CHAPTER 7
PLAN IMPLEMENTATION

CSX INTERMODAL LOGISTICS FACILITY IN WINTER HAVEN
Plan Implementation

Introduction
The Momentum 2040 Plan represents a significant milestone in addressing the multimodal surface transportation needs of Polk County and its segment of the Central Florida Region. In order for key elements of the Plan to move forward, there are many essential follow up actions beyond normal project development activities that will need to be undertaken by the Transportation Planning Organization (TPO) and its partners. The implementation of the Plan will also be reliant upon the support and cooperation of many key local and regional partners including the local municipalities, Polk County, the Florida Department of Transportation District One, the West Central Florida Metropolitan Planning Organizations (MPO) Chairs Coordinating Committee/ Tampa Bay Area Regional Transportation Authority (TBARTA), the Central Florida MPO Alliance, and neighboring counties and MPOs among others.

Implementation Action Items

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

- Neighborhood Mobility Audits and Improvements
- Complete Streets Program
- Congestion Management
- Bicycle/Pedestrian/Trails
- Bicycle and Pedestrian Safety

Illustrative/Unfunded Priority Projects
Illustrative projects represent high priority projects that are not currently cost feasible but could be added to the Plan, should funding become available in the future. These include the Central Polk Parkway and completing the four lanes on the Polk Parkway. Both of these projects would likely require the expenditure of Turnpike revenues, another source provided by the state, or the development of a new local funding source.

A potential weakness of the Plan is the level of funding available for public transportation. Federal public transportation funding changes following the designation of the Polk County urbanized areas as a TMA resulted in a decrease in public transportation at this reduced level. The Polk TPO developed the “My Ride Plan” in 2012, which included service improvements that were widely supported during the public involvement process. However, these improvements to public transportation cannot be implemented at this time due to the lack of voter support for a proposed sales tax increase to fund public transportation. In a similar fashion, there is a strong desire to see many of the northeastern municipalities in Polk County to be connected directly to the SunRail service in the Orlando Metropolitan Area or some other type of regional rail service. The implementation of either of these public transportation projects will require significant coordination with the Polk TPO’s partners to advance funding and implementation of the following:

- Central Polk Parkway
- Polk Parkway Widening
- My Ride (Public Transportation)
- SunRail (Regional Intracity Rail)

Northeast Polk Transportation Analysis
The Momentum 2040 Plan clearly identified significant population and employment growth in northeastern Polk County. In fact, the population growth expected to occur between 2015 and 2040 would result in adding a community roughly the size of one of the County’s larger municipalities. This is noteworthy in that the growth in the existing municipalities occurred over a period of 150 years, and transportation improvements were added incrementally which either addressed most of the needs of that growth or created the conditions for that growth to occur.

In addition to local growth and travel demand, US 27 serves as one of only a few major north-south transportation corridors that pass through the center of the state and the population of Florida is expected to grow by more than 40 percent by 2040. Travel forecasting prepared during the development of the Momentum 2040 Plan indicated that nearly all of the major roadway corridors serving Northeast Polk would be significantly deficient, including US 27, US 17/92, Ronald Reagan Parkway, Lake Wilson Road, Osceola Polk Line Road (Osceola County CR 532), etc. The Central Polk Parkway was included in the Momentum 2040 Plan as an unfunded priority project, in part, to address some of the travel demand in this part of the County; however, deficiencies were forecasted to remain due to both the size of the area and varied travel patterns that exist outside of the areas that would benefit from the Central Polk Parkway. There are many different transportation corridors, in addition to Central Polk Parkway, that are being considered in and around the Northeast Polk area including: I-4 Managed Lanes, US 27 Corridor Improvements, Poinciana Parkway Connector, Spruce Creek Connector (Osceola County), etc. A study of the transportation needs in Northeast Polk is recommended to more fully understand the benefits of the potential roadway corridors, unaddressed transportation needs, and potential priorities.

Compliance with MAP-21 Rulemaking and FAST Act Implementation
The Momentum 2040 Plan is governed by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law on July 6, 2012. This legislation has been superseded by the Fixing America’s Surface Transportation Act (FAST Act) which was signed into law on December 4, 2015. Thus, the FAST Act became law after the commencement of the adoption phase of the Momentum 2040 Plan and occurred six days before the formal adoption of the Momentum 2040 Plan on December 10, 2015. While the changes to the Metropolitan Planning process for the development of long range transportation plans was minor, it is anticipated that future rule making associated with the FAST Act may require future action by the Polk TPO prior to the next regularly scheduled plan adoption which would normally occur in 2020.
An administrative modification is a minor revision to the LRTP or Transportation Improvement Program (TIP). It includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. It does not require public review and comment or re-demonstrating fiscal constraint.

An amendment is a major revision to the LRTP (or TIP). It includes adding or deleting projects from the plan. It also includes major changes to project costs, initiation dates, or design concepts and scopes for existing projects. An amendment requires public review and comment in accordance with the LRTP amendment and Public Participation Process (PPP), and re-demonstrating fiscal constraint. Changes to projects, included only for illustrative purposes, do not require an amendment. As of December 10, 2015, and until the next five year update of the plan, an amendment will require revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars, based on reasonable financial principles and information.

The LRTP can be revised at any time. It is important to note that the TPO does not have to extend the planning horizon of the LRTP out another 20 years for administrative modifications and amendments. That requirement only exists for the periodic (e.g., five-year) updates. Florida Statute requires that the Polk TPO Board as the MPO adopt any amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present.

The Momentum 2040 Plan was developed to address the planning requirements available at the time that the plan was developed, including meeting the Federal requirements in MAP-21. The FDOT had developed a checklist that includes the requirements of MAP-21 and incorporates the expectations and guidelines from federal agencies and the Florida Metropolitan Planning Advisory Council (MPOAC) regarding 2040 LRTPs for MPOs in Florida. This check list is provided in Technical Appendix 7-A and is intended to document how a 2040 LRTP (1) meets requirements in federal code and regulation and state statute, and (2) addresses expectations and guidelines from the federal agencies and the MPOAC.

Momentum 2040 – The Next Five (5) Years

Polk County has a clear vision for its transportation system that addresses local and regional mobility needs, including placing a priority of smaller high value projects and mobility improvements to promote safety and economic development. A hallmark feature of the Momentum 2040 Plan is the emphasis on investing in our communities through multimodal improvements, such as those that will be implemented in the Complete Streets Program or related improvements. The Momentum 2040 Plan will remain in effect for five years until its update, which should be completed by December 2020.

Figure 7-1: LRTP Amendment Process