



## Polk TPO

# Envision 2050: Long Range Transportation Plan

## Introduction

During the meeting the TPO staff and Consultant will provide an update on the following items:

- Public Involvement
- Update on the Northeast Polk Study
- Transportation Needs
- Local/County Revenue Forecast

## Exhibit A: Transportation Needs

This figure reflects currently identified needed roadway capacity projects through the year 2050. These Needs generally include Needs Improvements previously identified in the 2045 Long Range Plan, other state and local priorities, and additional improvements needed to address deficient roadway corridors identified during the develop of the needs forecast. This information was also reviewed during the development of the travel demand forecasting model, which is used to identify future year travel volumes and performance. The Needs also reflect preliminary findings from the Northeast Polk Transportation Study.

## Exhibit B: 2050 Volume Forecast (Alternative 3)

This figure illustrates the 2050 forecast travel volume developed in the FDOT District 1 travel demand forecast model as Alternative 3. Alternative 3 includes the Eastern Central Polk Parkway eastern alignment without a connection to SR 60. This alternative also includes many of the other improvements identified in the transportation needs identified in Exhibit A.

## Exhibit C: High Priority Needs

The High Priority Needs figure illustrates high priority needs, which are subset of the transportation needs identified Exhibit A. The High Priority Needs includes a mix of the 2045 Cost Feasible Plan, the current findings from the Northeast Polk Transportation Study, and other local priorities. It is assumed that the Cost Feasible Plan capacity improvements will be a subset of the improvements identified on this High Priority Needs map.

## Exhibit D: Preliminary County Revenue Forecast

This table reflects the current preliminary revenue forecast for local/county revenues, which are for both Capacity Improvements and Operations & Maintenance. *(Note: The distribution of Ad Valorem (Millage) revenue is still being adjusted between Operations & Maintenance and Capacity Improvements.)* We anticipate future guidance from the county in the near future pending review by the Board of County Commissioners.

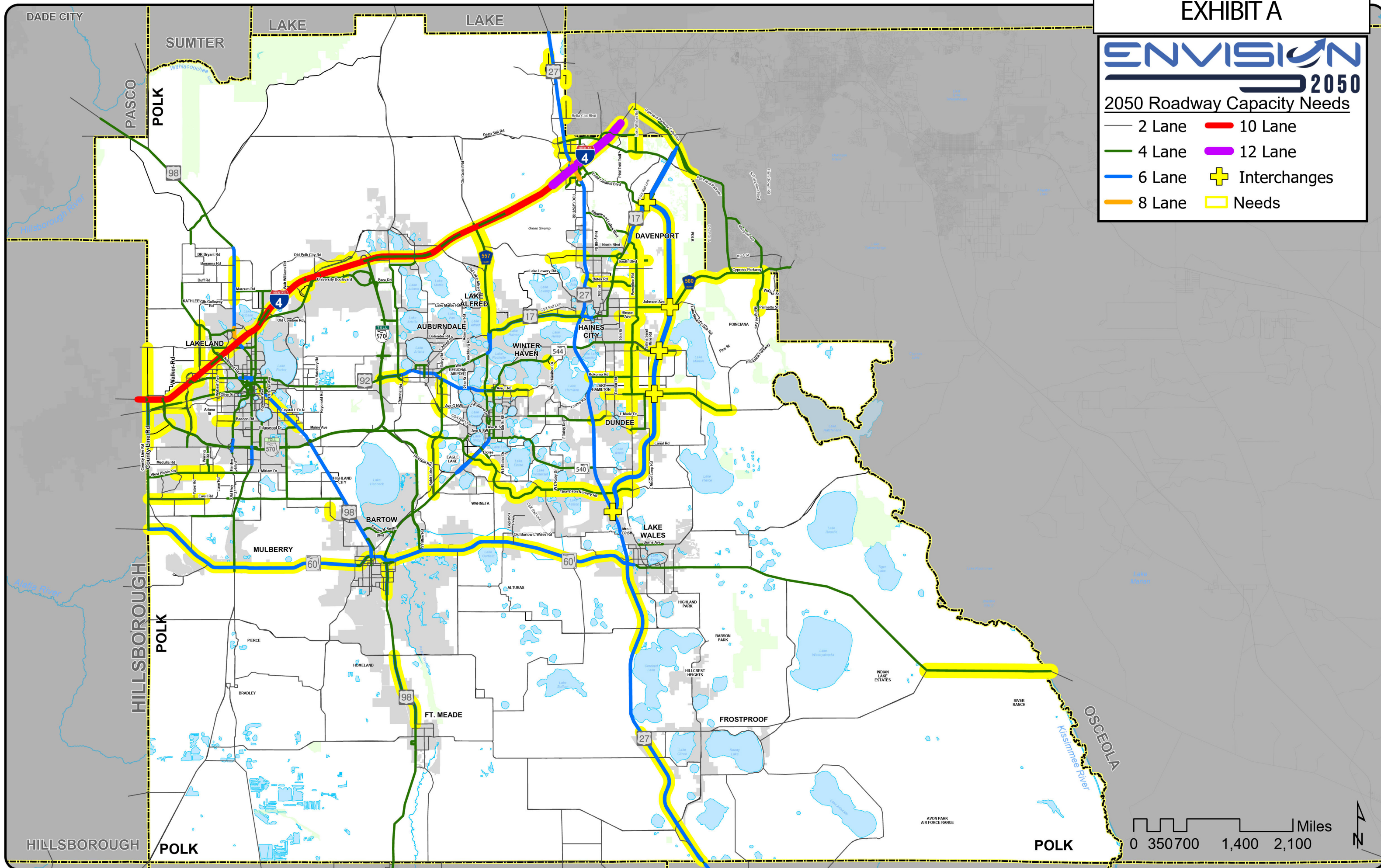
# EXHIBIT A

## ENVISION

### 2050

#### 2050 Roadway Capacity Needs

- 2 Lane
- 4 Lane
- 6 Lane
- 8 Lane
- 10 Lane
- 12 Lane
- + Interchanges
- Needs



0 350 700 1,400 2,100 Miles



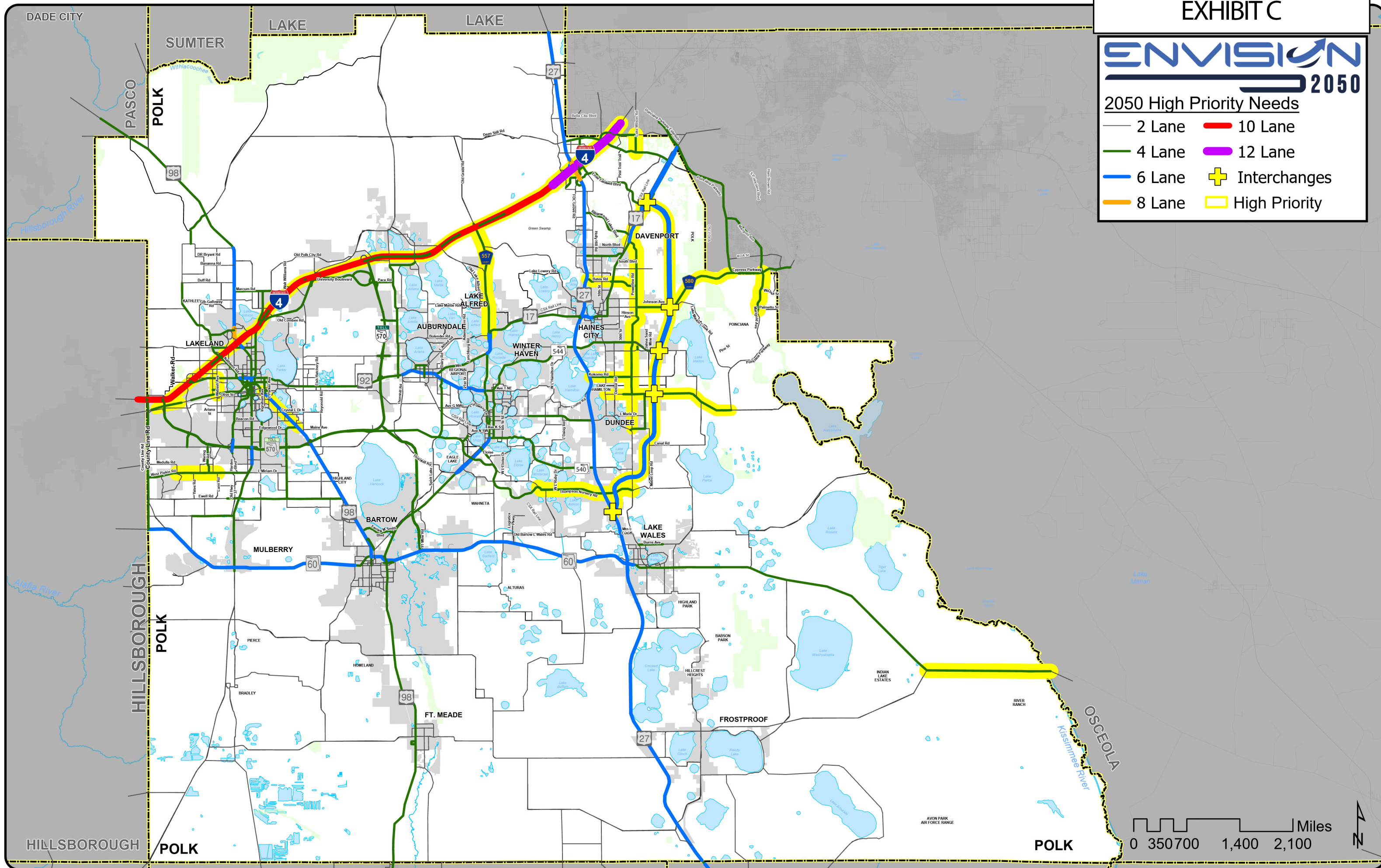


# EXHIBIT C



## 2050 High Priority Needs

- 2 Lane
- 4 Lane
- 6 Lane
- 8 Lane
- 10 Lane
- 12 Lane
- Interchanges
- High Priority





# Local Revenues

## Capital & Operations & Maintenance

Polk County Revenue Source	Capital % Distribution	County Revenues for Capital Projects (FY2030/31-FY2049/50)	O&M % Distribution	County Revenues for O&M (FY2030/31-FY2049/50)	Total County Revenues (FY2030/31-FY2049/50)
Gas Taxes	60%	\$499,174,200	40%	\$332,782,800	\$831,957,000
<i>*Transportation Millage Fund</i>	78%	<i>\$3,124,004,520</i>	22%	<i>\$881,129,480</i>	<i>\$4,005,134,000</i>
Impact Fees	100%	\$528,770,000	0%	\$-	\$95,120,000
Totals		\$3,652,774,520		\$1,213,912,280	\$5,362,981,000

*\*Preliminary distribution; Millage rate distribution subject to change based on County action*

