof. FDOT also may accept donations of land for use as transportation rights-of-way or to secure or use transportation rights-of-way for such projects in accordance with Section 337.25, F.S. To the maximum extent feasible, construction of the M-CORES projects will begin no later than December 31, 2022, and the corridors will be open to traffic no later than December 31, 2030.

Figure 23: M-CORES Southwest-Central Florida Connector Study Area

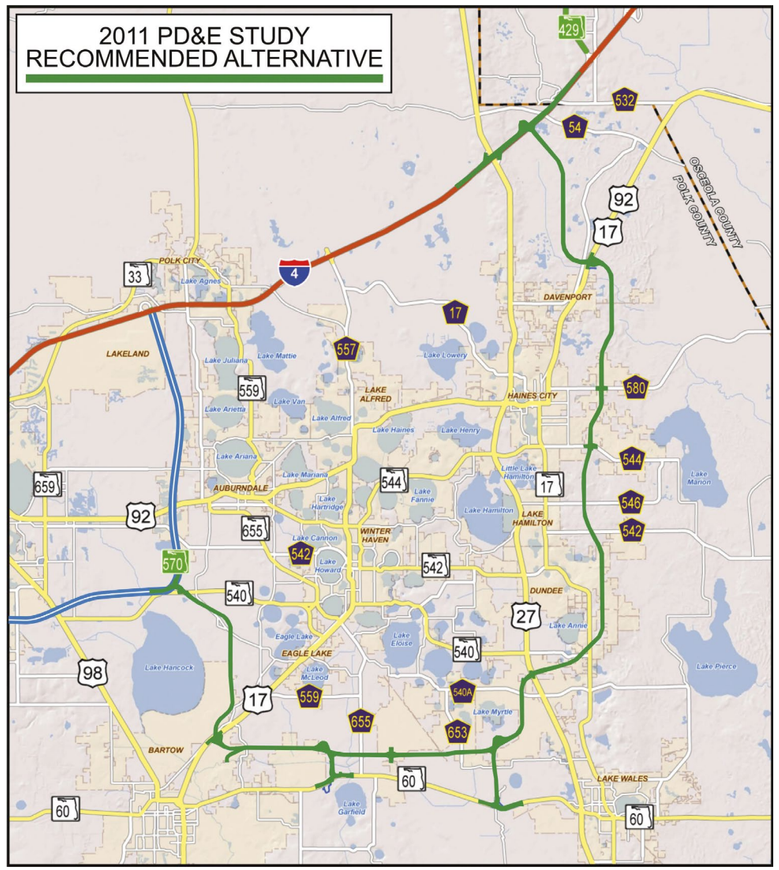


CENTRAL POLK PARKWAY & US 27 RELIEVER CORRIDOR

Polk County is projected to experience major growth over the next 20 years which is anticipated to put tremendous strain on already congested roadways, such as I-4 and US 27. Daily travel volumes on US 27 south of I-4 are expected to exceed 100,000 vehicles per day by 2045. Central and eastern Polk County especially will need to address the transportation needs resulting from the projected employment and residential growth; as well as increased freight traffic as the CSX Intermodal Logistics Center (ILC) continues to spur significant economic development in the area.

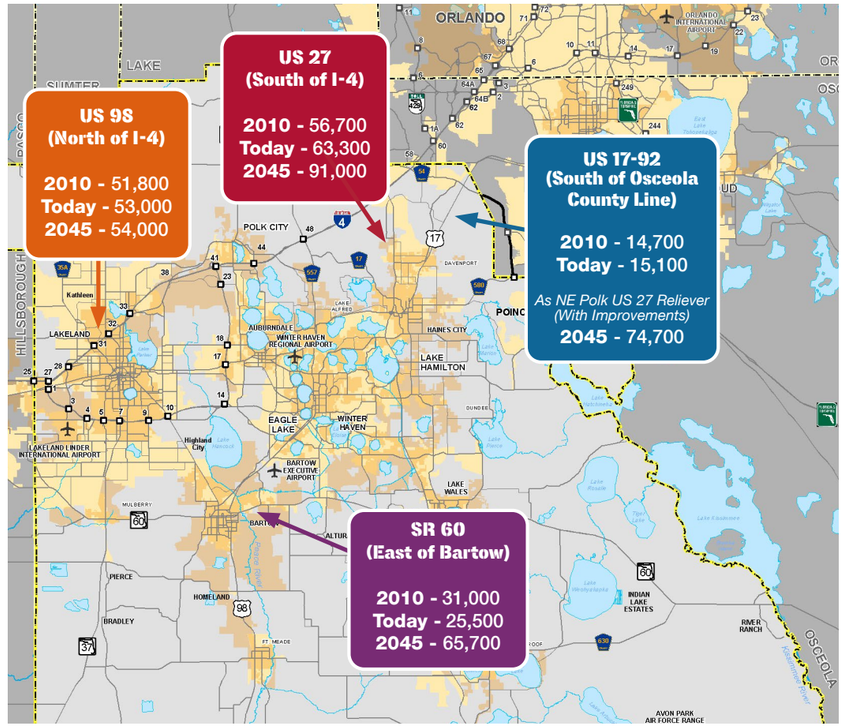
The Central Polk Parkway (CPP) was previously identified as a potential facility to accommodate regional travel demand as a multi-lane tollway providing high quality regional access to central Polk County and eastern Polk County. The original corridor CPP was cancelled by the FDOT in December 2015. In 2018, the CPP project was restarted resulting in the planning and engineering of the segment between the Polk Parkway at SR 540 and SR 60 east of Bartow. This initial segment is funded for construction in the Florida Turnpike Enterprise 5 Year Work Program.

Figure 24: Central Polk Parkway



Following the cancellation of CPP FDOT funded the Northeast Polk US 27 Mobility Study. The purpose of the study is to define a multimodal program of projects and strategies to improve the mobility, safety, and livability within the US 27 corridor and surrounding areas. One preliminary recommendation included the development of a "reliever" corridor to divert traffic off of US 27. The "US 27 Reliever Corridor" could be similar in concept to portions of the original CPP corridor north of Lake Wales and continuing north until it reaches US 17/92 north of Davenport. From there the alignment would parallel US 17/92 until it reach the Poinciana Parkway Extension which would provide connectivity to I-4 at SR 429. The US 27 Reliever Corridor will require additional evaluation but preliminary analysis indicates that the corridor will carry volumes exceeding 60,000 vehicles per day and has merit to move forward. This corridor would likely be developed in partnership with FDOT District 1 and/or Florida Turnpike Enterprise. This corridor could also serve as a portion of the M-CORES Southwest-Central Florida Connector.

Estimated Average Annual Daily Traffic (AADT) on key corridors in Polk County



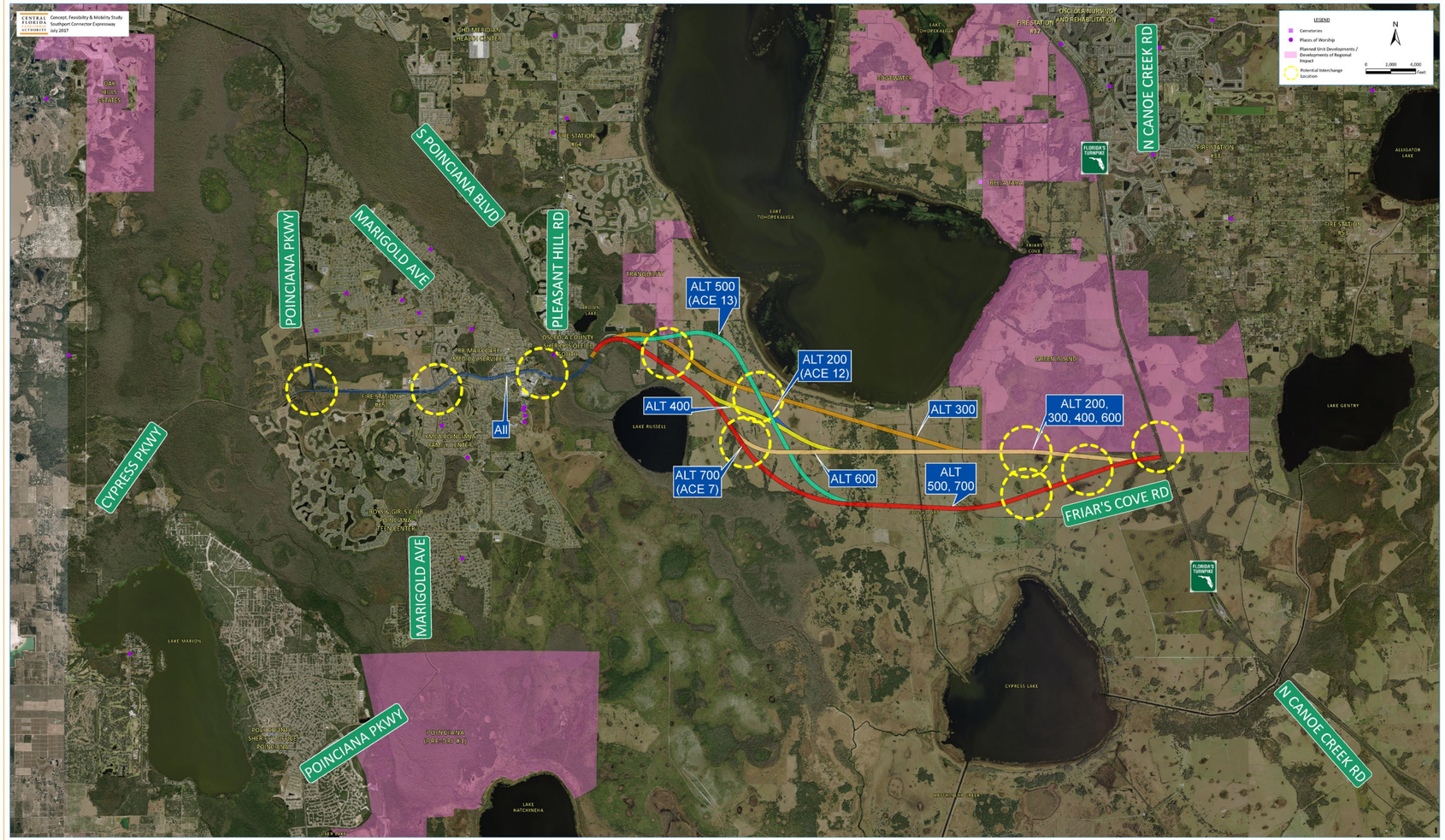
The important corridors shown here—SR 60, US 98, US 27, and US 17-92—have historically shown steady growth at rates comparable to similar corridors in the area. Whereas the traffic volumes on SR 60 are forecasted to stabilize and the volumes on SR 60 are forecasted to continue its steady growth, US 27 and US 17-92 are each forecasted to experience significant increases in travel, emphasizing the need for roadway improvements in the northeast area of the county. (Estimate source: FDOT)

SOUTHPORT CONNECTOR EXPRESSWAY

As one of the Osceola County Expressway Authority Master Plan projects, the Southport Connector (**Figure 25**) was studied as a 13-mile corridor connecting the southern terminus of Poinciana Parkway at Cypress Blvd in Polk County westward to the Florida's Turnpike in Osceola County. The goals of the studies were to identify a limited access facility to improve the roadway connection between these two points, "…enhancing mobility of the area's growing population and economy, relieving congestion on local roads, providing for the incorporation of transit options, and promoting regional connectivity."

In spring 2018, the Central Florida Expressway Authority (CFX) board suspended the advancement of studying the Southport Connector Expressway, and will revisit the corridor ant its completed study portions in the future as conditions may warrant.

Figure 25: Southport Connector Expressway Alternatives



TRANSPORTATION SAFETY

The Polk TPO has had a longstanding commitment to improving transportation safety and Momentum 2045 continues this commitment by allocating funds to improve traffic safety and operations and to utilize new technology to improve the efficiency of our existing system. This plan allocates roughly $157.5 million in TMA funding through the year 2045 for projects that improve safety and efficiency.

The maps in **Figure 26** through **Figure 28** illustrate where some existing roadway safety issues exist for automobiles as well as bicycles/pedestrians.

Safety data was one of the factors in prioritizing projects for inclusion in the Cost Feasible Plan, and it is vital that the safety and security of its transportation system for all users is of high priority. The MAP-21 and FAST Act Federal surface transportation acts have established safety and security of the transportation system as crucial in the planning and decision-making processes. Safety is supported in the general LRTP process by the Federal Planning Factors, as a goal in the Florida Transportation Plan, and in the Goals and Objectives of Momentum 2045 LRTP.

In addition to the elements listed above, the Hernando/Citrus MPO considered the Federal Transit Administration (FTA) Public Transportation Agency Safety Plan (PTASP), the Florida Transportation Plan (FTP), the FDOT State Strategic Highway Safety Plans (SHSP) during this LRTP process. Momentum 2045 supports safety efforts reflective of those in the SHSP, such as the following:

Safety activities will generally be supported and coordinated by both the TPO and by local and state agencies, stakeholders, and other partners for effective implementation. The Congestion Management Process Policies and Procedures Handbook updated by Polk TPO in 2020 lists several Safety Emphasis Areas and potential strategies for addressing each. The Key Emphasis Areas include those below:

- Lane Departures
- Impaired Driving
- Pedestrians and Bicyclists
- Intersections
- Occupant Protection
- Motorcyclists
- Aging Road Users
- Commercial Motor Vehicles
- Speeding and Aggressive Driving
- Teen Drivers
- Distracted Driving
- Work Zones
- Traffic Records and Information Systems

The Polk TPO 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The TPO has developed a project selection process that gives preference to projects with increased safety performance and/or will result in the prioritization of projects that are likely to reduce fatalities and serious injuries.

Figure 26: Polk County Fatal Crashes

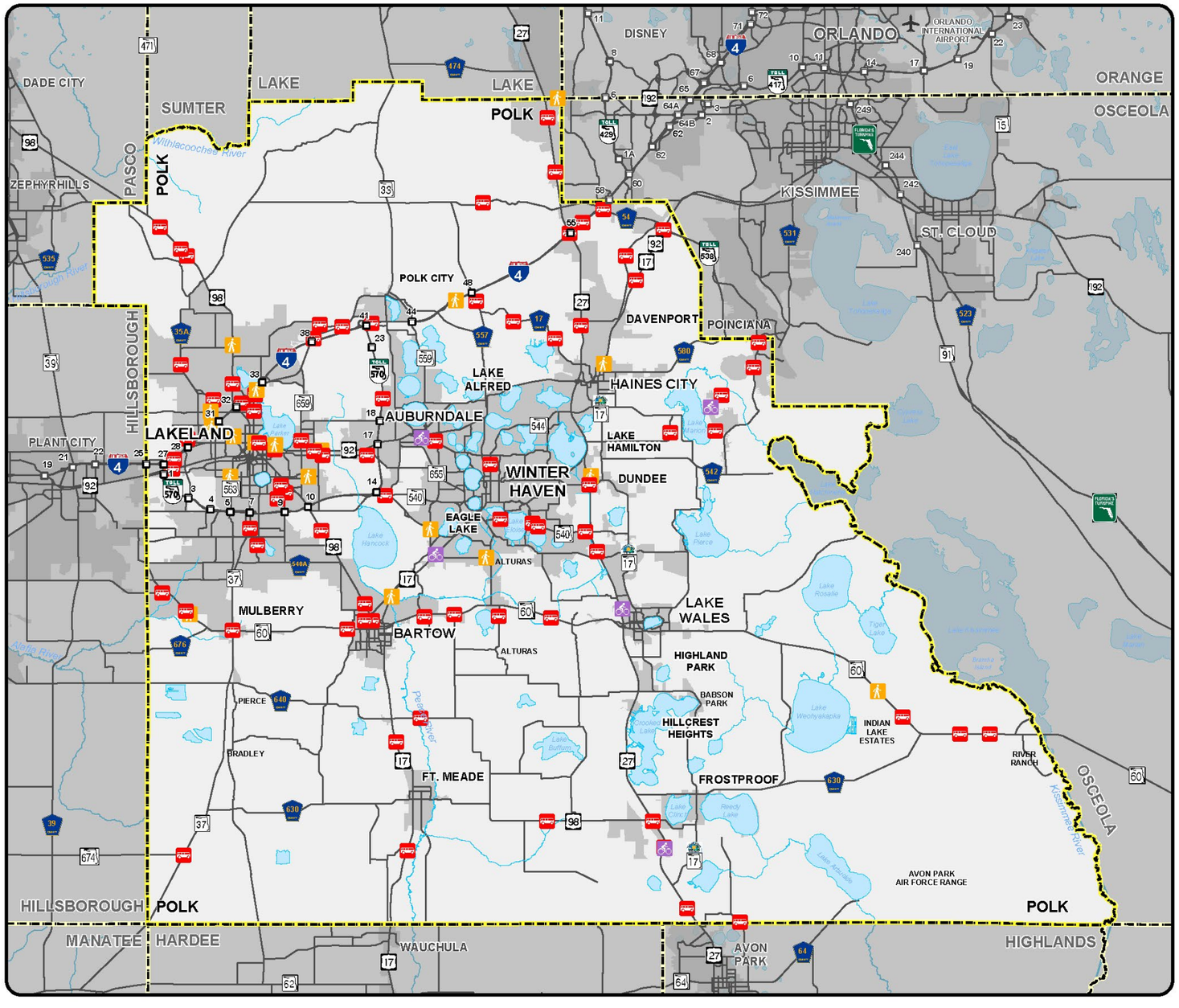
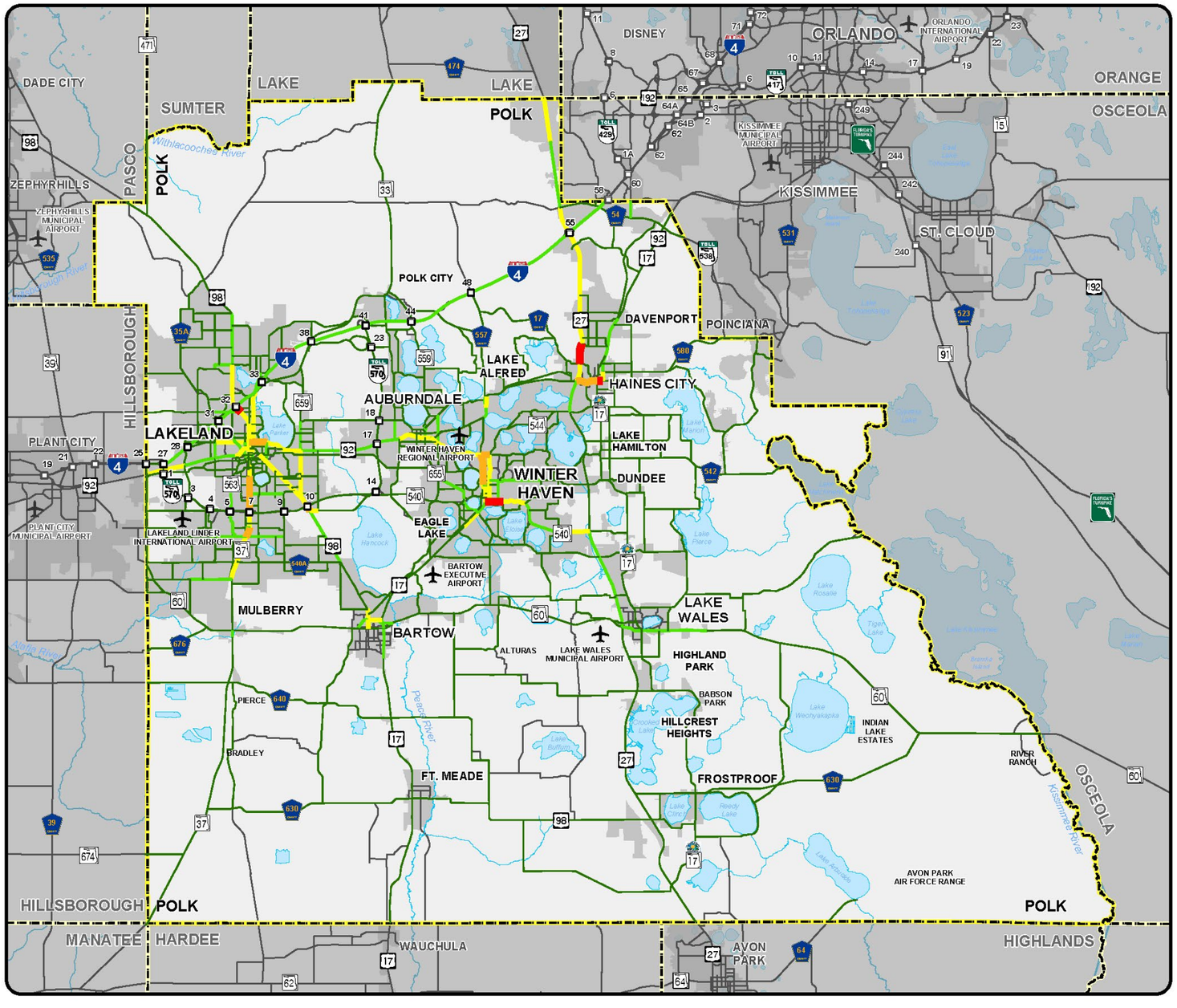


Figure 27: Polk County Crashes per Mile 2014-2018



Polk Transportation Planning Organization

Polk County Crashes per Mile

Legend

2014 - 2018 Crash Totals Per Mile

- < 49
- 50 - 99
- 100 - 199
- 200 - 299
- > 300

Source: Polk TPO (2020 Roadway Network Database)

Other Map Features

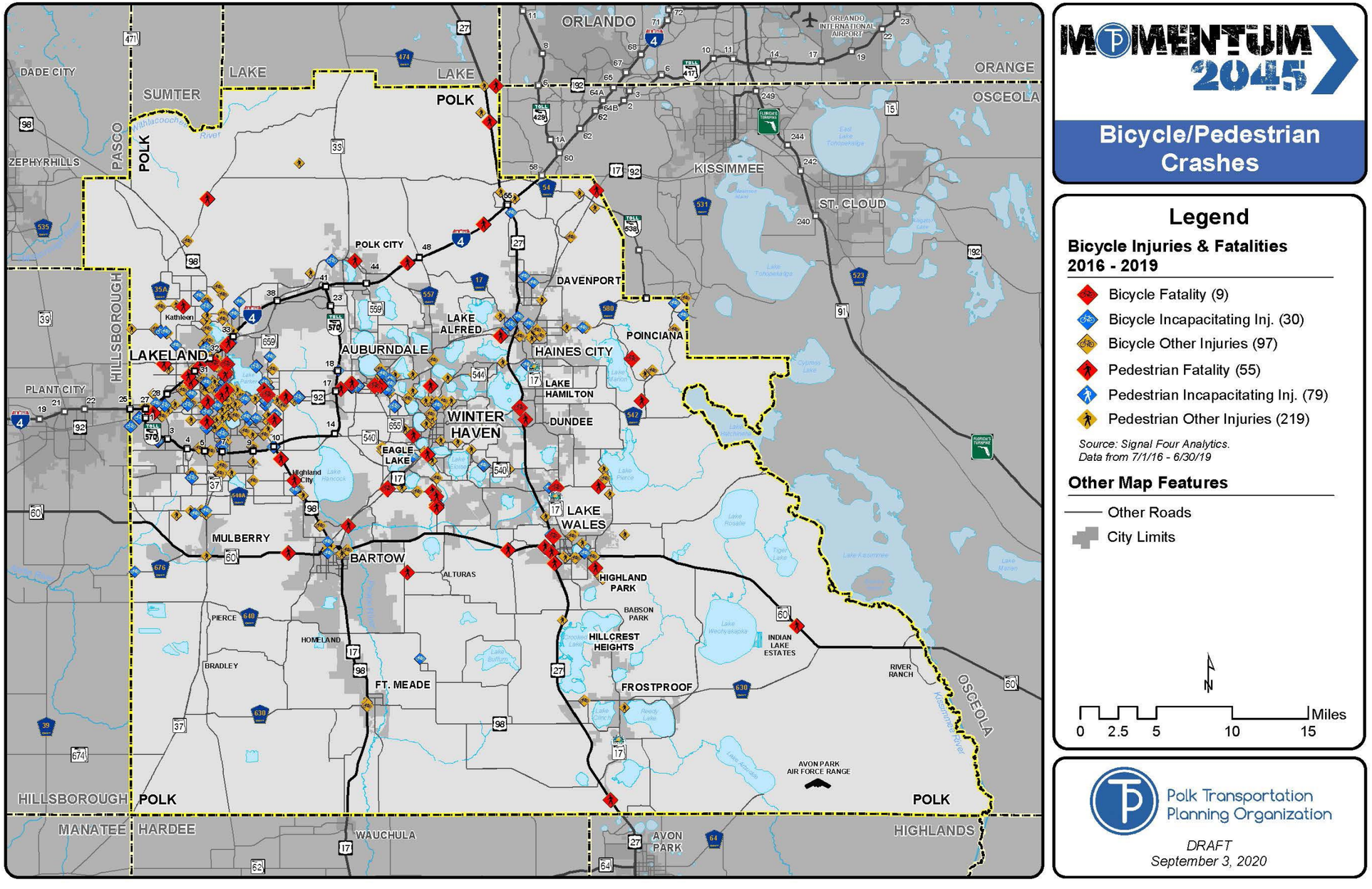
- 2010 Urbanized Areas
- Other Major Roads
- Interchange/Exit Number
- County Boundary

N

0 2.5 5 10 15 Miles

March 16, 2020

Figure 28: Polk County Bicycle and Pedestrian Crashes



MOMENTUM 2045

Bicycle/Pedestrian Crashes

Legend

Bicycle Injuries & Fatalities 2016 - 2019

- Bicycle Fatality (9)
- Bicycle Incapacitating Inj. (30)
- Bicycle Other Injuries (97)
- Pedestrian Fatality (55)
- Pedestrian Incapacitating Inj. (79)
- Pedestrian Other Injuries (219)

Source: Signal Four Analytics.
Data from 7/1/16 - 6/30/19

Other Map Features

- Other Roads
- City Limits

N

0 2.5 5 10 15 Miles

Polk Transportation Planning Organization

DRAFT
September 3, 2020

APPENDIX A

Polk TPO 2020 System Performance Report

LEGOLAND

Polk Transportation Planning Organization (TPO)

2020 System Performance Report

September 2020

Introduction

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and metropolitan planning organizations (MPO)/transportation planning organizations (TPO) 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.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)[1]. This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the Polk TPO must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its Long-Range Transportation Plan (LRTP). The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

The Polk TPO 2020-2045 Long-Range Transportation Plan was adopted on December 8, 2020. Per the Planning Rule, the System Performance Report for the Polk TPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), and Transit Asset Management (TAM).

[1] The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

Highway Safety Measures (PM 1)

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:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The Florida Department of Transportation (FDOT) publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year 2020. For the 2020 HSIP annual report, FDOT established statewide at "0" for each performance measure to reflect Florida's vision of zero deaths.

The TPO supports the FDOT's Safety Performance Targets of a Vision Zero policy and adopted its safety performance targets on October 11, 2018. Table 1 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT.

Table 1: Highway Safety (PM1) Targets

Performance Target	Polk TPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT safety target of zero
Number of fatalities	0
Rate of fatalities per 100 million VMT	0
Number of serious injuries	0
Rate of serious injuries per 100 million VMT	0
Number of non-motorized fatalities and non-motorized serious injuries.	0

Statewide system conditions for each safety performance measure are included in Table 2, along with system conditions in the Polk TPO metropolitan planning area. System conditions reflect baseline performance (2013-2017). The latest safety conditions will be updated annually on a rolling five-year window and reflected within each subsequent system performance report, to track performance over time in relation to baseline conditions and established targets.

After FDOT set its Safety Performance Measures targets in 2018, both FDOT and the Polk TPO established Baseline Safety Performance Measures. To evaluate baseline Safety Performance Measures, the most recent five-year rolling average (2013-2017) of crash data and VMT were utilized. Table 2 also presents the Baseline Safety Performance Measures for Florida and Polk TPO.

Table 2: Highway Safety (PM1) Conditions and Performance

	Florida Statewide Baseline Performance (Five-Year Rolling Average)			Polk County Conditions (2018)	Calendar Year 2020 Florida Performance Targets
Performance Measure	**2012-2016**	**2013-2017**	**2014-2018**		
Number of Fatalities	2,688.2	2,825.4	2,972.0	114	0
Number of Serious Injuries	1.33	1.36	1.39	484	0
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	20,844.2	20,929.2	20,738.4	1.6	0
Rate of Serious Injuries per 100 Million VMT	10.36	10.13	9.77	7.1	0
Total Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,294.4	3,304.2	3,339.6	70	0

The Polk TPO develops its Long-Range Transportation Plan in part by evaluating safety data, which includes location, severity, and vehicle types. These data are used to help identify safety issues and develop potential safety strategies for the LRTP and TIP.

Coordination with Statewide Safety Plans and Processes

The Polk TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Polk TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries, and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

LRTP Safety Priorities

The Polk TPO 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Polk TPO has developed a project selection process that gives preference to projects with increased safety performance and/or will result in the prioritization of projects that are likely to reduce fatalities and serious injuries.

The Polk TPO 2045 LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The MPO will document the progress on any safety performance targets established by the MPO for its planning area.

Pavement and Bridge Condition Measures (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:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

The four pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good condition or poor condition. The PM2 rule defines NHS pavement types as asphalt, jointed concrete, or continuous concrete. Five metrics are used to assess pavement condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the rating for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Polk TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

The Polk TPO agreed to support FDOT's pavement and bridge condition performance targets on October 11, 2018. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. Table 3 presents baseline performance for each PM2 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 3: Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measure	Statewide (2017 Baseline)	Florida 2-year Targets (Jan 1, 2018 to Dec 31, 2019)	Florida 4-year Targets (Jan 1, 2018 to Dec 31, 2021)	Polk County Conditions (2018)
	Pavement Performance and Measures			
Percent of Interstate pavements in good condition	66.0%	Not required	60%	48.2%
Percent of Interstate pavements in poor condition	0.1%	Not required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	76.4%	≥ 40%	≥ 40%	67.6%
Percent of non-Interstate NHS pavements in poor condition	3.6%	≤ 5%	≤ 5%	0.2%
	Bridge Targets and Measures			
Percent of NHS bridges by deck area in good condition	67.7%	≥ 50%	≥ 50%	90.07%
Percent of NHS bridges by deck area in poor condition	1.2%	≤ 10%	≤ 10%	0%

The Polk TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Polk TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Polk TPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements.

On or before October 1, 2020, FDOT will provide FHWA and the Polk TPO a detailed report of pavement and bridge condition performance covering the period of January 1, 2018 to December 31, 2019. FDOT and the TPO also will have the opportunity at that time to revisit the four-year PM2 targets.

System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three measures listed measures above pertaining to the CMAQ Program do not currently apply in Florida.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day. The LOTTR ratio is calculated for each roadway segment, essentially comparing the segment with itself. Segments with LOTTR ≥ 1.50 during any of the above time periods are considered unreliable. The two LOTTR measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments. To obtain person miles traveled, the vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divide by the sum of total person miles traveled.

TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. TTTR is quantified by taking a weighted average of the maximum TTTR from the five time periods for each Interstate segment. The maximum TTTR is weighted by segment length, then the sum of the weighted values is divided by the total Interstate length to calculate the Travel Time Reliability Index.

The data used to calculate these PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year performance targets for all three measures within 180 days of FDOT establishing statewide targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this Polk TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 4 presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

Table 4: System Performance and Freight (PM3) - Performance and Targets

Performance Measure	Statewide Baseline Performance	Florida 2-year Targets (Jan 1, 2018 to Dec 31, 2019)	Florida 4-year Targets (Jan 1, 2018 to Dec 31, 2021)	Polk County Conditions (2018)
Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)	82.2%	75%	70%	90%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84.0%	Not Required	50%	93%
Truck travel time reliability (TTTR)	1.43	1.75	2.00	1.33

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

The Polk TPO agreed to support the FDOT's PM3 targets on October 11, 2018. By adopting FDOT's targets, the TPO agrees to plan and program projects that help FDOT achieve these targets.

The Polk TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Polk TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.

The Polk TPO 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. Key programs have included the Polk TPO TSM&O Master Plan, updated in August 2020 and the Complete Streets Corridor Feasibility Study among other initiatives.

On or before October 1, 2020, FDOT will provide FHWA and the Polk TPO a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019. FDOT and the TPO also will have the opportunity at that time to revisit the four-year PM3 targets.

Transit Asset Management Measures

Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term "state of good repair," requires that public transportation providers develop and implement transit asset management (TAM) plans and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 5 below identifies performance measures outlined in the final rule for transit asset management.

Table 5: 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

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider's operating environment. ULB considers a provider's unique operating environment such as geography and service frequency.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, are an American Indian Tribe, have 100 or fewer vehicles across all fixed route modes, or have 100 vehicles or fewer in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

The MPO has the following Tier I and Tier II providers operating in the region:

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. On August 9, 2018, 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.

The LAMTD established the transit asset targets identified in Tables 6-8:

Table 6: FTA TAM Targets for LAMTD for Transit Vehicles

Performance Measures for Transit Vehicles Lakeland Area Mass Transit District (LAMTD)							
Asset Category	Asset Class	% that have met or exceeded Useful Life Benchmark (ULB)					
		Current Asset Conditions	FY 2019 Target	FY 2020 Target	FY 2021 Target	FY 2022 Target	FY 2023 Target
Revenue Vehicles	Bus	48%	40%	35%	30%	30%	25%
	Cutaway Bus	42%	30%	30%	25%	25%	25%

Table 7: FTA TAM Targets for LAMTD for Transit Equipment

Performance Measures for Transit Equipment Lakeland Area Mass Transit District (LAMTD)					
Asset Category	Asset Class	Asset Name	Age (Years)	Useful Life Benchmark (Years)	Past Useful Life Benchmark (Years)
Equipment	Custom 1	Diesel Tank	8	40	No
	Custom 1	Fuel Island Canopy	8	25	No
	Custom 1	Gas Tank	4	20	No
	Custom 1	Rolling Security Gate	9	15	No

Table 8: FTATAM Targets for LAMTD for Transit Facilities

Performance Measures for Transit Facilities Lakeland Area Mass Transit District (LAMTD)							
Asset Category	Asset Class	Current Condition Assessment – TERM Rating	% of Facilities with a TERM Rating below 3.0 on the FTA TERM Scale				
			FY 2019 Target	FY 2020 Target	FY 2021 Target	FY 2022 Target	FY 2023 Target
Facilities	Administration	3.0	1%	1%	1%	1%	1%
	Maintenance	2.0	1%	1%	1%	1%	1%
	Parking Structures	5.0	1%	1%	1%	1%	1%
	Passenger Facilities	2.5	1%	1%	1%	1%	1%

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

The Polk TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the current Polk TPO 2045 LRTP.

To support progress towards TAM performance targets, transit investment and maintenance funding in the 2045 LRTP totals $647 million, approximately 7 percent of total LRTP funding and XX percent of requested LAMTD funding for transit preservation. Improving the State of Good Repair (SGR) of capital assets is an overarching goal of this process.

Transit Safety Performance

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTSAP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP– 21). The PTASP rule requires operators 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. Development and implementation of PTSAPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

Transit Safety Performance Measures

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

- Total number of reportable fatalities.
- Rate of reportable fatalities per total vehicle revenue miles by mode.
- Total number of reportable injuries.
- Rate of reportable injuries per total vehicle revenue miles by mode.
- Total number of reportable safety events.
- Rate of reportable events per total vehicle revenue miles by mode.
- System reliability - Mean distance between major mechanical failures by mode.

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 July 20, 2020. However, on April 22, 2020, FTA issued a Notice of Enforcement Discretion that extends the PTASP deadline to December 31, 2020 due to the extraordinary operational challenges presented by the COVID-19 public health emergency.

Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the Polk TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

In Florida, each Section 5307 and 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

Transit Provider Coordination with States and MPOs

Key considerations for MPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and MPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and MPOs in the selection of state and MPO safety performance targets.

MPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own regional transit targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

MPOs and states must reference those targets in their long-range transportation plans. States and MPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

Over the course of 2020-2021, the Polk TPO will coordinate with public transportation providers in the planning area on the development and establishment of transit safety targets. LRTP amendments or updates after July 20, 2021 will include the required details about transit safety performance data and targets.

APPENDIX B

Roadway Projects and Costs (Present Day Cost)

LEGOLAND

Strategic Intermodal System (SIS) Roadways

On Street	From Street	To Street	Mi.	Improv Type	PDE Time	PDE Cost	PDE Source	PE Time	PE Cost	PE Source	ROW Time	ROW Cost	ROW Source	CST Time	CST Cost	CST Source	Total Cost (PDC)	Funded Level
US 27	Highlands Co/L	CR 630A	8.68	4D-6D	Committed	$ -	SIS	Committed	$ -	SIS	Committed	$ -	SIS	Committed	-	SIS	$ -	Committed
I-4	at SR 33 Interchange Modification	-	0.65	INT	Committed	$ -	SIS	Committed	$ -	SIS	Committed	$ -	0	2026-2030	$ 86,479,000	SIS	$ 86,479,000	Cost Feasible
I-4	at US 27	-	0.01	INT	Committed	$ -	SIS	Committed	$ -	SIS	2026-2030	$ 217,107,000	SIS	2026-2030	$ 214,107,000	SIS	$ 431,214,000	Cost Feasible
I-4	West of US 27 / SR 25	Polk/Osceola County Line	-	4D-10F	Committed	$ 39,000	SIS	Committed	$ -	SIS	2031-2035	$ 51,686,000	SIS	2031-2035	$ 511,596,000	SIS	$ 563,282,000	Cost Feasible
US 27	CR 630A	Presidents Drive	5.04	4D-6D	Committed	$ -	SIS	Committed	$ -	SIS	Committed	$ -	SIS	2026-2030	$ 75,347,000	SIS	$ 75,347,000	Cost Feasible
I-4	West of SR 570/Polk Parkway West	West of US 27 / SR 25	13.49	4D-10F	Committed	$ -	SIS	2026-2030	$ 99,360,000	SIS	2031-2035	$ 249,680,000	SIS	2036-2045	$ 3,489,192,000	SIS	$ 3,838,232,000	Cost Feasible
SR 60	E of CR 630	Osceola Co/L	7.28	2U-4D	Complete	$ -	SIS	Committed	$ -	SIS	Unfunded	TBD	SIS	Unfunded	TBD	SIS	TBD	Partially Funded
SR 60	Hillsborough Co/L	CR 555 / Agricola Rd	13.25	4D-6D	2031-2035	$ 2,500,000	SIS	2036-2045	$ 19,500,000	SIS	Unfunded	TBD	TBD	Unfunded	TBD	TBD	$ 22,000,000	Partially Funded
SR 60	SR 60 (Van Fleet Drive E)	SR 25 / US 27	0.90	4D-6D	2031-2035	$ 3,000,000	SIS	2036-2045	$ 21,000,000	SIS	Unfunded	TBD	TBD	Unfunded	TBD	TBD	$ 24,000,000	Partially Funded
US 17/98	Mann Rd	Main St	1.80	4D-6D	2031-2035	$ 1,250,000	SIS	2036-2045	$ 2,500,000	SIS	Unfunded	TBD	TBD	Unfunded	TBD	TBD	$ 3,750,000	Partially Funded
US 17/98 (East Ave)	Main St	SR 60A / Auto Zone Ln	0.51	4D-6D	2031-2035	$ 1,000,000	SIS	2036-2045	$ 3,000,000	SIS	Unfunded	TBD	TBD	Unfunded	TBD	TBD	$ 4,000,000	Partially Funded
US 27	N of Kokomo Rd	Polk/Lake County Line	-	ITS-ITS	Committed	-	SIS	2031-2035	$ 16,320,000	SIS	2031-2035	$ 6,664,000	SIS	Unfunded	TBD	TBD	$ 22,984,000	Partially Funded

State Highway System (SHS) Roadways

On Street	From Street	To Street	Mi.	Improv Type	PDE Time	PDE Cost	PDE Source	PE Time	PE Cost	PE Source	ROW Time	ROW Cost	ROW Source	CST Time	CST Cost	CST Source	Total Cost (PDC)	Funded Level
US 98	North of Edgewood Dr	Main Street	3.00	4D-6D	Committed	$ -	-	Committed	$ -	-	Committed	$ -	-	2026-2030	$ 20,000,000	OA	$ 20,000,000	Cost Feasible
SR 33	Old Combee Road	Firstpark Blvd / University Blvd	2.65	00-4D	Complete	$ -	-	Committed	$ -	-	Committed	$ -	-	2026-2030	$ 18,950,000	OA	$ 18,950,000	Cost Feasible
SR 33	Firstpark Blvd / University Blvd	N of Tomkow Rd	1.10	-	Complete	$ -	-	Complete	$ -	-	Committed	$ -	-	2026-2030	$ 60,780,000	SIS	$ 60,780,000	Cost Feasible
US 17/92 (Hinson Ave)	1st St	17th St	0.80	2U-4D	Committed	$ -	-	2020-2024	$ 382,197	OA	2026-2030	$ 610,000	OA	2026-2030	$ 3,821,968	OA	$ 4,431,968	Cost Feasible
US 92 (New Tampa Hwy)	Hillsborough Co/L	Wabash Ave	4.26	Operations	Complete	$ -	-	Committed	$ -	-	Committed	$ -	-	2026-2030	$ 60,000,000	OA	$ 60,000,000	Cost Feasible
SR 544 (Lucerne Park Rd)	MLK Blvd	Lucerne Loop Rd	3.60	00-2U	Committed	$ -	-	2026-2030	$ 1,719,886	OA	2026-2030	$ 13,759,085	OA	2026-2030	$ 17,198,856	OA	$ 32,677,826	Cost Feasible
SR 544 (Lucerne Park Rd)	Lucerne Loop Rd	SR 17	4.50	00-2U	Committed	$ -	-	2031-2035	$ 2,149,857	OA	2031-2035	$ 17,198,856	OA	2031-2035	$ 21,498,570	OA	$ 40,847,283	Cost Feasible
US 17/92	@ CR 557		0.50	2U-2U IMP	Committed	$ -	-	2026-2030	$ 3,000,000	OA	2026-2030	$ 2,400,000	OA	2026-2030	$ 3,000,000	OA	$ 8,400,000	Cost Feasible
US 98 John Singletary Bridge	W. of Peace River	E. of Peace River	-	00-2U	Complete	$ -	-	Complete	$ -	-	Committed	$ -	-	2025	$ 11,000,000	OA	$ 11,000,000	Cost Feasible
SR 572 (Airport Road)	Drane Field Road	1 Mile N of Polk Pkwy	0.88	00-2U	2031-2035	$ 381,360	Local	2031-2035	$ 1,144,079	Local	2031-2035	$ 2,146,637	Local	2036-2045	$ 7,627,193	Local	$ 11,299,269	Cost Feasible
US 17/92	Central Polk Parkway	Osceola Co/L	5.76	2U-2U IMP	2031-2035	$ 3,373,900	OA	2031-2035	$ 10,121,701	OA	2031-2035	$ 44,706,816	OA	2036-2045	$ 67,478,005	OA	$ 125,680,421	Cost Feasible
US 17/92	US 17/92 (Hinson Ave)	Central Polk Parkway	5.04	00-2U	2031-2035	$ 2,952,163	OA	2031-2035	$ 8,856,488	OA	2031-2035 2036-2045	$ 19,559,232 $ 19,559,232	OA OA	2036-2045	$ 59,043,254	OA	$ 31,367,883	Cost Feasible
SR 572 (Airport Road)	Drane Field Road	S of Polk Pkwy	0.69	2U-4D	Unfunded	$ 404,165	-	Unfunded	$ 1,212,495	-	Unfunded	$ 5,355,504	-	Unfunded	$ 8,083,303	-	$ 15,055,467	Unfunded Need
SR 572 (Airport Road)	1 mile N. of Polk Pkwy	US 92 (New Tampa Hwy)	0.85	2U-4D	Unfunded	$ 497,885	-	Unfunded	$ 1,493,654	-	Unfunded	$ 6,597,360	-	Unfunded	$ 9,957,692	-	$ 18,546,590	Unfunded Need
US 17	SR 60A Connector	Crystal Beach Road	6.74	4D-6D	Unfunded	$ 2,949,145	-	Unfunded	$ 8,847,435	-	Unfunded	$ 15,693,955	-	Unfunded	$ 58,982,903	-	$ 86,473,438	Unfunded Need
US 17 (6th St NW)	E Central Ave	SR 544 (Avenue T)	1.51	4D-6D	Unfunded	$ 660,714	-	Unfunded	$ 1,982,141	-	Unfunded	$ 3,516,005	-	Unfunded	$ 13,214,270	-	$ 19,373,129	Unfunded Need
US 17/92	Rochelle Avenue	US 27	5.33	4D-6D	Unfunded	$ 2,332,187	-	Unfunded	$ 6,996,562	-	Unfunded	$ 12,410,798	-	Unfunded	$ 46,643,749	-	$ 68,383,298	Unfunded Need
US 92 (Memorial Blvd)	Gary Rd	SR 655 (Recker Hwy)	6.94	4D-6D	Unfunded	$ 4,164,462	-	Unfunded	$ 12,493,386	-	Unfunded	$ 89,775,840	-	Unfunded	$ 83,289,239	-	$ 189,722,927	Unfunded Need
US 98 (N Florida Ave)	US 92 (Memorial Blvd)	CR 582 (Griffin Road)	1.93	4D-6D	Unfunded	$ 1,158,128	-	Unfunded	$ 3,474,385	-	Unfunded	$ 24,966,480	-	Unfunded	$ 23,162,569	-	$ 52,761,563	Unfunded Need
SR 655 (Recker Hwy)	Spirit Lake Rd/42nd St	Thornhill Rd	3.35	2U-4D	Unfunded	$ 1,451,767	-	Unfunded	$ 4,355,301	-	Unfunded	$ 8,171,856	-	Unfunded	$ 29,035,338	-	$ 43,014,261	Unfunded Need

Local Roadways

On Street	From Street	To Street	Mi.	Improv Type	PDE Time	PDE Cost	PDE Source	PE Time	PE Cost	PE Source	ROW Time	ROW Cost	ROW Source	CST Time	CST Cost	CST Source	Total Cost (PDC)	Funded Level
Crews Lake Road/E.F. Griffin Road Connector	Crews Lake Road	E.F. Griffin Road	0.83	00-2U	2025	$ 664,632	Local	2025	$ 1,993,896	Local	2025	$ 920,304	Local	2025	$ 13,292,642	Local	$ 16,871,475	Cost Feasible
Wabash Ave Extension	Harden Blvd	Ariana St	2.66	00-2U	Complete	-	-	Underway	-	-	Committed	$ -	-	2025	$ 21,000,000	Local	$ 21,000,000	Cost Feasible
North Ridge Trail	Deen Still Road	Four Corners Blvd	1.59	00-4D	2026-2030	$ 1,273,211	Local	2026-2030	$ 3,819,633	Local	2026-2030	$ 16,454,592	Local	2026-2030	$ 25,464,219	Local	$ 47,011,654	Cost Feasible
North Ridge Trail	Four Corners Blvd	Sand Mine Road	2.56	00-4D	2026-2030	$ 2,049,950	Local	2026-2030	$ 6,149,849	Local	2026-2030	$ 26,492,928	Local	2026-2030	$ 40,998,993	Local	$ 75,691,720	Cost Feasible
Ewell Rd	Lund Rd	Old 37	1.37	2U-4D	2026-2030	$ 80,000	Local	2026-2030	$ 2,410,000	Local	2026-2030	$ 10,630,000	Local	2026-2030	$ 16,050,000	Local	$ 29,170,000	Cost Feasible
Holly Hill Rd	CR 547 (Bay St)	Ridgewood Lakes Blvd.	2.56	00-2U	2026-2030	$ 743,826	Local	2026-2030	$ 6,149,849	Local	2026-2030	$ 11,901,223	Local	2026-2030	$ 14,876,528	Local	$ 33,671,427	Cost Feasible
Wabash Ave	Ariana St	US 92 (New Tampa Hwy)	1.07	2U-4D	2025	$ 626,749	Local	2025	$ 1,880,246	Local	2025	$ 6,327,552	Local	2026-2030	$ 12,534,977	Local	$ 21,369,524	Cost Feasible
Alford Road Extension	CR 542	CR 546	1.01	00-2U	2026-2030	$ 467,000	Local	2026-2030	$ 1,401,001	Local	2026-2030	$ 2,314,435	Local	2026-2030	$ 9,340,004	Local	$ 13,522,440	Cost Feasible
Bannon Loop Road (Unpaved Road)	Huges Road Extension	Bannon Island Road	0.25	2U-2U IMP	2026-2030	$ 146,437	Local	2026-2030	$ 439,310	Local	2026-2030	$ 1,940,400	Local	2026-2030	$ 2,928,733	Local	$ 5,454,879	Cost Feasible
CR 544	SR 17	Central Polk Parkway	1.54	2U-4D	2026-2030	$ 902,050	Local	2026-2030	$ 2,706,149	Local	2026-2030	$ 3,415,104	Local	2026-2030	$ 18,040,994	Local	$ 25,064,297	Cost Feasible
New E-W Road	E.F. Griffin Road	US 98	0.86	00-2U	2025	$ 688,655	Local	2026-2030	$ 2,065,965	Local	2026-2030	$ 953,568	Local	2026-2030	$ 13,773,099	Local	$ 17,481,287	Cost Feasible
New Silver Development Rd (New E-W Rd to US 98)	New E-W Road	US 98	0.57	00-2U	2026-2030	$ 456,434	Local	2026-2030	$ 1,369,302	Local	2026-2030	$ 632,016	Local	2026-2030	$ 9,128,682	Local	$ 11,586,435	Cost Feasible
Holly Hill Rd	Patterson Road	CR 547 (Bay St)	1.01	00-2U	2031-2035	$ 467,000	Local	2031-2035	$ 1,401,001	OA	2031-2035	$ 4,695,404	OA	2031-2035	$ 5,869,255	OA	$ 12,432,660	Cost Feasible
CR 547	US 27	US 17/92/CSX Line	2.08	2U-4D	2026-2030	$ 1,218,353	Local	2026-2030	$ 3,655,059	Local	2031-2035	$ 16,144,128	Local	2031-2035	$ 24,367,057	Local	$ 45,384,597	Cost Feasible
FDC Grove Road	Massee Rd	Ernie Caldwell Blvd	2.47	00-2U	2026-2030	$ 1,142,070	Local	2026-2030	$ 3,426,209	Local	2031-2035	$ 5,660,054	Local	2031-2035	$ 22,841,396	Local	$ 33,069,729	Cost Feasible
Grandview Parkway Extension	Grandview Parkway Dead End	Dunson Road	1.34	00-2U	2031-2035	$ 1,111,533	Local	2031-2035	$ 3,334,598	Local	2031-2035	$ 4,754,534	Local	2031-2035	$ 22,230,654	Local	$ 31,431,319	Cost Feasible
Thompson Nursery Rd/Eloise Loop Road	CR 653 (Rattlesnake Rd)	US 27	3.40	2U-4D	2031-2035	$ 1,000,000	Local	2031-2035	$ 2,000,000	Local	2031-2035	$ 22,500,000	Local	2031-2035	$ 39,000,000	Local	$ 64,500,000	Cost Feasible
Thompson Nursery Road Extension	US 17	CR 653	5.83	00-4D	2031-2035	$ 2,000,000	Local	2031-2035	$ 4,000,000	Local	2031-2035	$ 12,033,911	Local	2031-2035	$ 32,966,089	Local	$ 51,000,000	Cost Feasible
Marigold Avenue	Poinciana Parkway	Coyote Rd	2.37	2U-4D	2025	$ 1,388,219	Local	2026-2030	$ 4,164,658	OA	2026-2030	$ 22,211,510	Local	2031-2035	$ 27,764,387	Local	$ 55,528,774	Cost Feasible
FDC Grove Road	US-27	Massee Rd	2.13	00-2U	2036-2045	$ 984,862	Local	2036-2045	$ 2,954,585	Local	2036-2045	$ 4,880,938	Local	2036-2045	$ 19,697,236	Local	$ 28,517,621	Cost Feasible
Holly Hill Rd	Ridgewood Lakes Blvd.	Ernie Caldwell Blvd	2.55	00-2U	2026-2030	$ 740,921	Local	2026-2030	$ 1,481,842	OA	2026-2030	$ 11,854,734	OA	2036-2045	$ 14,818,417	OA	$ 28,895,913	Cost Feasible
Hughes Road (Unpved Grove Road)	Hughes Road E-W	CR 546	0.49	2U-2U IMP	2036-2045	$ 287,016	Local	2036-2045	$ 861,047	Local	2036-2045	$ 3,803,184	Local	2036-2045	$ 5,740,316	Local	$ 10,691,564	Cost Feasible
Hughes Road Extension	Existing Hughes Road	Bannon Loop Road	0.76	00-2U	2036-2045	$ 608,579	Local	2036-2045	$ 1,825,736	Local	2036-2045	$ 7,865,088	Local	2036-2045	$ 12,171,576	Local	$ 22,470,979	Cost Feasible
I-4 Crossover Rd	FDC Grove Rd	NW Access Road	2.81	00-2U	2036-2045	$ 2,595,413	Local	2036-2045	$ 7,786,240	Local	2036-2045	$ 52,967,376	Local	2036-2045	$ 51,908,268	Local	$ 115,257,298	Cost Feasible
I-4 Crossover Rd	Waverly Barn Rd	Deen Still Rd	2.81	00-4D	2036-2045	$ 2,595,413	Local	2036-2045	$ 7,786,240	Local	2036-2045	$ 52,967,376	Local	2036-2045	$ 51,908,268	Local	$ 115,257,298	Cost Feasible
Powerline Road	CR 580-Johnson Avenue	South Boulevard	2.74	2U-4D	2036-2045	$ 1,604,946	Local	2036-2045	$ 4,814,837	Local	2036-2045	$ 21,266,784	Local	2036-2045	$ 32,098,912	Local	$ 59,785,478	Cost Feasible
Powerline Road	Hinson	CR 580-Johnson Avenue	0.50	2U-4D	2036-2045	$ 292,873	Local	2036-2045	$ 878,620	Local	2036-2045	$ 3,880,800	Local	2036-2045	$ 5,857,466	Local	$ 10,909,759	Cost Feasible
Powerline Road Extension	Bannon Island Road	CR 544	0.51	00-4D	2036-2045	$ 408,388	Local	2036-2045	$ 1,225,165	Local	2036-2045	$ 5,277,888	Local	2036-2045	$ 8,167,768	Local	$ 15,079,210	Cost Feasible
Powerline Road Extension	CR 544	Hinson Avenue E	1.73	00-4D	2036-2045	$ 1,597,888	Local	2036-2045	$ 4,793,664	Local	2036-2045	$ 32,609,808	Local	2036-2045	$ 31,957,760	Local	$ 70,959,120	Cost Feasible
Powerline Road Extension	South Boulevard	Temples Lane	1.43	00-4D	2036-2045	$ 1,320,798	Local	2036-2045	$ 3,962,393	Local	2036-2045	$ 26,954,928	Local	2036-2045	$ 26,415,952	Local	$ 58,654,070	Cost Feasible
Spirit Lake Rd	US 17	Thornhill Rd	1.80	2U-4D	2036-2045	$ 1,054,344	Local	2036-2045	$ 3,163,031	Local	2036-2045	$ 7,318,080	Local	2036-2045	$ 21,086,876	Local	$ 32,622,332	Cost Feasible
Spirit Lake Rd	Thornhill Rd	SR 540 (Winterlake Rd)	1.75	2U-4D	2036-2045	$ 1,025,056	Local	2036-2045	$ 3,075,169	Local	2036-2045	$ 7,114,800	Local	2036-2045	$ 20,501,130	Local	$ 31,716,156	Cost Feasible
Temples Lane	Powerline Road Extension	US 17/92	0.55	2U-4D	2036-2045	$ 238,350	Local	2036-2045	$ 715,049	Local	2036-2045	$ 1,341,648	Local	2036-2045	$ 4,766,996	Local	$ 7,062,043	Cost Feasible
Wabash Ave	US 92 (Memorial Blvd)	10th St	0.52	2U-4D	2036-2045	$ 372,017	Local	2036-2045	$ 1,116,050	Local	2036-2045	$ 5,952,265	Local	2036-2045	$ 7,440,331	Local	$ 14,880,662	Cost Feasible
Waring Road Phase II	West Pipkin Road	Drane Field Road	1.52	2U-4D	2036-2045	$ 890,335	Local	2036-2045	$ 2,671,004	Local	2036-2045	$ 561,792	Local	2036-2045	$ 17,806,696	Local	$ 21,929,827	Cost Feasible
Local Initiatives 2025				Operations										2025	$ 23,404,603	Local	$ 23,404,603	Cost Feasible
Local Initiatives 2026-2030				Operations										2026-2030	$ 40,162,418	Local	$ 40,162,418	Cost Feasible
Local Initiatives 2031-2035				Operations										2031-2035	$ 40,000,000	Local	$ 40,000,000	Cost Feasible
Local Initiatives 2036-2045				Operations										2036-2045	$ 72,275,207	Local	$ 72,275,207	Cost Feasible
Spirit Lake Rd/42nd St NW	CR 542	SR 544	1.71	2U-4D	Unfunded	$ 741,051	Unfunded	Unfunded	$ 2,223,153	-	Unfunded	$ 11,856,818	-	Unfunded	$ 14,821,023	-	$ 29,642,046	Illustrative
Snell Creek Road	Pink Apartment Road	Warner Road	1.41	2U-2U IMP	Unfunded	$ 825,903	-	Unfunded	$ 2,477,708	-	Unfunded	$ 10,943,856	-	Unfunded	$ 16,518,053	-	$ 30,765,520	Unfunded Need
T. S. Wilson/Kelly Road	Hopson Road	Old Avon Park Cutoff Road	2.53	2U-2U IMP	Unfunded	$ 1,481,939	-	Unfunded	$ 4,445,816	-	Unfunded	$ 19,636,848	-	Unfunded	$ 29,638,776	-	$ 55,203,380	Unfunded Need
T.S. Wilson/Kelly Road N Extension	Hopson Road	US 27	1.20	00-2U	Unfunded	$ 960,914	-	Unfunded	$ 2,882,742	-	Unfunded	$ 12,418,560	-	Unfunded	$ 19,218,278	-	$ 35,480,494	Unfunded Need
Tillery Rd/Yarborough Ln/Crews Lake Rd Connector	Crews Lake Drive	Crews Lake Road Ext	1.71	2U-2U IMP	Unfunded	$ 1,369,302	-	Unfunded	$ 4,107,907	-	Unfunded	$ 17,696,448	-	Unfunded	$ 27,386,046	-	$ 50,559,704	Unfunded Need
Tillery Road/McCall Road Extension	CR 540A	New E_W Road	1.01	00-2U	Unfunded	$ 808,769	-	Unfunded	$ 2,426,308	-	Unfunded	$ 10,452,288	-	Unfunded	$ 16,175,384	-	$ 29,862,749	Unfunded Need
Waverly Barn Road	North Ridge Trail	US 27	0.39	2U-4D	Unfunded	$ 228,441	-	Unfunded	$ 685,323	-	Unfunded	$ 3,027,024	-	Unfunded	$ 4,568,823	-	$ 8,509,612	Unfunded Need
West Frostproof North Connector	West Frostproof Road	US 27	1.19	00-2U	Unfunded	$ 952,906	-	Unfunded	$ 2,858,719	-	Unfunded	$ 12,315,072	-	Unfunded	$ 19,058,126	-	$ 35,184,823	Unfunded Need
West Frostproof North Connector Extension	West Frostproof Road	US 98	1.63	00-2U	Unfunded	$ 753,674	-	Unfunded	$ 2,261,021	-	Unfunded	$ 3,735,178	-	Unfunded	$ 15,073,472	-	$ 21,823,344	Unfunded Need
Williams N/S Connector	Lakeland E-W Road	Old Polk City Road	1.00	00-2U	Unfunded	$ 462,376	-	Unfunded	$ 1,387,129	-	Unfunded	$ 2,291,520	-	Unfunded	$ 9,247,529	-	$ 13,388,554	Unfunded Need
Willowbrook Connector	Lucerne Park Road (SR 544)	Avenue T/NE Buckeye Loop	1.70	00-2U	Unfunded	$ 786,040	-	Unfunded	$ 2,358,120	-	Unfunded	$ 3,895,584	-	Unfunded	$ 15,720,799	-	$ 22,760,543	Unfunded Need
Yaroborough Lane Extension	Crews Lake Drive	Tillery Rd/Yarborough Ln/Crews Lak	0.52	00-2U	Unfunded	$ 240,436	-	Unfunded	$ 721,307	-	Unfunded	$ 1,191,590	-	Unfunded	$ 4,808,715	-	$ 6,962,048	Unfunded Need

APPENDIX C

Roadway Projects and Costs
(Year of Expenditure Costs)

Strategic Intermodal System (SIS) Roadways

On Street	From Street	To Street	Mi.	Improv Type	PDE Time	PDE Cost	PDE Source	PE Time	PE Cost	PE Source	ROW Time	ROW Cost	ROW Source	CST Time	CST Cost	CST Source	Total Cost (PDC)	Funded Level
US 27	Highlands Co/L	CR 630A	8.68	4D-6D	Committed	$ -	SIS	Committed	$ -	SIS	Committed	$ -	SIS	Committed	-	SIS	$ -	Committed
I-4	at SR 33 Interchange Modification	-	0.65	INT	Committed	$ -	SIS	Committed	$ -	SIS	Committed	$ -	0	2026-2030	$ 114,152,280	SIS	$ 114,152,280	Cost Feasible
I-4	at US 27	-	0.01	INT	Committed	$ -	SIS	Committed	$ -	SIS	2026-2030	$ 286,581,240	SIS	2026-2030	$ 282,621,240	SIS	$ 569,202,480	Cost Feasible
I-4	West of US 27 / SR 25	Polk/Osceola County Line	-	4D-10F	Committed	$ 39,000	SIS	Committed	$ -	SIS	2031-2035	$ 80,113,300	SIS	2031-2035	$ 792,973,800	SIS	$ 873,087,100	Cost Feasible
US 27	CR 630A	Presidents Drive	5.04	4D-6D	Committed	$ -	SIS	Committed	$ -	SIS	Committed	$ -	SIS	2026-2030	$ 99,458,040	SIS	$ 99,458,040	Cost Feasible
I-4	West of SR 570/Polk Parkway West	West of US 27 / SR 25	13.49	4D-10F	Committed	$ -	SIS	2026-2030	$ 131,155,200	SIS	2031-2035	$ 387,004,000	SIS	2036-2045	$ 7,152,843,600	SIS	$ 7,671,002,800	Cost Feasible
SR 60	E of CR 630	Osceola Co/L	7.28	2U-4D	Complete	$ -	SIS	Committed	$ -	SIS	Unfunded	TBD	SIS	Unfunded	TBD	SIS	TBD	Partially Funded
SR 60	Hillsborough Co/L	CR 555 / Agricola Rd	13.25	4D-6D	2031-2035	$ 3,875,000	SIS	2036-2045	$ 39,975,000	SIS	Unfunded	TBD	TBD	Unfunded	TBD	TBD	$ 43,850,000	Partially Funded
SR 60	SR 60 (Van Fleet Drive E)	SR 25 / US 27	0.90	4D-6D	2031-2035	$ 4,650,000	SIS	2036-2045	$ 43,050,000	SIS	Unfunded	TBD	TBD	Unfunded	TBD	TBD	$ 47,700,000	Partially Funded
US 17/98	Mann Rd	Main St	1.80	4D-6D	2031-2035	$ 1,937,500	SIS	2036-2045	$ 5,125,000	SIS	Unfunded	TBD	TBD	Unfunded	TBD	TBD	$ 7,062,500	Partially Funded
US 17/98 (East Ave)	Main St	SR 60A / Auto Zone Ln	0.51	4D-6D	2031-2035	$ 1,550,000	SIS	2036-2045	$ 6,150,000	SIS	Unfunded	TBD	TBD	Unfunded	TBD	TBD	$ 7,700,000	Partially Funded
US 27	N of Kokomo Rd	Polk/Lake County Line	-	ITS-ITS	Committed	-	SIS	2031-2035	$ 25,296,000	SIS	2031-2035	$ 10,329,200	SIS	Unfunded	TBD	TBD	$ 35,625,200	Partially Funded

State Highway System (SHS) Roadways

On Street	From Street	To Street	Mi.	Improv Type	PDE Time	PDE Cost	PDE Source	PE Time	PE Cost	PE Source	ROW Time	ROW Cost	ROW Source	CST Time	CST Cost	CST Source	Total Cost (PDC)	Funded Level
US 98	North of Edgewood Dr	Main Street	3.00	4D-6D	Committed	$ -	-	Committed	$ -	-	Committed	$ -	-	2026-2030	$ 26,400,000	OA	$ 26,400,000	Cost Feasible
SR 33	Old Combee Road	Firstpark Blvd / University Blvd	2.65	00-4D	Complete	$ -	-	Committed	$ -	-	Committed	$ -	-	2026-2030	$ 25,014,000	OA	$ 25,014,000	Cost Feasible
SR 33	Firstpark Blvd / University Blvd	N of Tomkow Rd	1.10	-	Complete	$ -	-	Complete	$ -	-	Committed	$ -	-	2026-2030	$ 80,229,600	SIS	$ 80,229,600	Cost Feasible
US 17/92 (Hinson Ave)	1st St	17th St	0.80	2U-4D	Committed	$ -	-	2020-2024	$ 382,197	OA	2026-2030	$ 805,200	OA	2026-2030	$ 5,044,998	OA	$ 5,850,198	Cost Feasible
US 92 (New Tampa Hwy)	Hillsborough Co/L	Wabash Ave	4.26	Operations	Complete	$ -	-	Committed	$ -	-	Committed	$ -	-	2026-2030	$ 79,200,000	OA	$ 79,200,000	Cost Feasible
SR 544 (Lucerne Park Rd)	MLK Blvd	Lucerne Loop Rd	3.60	00-2U	Committed	$ -	-	2026-2030	$ 2,270,249	OA	2026-2030	$ 18,161,992	OA	2026-2030	$ 22,702,490	OA	$ 43,134,731	Cost Feasible
SR 544 (Lucerne Park Rd)	Lucerne Loop Rd	SR 17	4.50	00-2U	Committed	$ -	-	2031-2035	$ 3,332,278	OA	2031-2035	$ 26,658,227	OA	2031-2035	$ 33,322,784	OA	$ 63,313,289	Cost Feasible
US 17/92	@ CR 557		0.50	2U-2U IMP	Committed	$ -	-	2026-2030	$ 3,960,000	OA	2026-2030	$ 3,168,000	OA	2026-2030	$ 3,960,000	OA	$ 11,088,000	Cost Feasible
US 98 John Singletary Bridge	W. of Peace River	E. of Peace River	-	00-2U	Complete	$ -	-	Complete	$ -	-	Committed	$ -	-	2025	$ 13,090,000	OA	$ 13,090,000	Cost Feasible
SR 572 (Airport Road)	Drane Field Road	1 Mile N of Polk Pkwy	0.88	00-2U	2031-2035	$ 591,107	Local	2031-2035	$ 1,773,322	Local	2031-2035	$ 3,327,287	Local	2036-2045	$ 15,635,746	Local	$ 21,327,463	Cost Feasible
US 17/92	Central Polk Parkway	Osceola Co/L	5.76	2U-2U IMP	2031-2035	$ 5,229,545	OA	2031-2035	$ 15,688,636	OA	2031-2035	$ 69,295,565	OA	2036-2045	$ 138,329,909	OA	$ 228,543,656	Cost Feasible
US 17/92	US 17/92 (Hinson Ave)	Central Polk Parkway	5.04	00-2U	2031-2035	$ 4,575,852	OA	2031-2035	$ 13,727,557	OA	2031-2035 2036-2045	$ 30,316,810 $ 40,096,426	OA OA	2036-2045	$ 121,038,671	OA	$ 48,620,218	Cost Feasible
SR 572 (Airport Road)	Drane Field Road	S of Polk Pkwy	0.69	2U-4D	Unfunded	$ 828,539	-	Unfunded	$ 2,485,616	-	Unfunded	$ 10,978,783	-	Unfunded	$ 16,570,770	-	$ 30,863,708	Unfunded Need
SR 572 (Airport Road)	1 mile N. of Polk Pkwy	US 92 (New Tampa Hwy)	0.85	2U-4D	Unfunded	$ 1,020,663	-	Unfunded	$ 3,061,990	-	Unfunded	$ 13,524,588	-	Unfunded	$ 20,413,268	-	$ 38,020,509	Unfunded Need
US 17	SR 60A Connector	Crystal Beach Road	6.74	4D-6D	Unfunded	$ 6,045,748	-	Unfunded	$ 18,137,243	-	Unfunded	$ 32,172,608	-	Unfunded	$ 120,914,950	-	$ 177,270,549	Unfunded Need
US 17 (6th St NW)	E Central Ave	SR 544 (Avenue T)	1.51	4D-6D	Unfunded	$ 1,354,463	-	Unfunded	$ 4,063,388	-	Unfunded	$ 7,207,810	-	Unfunded	$ 27,089,254	-	$ 39,714,915	Unfunded Need
US 17/92	Rochelle Avenue	US 27	5.33	4D-6D	Unfunded	$ 4,780,984	-	Unfunded	$ 14,342,953	-	Unfunded	$ 25,442,137	-	Unfunded	$ 95,619,686	-	$ 140,185,760	Unfunded Need
US 92 (Memorial Blvd)	Gary Rd	SR 655 (Recker Hwy)	6.94	4D-6D	Unfunded	$ 8,537,147	-	Unfunded	$ 25,611,441	-	Unfunded	$ 184,040,472	-	Unfunded	$ 170,742,940	-	$ 388,932,000	Unfunded Need
US 98 (N Florida Ave)	US 92 (Memorial Blvd)	CR 582 (Griffin Road)	1.93	4D-6D	Unfunded	$ 2,374,163	-	Unfunded	$ 7,122,490	-	Unfunded	$ 51,181,284	-	Unfunded	$ 47,483,267	-	$ 108,161,205	Unfunded Need
SR 655 (Recker Hwy)	Spirit Lake Rd/42nd St	Thornhill Rd	3.35	2U-4D	Unfunded	$ 2,976,122	-	Unfunded	$ 8,928,366	-	Unfunded	$ 16,752,305	-	Unfunded	$ 59,522,442	-	$ 88,179,235	Unfunded Need

Local Roadways

On Street	From Street	To Street	Mi.	Improv Type	PDE Time	PDE Cost	PDE Source	PE Time	PE Cost	PE Source	ROW Time	ROW Cost	ROW Source	CST Time	CST Cost	CST Source	Total Cost (PDC)	Funded Level
Crews Lake Road/E.F. Griffin Road Connector	Crews Lake Road	E.F. Griffin Road	0.83	00-2U	2025	$ 790,912	Local	2025	$ 2,372,737	Local	2025	$ 1,095,162	Local	2025	$ 15,818,244	Local	$ 20,077,055	Cost Feasible
Wabash Ave Extension	Harden Blvd	Ariana St	2.66	00-2U	Complete	$ -	-	Underway	$ -	-	Committed	$ -	-	2025	$ 24,990,000	Local	$ 24,990,000	Cost Feasible
North Ridge Trail	Deen Still Road	Four Corners Blvd	1.59	00-4D	2026-2030	$ 1,680,638	Local	2026-2030	$ 5,041,915	Local	2026-2030	$ 21,720,061	Local	2026-2030	$ 33,612,768	Local	$ 62,055,384	Cost Feasible
North Ridge Trail	Four Corners Blvd	Sand Mine Road	2.56	00-4D	2026-2030	$ 2,705,934	Local	2026-2030	$ 8,117,801	Local	2026-2030	$ 34,970,665	Local	2026-2030	$ 54,118,671	Local	$ 99,913,070	Cost Feasible
Ewell Rd	Lund Rd	Old 37	1.37	2U-4D	2026-2030	$ 105,600	Local	2026-2030	$ 3,181,200	Local	2026-2030	$ 14,031,600	Local	2026-2030	$ 21,186,000	Local	$ 38,504,400	Cost Feasible
Holly Hill Rd	CR 547 (Bay St)	Ridgewood Lakes Blvd.	2.56	00-2U	2026-2030	$ 981,851	Local	2026-2030	$ 8,117,801	Local	2026-2030	$ 15,709,614	Local	2026-2030	$ 19,637,017	Local	$ 44,446,283	Cost Feasible
Wabash Ave	Ariana St	US 92 (New Tampa Hwy)	1.07	2U-4D	2025	$ 745,831	Local	2025	$ 2,237,493	Local	2025	$ 7,529,787	Local	2026-2030	$ 16,546,169	Local	$ 27,059,280	Cost Feasible
Alford Road Extension	CR 542	CR 546	1.01	00-2U	2026-2030	$ 616,440	Local	2026-2030	$ 1,849,321	Local	2026-2030	$ 3,055,054	Local	2026-2030	$ 12,328,805	Local	$ 17,849,621	Cost Feasible
Bannon Loop Road (Unpaved Road)	Huges Road Extension	Bannon Island Road	0.25	2U-2U IMP	2026-2030	$ 193,296	Local	2026-2030	$ 579,889	Local	2026-2030	$ 2,561,328	Local	2026-2030	$ 3,865,927	Local	$ 7,200,441	Cost Feasible
CR 544	SR 17	Central Polk Parkway	1.54	2U-4D	2026-2030	$ 1,190,706	Local	2026-2030	$ 3,572,117	Local	2026-2030	$ 4,507,937	Local	2026-2030	$ 23,814,112	Local	$ 33,084,872	Cost Feasible
New E-W Road	E.F. Griffin Road	US 98	0.86	00-2U	2025	$ 819,499	Local	2026-2030	$ 2,727,074	Local	2026-2030	$ 1,258,710	Local	2026-2030	$ 18,180,491	Local	$ 22,985,774	Cost Feasible
New Silver Development Rd (New E-W Rd to US 98)	New E-W Road	US 98	0.57	00-2U	2026-2030	$ 602,493	Local	2026-2030	$ 1,807,479	Local	2026-2030	$ 834,261	Local	2026-2030	$ 12,049,860	Local	$ 15,294,094	Cost Feasible
Holly Hill Rd	Patterson Road	CR 547 (Bay St)	1.01	00-2U	2031-2035	$ 723,850	Local	2031-2035	$ 2,171,551	OA	2031-2035	$ 7,277,877	OA	2031-2035	$ 9,097,346	OA	$ 19,270,624	Cost Feasible
CR 547	US 27	US 17/92/CSX Line	2.08	2U-4D	2026-2030	$ 1,608,226	Local	2026-2030	$ 4,824,677	Local	2031-2035	$ 25,023,398	Local	2031-2035	$ 37,768,939	Local	$ 69,225,240	Cost Feasible
FDC Grove Road	Massee Rd	Ernie Caldwell Blvd	2.47	00-2U	2026-2030	$ 1,507,532	Local	2026-2030	$ 4,522,596	Local	2031-2035	$ 8,773,084	Local	2031-2035	$ 35,404,164	Local	$ 50,207,376	Cost Feasible
Grandview Parkway Extension	Grandview Parkway Dead End	Dunson Road	1.34	00-2U	2031-2035	$ 1,722,876	Local	2031-2035	$ 5,168,627	Local	2031-2035	$ 7,369,528	Local	2031-2035	$ 34,457,514	Local	$ 48,718,545	Cost Feasible
Thompson Nursery Rd/Eloise Loop Road	CR 653 (Rattlesnake Rd)	US 27	3.40	2U-4D	2031-2035	$ 1,550,000	Local	2031-2035	$ 3,100,000	Local	2031-2035	$ -	Local	2031-2035	$ 60,450,000	Local	$ -	Cost Feasible
Thompson Nursery Road Extension	US 17	CR 653	5.83	00-4D	2031-2035	$ 3,100,000	Local	2031-2035	$ 6,200,000	Local	2031-2035	$ -	Local	2031-2035	$ -	Local	$ -	Cost Feasible
Marigold Avenue	Poinciana Parkway	Coyote Rd	2.37	2U-4D	2025	$ 1,651,981	Local	2026-2030	$ 5,497,349	OA	2026-2030	$ 29,319,193	Local	2031-2035	$ 43,034,800	Local	$ 79,503,322	Cost Feasible
FDC Grove Road	US-27	Massee Rd	2.13	00-2U	2036-2045	$ 2,018,967	Local	2036-2045	$ 6,056,900	Local	2036-2045	$ 10,005,922	Local	2036-2045	$ 40,379,334	Local	$ 58,461,123	Cost Feasible
Holly Hill Rd	Ridgewood Lakes Blvd.	Ernie Caldwell Blvd	2.55	00-2U	2026-2030	$ 978,016	Local	2026-2030	$ 1,956,031	OA	2026-2030	$ 15,648,248	OA	2036-2045	$ 30,377,755	OA	$ 48,960,050	Cost Feasible
Hughes Road (Unpved Grove Road)	Hughes Road E-W	CR 546	0.49	2U-2U IMP	2036-2045	$ 588,382	Local	2036-2045	$ 1,765,147	Local	2036-2045	$ 7,796,527	Local	2036-2045	$ 11,767,649	Local	$ 21,917,705	Cost Feasible
Hughes Road Extension	Existing Hughes Road	Bannon Loop Road	0.76	00-2U	2036-2045	$ 1,247,587	Local	2036-2045	$ 3,742,760	Local	2036-2045	$ 16,123,430	Local	2036-2045	$ 24,951,731	Local	$ 46,065,508	Cost Feasible
I-4 Crossover Rd	FDC Grove Rd	NW Access Road	2.81	00-2U	2036-2045	$ 5,320,598	Local	2036-2045	$ 15,961,793	Local	2036-2045	$ 108,583,121	Local	2036-2045	$ 106,411,950	Local	$ 236,277,461	Cost Feasible
I-4 Crossover Rd	Waverly Barn Rd	Deen Still Rd	2.81	00-4D	2036-2045	$ 5,320,598	Local	2036-2045	$ 15,961,793	Local	2036-2045	$ 108,583,121	Local	2036-2045	$ 106,411,950	Local	$ 236,277,461	Cost Feasible
Powerline Road	CR 580-Johnson Avenue	South Boulevard	2.74	2U-4D	2036-2045	$ 3,290,138	Local	2036-2045	$ 9,870,415	Local	2036-2045	$ 43,596,907	Local	2036-2045	$ 65,802,769	Local	$ 122,560,230	Cost Feasible
Powerline Road	Hinson	CR 580-Johnson Avenue	0.50	2U-4D	2036-2045	$ 600,390	Local	2036-2045	$ 1,801,171	Local	2036-2045	$ 7,955,640	Local	2036-2045	$ 12,007,805	Local	$ 22,365,006	Cost Feasible
Powerline Road Extension	Bannon Island Road	CR 544	0.51	00-4D	2036-2045	$ 837,196	Local	2036-2045	$ 2,511,589	Local	2036-2045	$ 10,819,670	Local	2036-2045	$ 16,743,925	Local	$ 30,912,380	Cost Feasible
Powerline Road Extension	CR 544	Hinson Avenue E	1.73	00-4D	2036-2045	$ 3,275,670	Local	2036-2045	$ 9,827,011	Local	2036-2045	$ 66,850,106	Local	2036-2045	$ 65,513,407	Local	$ 145,466,195	Cost Feasible
Powerline Road Extension	South Boulevard	Temples Lane	1.43	00-4D	2036-2045	$ 2,707,635	Local	2036-2045	$ 8,122,905	Local	2036-2045	$ 55,257,602	Local	2036-2045	$ 54,152,701	Local	$ 120,240,843	Cost Feasible
Spirit Lake Rd	US 17	Thornhill Rd	1.80	2U-4D	2036-2045	$ 2,161,405	Local	2036-2045	$ 6,484,215	Local	2036-2045	$ 15,002,064	Local	2036-2045	$ 43,228,097	Local	$ 66,875,780	Cost Feasible
Spirit Lake Rd	Thornhill Rd	SR 540 (Winterlake Rd)	1.75	2U-4D	2036-2045	$ 1,025,056	Local	2036-2045	$ 6,304,097	Local	2036-2045	$ 14,585,340	Local	2036-2045	$ 42,027,316	Local	$ 65,018,119	Cost Feasible
Temples Lane	Powerline Road Extension	US 17/92	0.55	2U-4D	2036-2045	$ 488,617	Local	2036-2045	$ 1,465,851	Local	2036-2045	$ 2,750,378	Local	2036-2045	$ 9,772,341	Local	$ 14,477,188	Cost Feasible
Wabash Ave	US 92 (Memorial Blvd)	10th St	0.52	2U-4D	2036-2045	$ 762,634	Local	2036-2045	$ 2,287,902	Local	2036-2045	$ 12,202,143	Local	2036-2045	$ 15,252,679	Local	$ 30,505,357	Cost Feasible
Waring Road Phase II	West Pipkin Road	Drane Field Road	1.52	2U-4D	2036-2045	$ 1,825,186	Local	2036-2045	$ 5,475,559	Local	2036-2045	$ 1,151,674	Local	2036-2045	$ 36,503,726	Local	$ 44,956,145	Cost Feasible
Local Initiatives 2025				Operations										2025	$ 27,851,478	Local	$ 27,851,478	Cost Feasible
Local Initiatives 2026-2030				Operations										2026-2030	$ 53,014,392	Local	$ 53,014,392	Cost Feasible
Local Initiatives 2031-2035				Operations										2031-2035	$ 62,000,000	Local	$ 62,000,000	Cost Feasible
Local Initiatives 2036-2045				Operations										2036-2045	$ 148,164,174	Local	$ 148,164,174	Cost Feasible
Spirit Lake Rd/42nd St NW	CR 542	SR 544	1.71	2U-4D	Unfunded	$ 1,519,155	Unfunded	Unfunded	$ 4,557,465	-	Unfunded	$ 24,306,478	-	Unfunded	$ 30,383,097	-	$ 60,766,194	Illustrative
Snell Creek Road	Pink Apartment Road	Warner Road	1.41	2U-2U IMP	Unfunded	$ 1,693,100	-	Unfunded	$ 5,079,301	-	Unfunded	$ 22,434,905	-	Unfunded	$ 33,862,009	-	$ 63,069,316	Unfunded Need
T. S. Wilson/Kelly Road	Hopson Road	Old Avon Park Cutoff Road	2.53	2U-2U IMP	Unfunded	$ 3,037,975	-	Unfunded	$ 9,113,924	-	Unfunded	$ 40,255,538	-	Unfunded	$ 60,759,491	-	$ 113,166,928	Unfunded Need
T.S. Wilson/Kelly Road N Extension	Hopson Road	US 27	1.20	00-2U	Unfunded	$ 1,969,874	-	Unfunded	$ 5,909,621	-	Unfunded	$ 25,458,048	-	Unfunded	$ 39,397,470	-	$ 72,735,012	Unfunded Need
Tillery Rd/Yarborough Ln/Crews Lake Rd Connector	Crews Lake Drive	Crews Lake Road Ext	1.71	2U-2U IMP	Unfunded	$ 2,807,070	-	Unfunded	$ 8,421,209	-	Unfunded	$ 36,277,718	-	Unfunded	$ 56,141,395	-	$ 103,647,392	Unfunded Need
Tillery Road/McCall Road Extension	CR 540A	New E_W Road	1.01	00-2U	Unfunded	$ 1,657,977	-	Unfunded	$ 4,973,931	-	Unfunded	$ 21,427,190	-	Unfunded	$ 33,159,537	-	$ 61,218,635	Unfunded Need
Waverly Barn Road	North Ridge Trail	US 27	0.39	2U-4D	Unfunded	$ 468,304	-	Unfunded	$ 1,404,913	-	Unfunded	$ 6,205,399	-	Unfunded	$ 9,366,088	-	$ 17,444,704	Unfunded Need
West Frostproof North Connector	West Frostproof Road	US 27	1.19	00-2U	Unfunded	$ 1,953,458	-	Unfunded	$ 5,860,374	-	Unfunded	$ 25,245,898	-	Unfunded	$ 39,069,158	-	$ 72,128,887	Unfunded Need
West Frostproof North Connector Extension	West Frostproof Road	US 98	1.63	00-2U	Unfunded	$ 1,545,031	-	Unfunded	$ 4,635,093	-	Unfunded	$ 7,657,114	-	Unfunded	$ 30,900,617	-	$ 44,737,855	Unfunded Need
Williams N/S Connector	Lakeland E-W Road	Old Polk City Road	1.00	00-2U	Unfunded	$ 947,872	-	Unfunded	$ 2,843,615	-	Unfunded	$ 4,697,616	-	Unfunded	$ 18,957,434	-	$ 27,446,537	Unfunded Need
Willowbrook Connector	Lucerne Park Road (SR 544)	Avenue T/NE Buckeye Loop	1.70	00-2U	Unfunded	$ 1,611,382	-	Unfunded	$ 4,834,146	-	Unfunded	$ 7,985,947	-	Unfunded	$ 32,227,637	-	$ 46,659,112	Unfunded Need
Yaroborough Lane Extension	Crews Lake Drive	Tillery Rd/Yarborough Ln/Crews Lak	0.52	00-2U	Unfunded	$ 492,893	-	Unfunded	$ 1,478,680	-	Unfunded	$ 2,442,760	-	Unfunded	$ 9,857,866	-	$ 14,272,199	Unfunded Need

APPENDIX D

Potential Candidate Congestions Management Corridors - Constrained Roads

APPENDIX E

Transit Needs

LAKE MIRROR

APPENDIX F

Multi-Use Trails

I-4 AND SOCRUM LOOP ROAD INTERCHANGE

APPENDIX G

Bicycle and Pedestrian Needs