



# Preliminary Framework for Enhanced and New Transportation Corridors

*Task Force Charge: Recommend a range of alternatives (options) for accomplishing the purpose and need, including maximizing the use of existing transportation facilities and developing new transportation facilities, with consideration of multiple modes (such as highways, passenger and freight rail, and trails) and multiple uses (such as utilities, pipelines, and other linear infrastructure).*

## **Provide relief to Interstate 75 and improve mobility in the Initial Focus Area**

- Continue with projects underway or currently funded in FDOT's work program such as:
  - I-75/Turnpike interchange realignment
  - I-75/SR 121 interchange
  - Suncoast Parkway 2 to S.R. 44
- Improve the safety, efficiency, and reliability of I-75 through Transportation Systems Management and Operations (TSM&O) strategies
- Support local governments in improving regional and local roads and transit systems parallel to I-75 to provide alternatives for regional and local trips
- Evaluate opportunities to expand the capacity and improve the safety, efficiency, and reliability of I-75, including consideration of express lanes and truck-only lanes
- Preserve the function and, where needed, evaluate opportunities to improve the capacity of US 41 to support intercounty travel
- Preserve the function and, where needed, evaluate opportunities to improve the capacity of existing east-west highways that connect to I-75, such as SR 44, SR 200, and SR 40
- Explore opportunities to improve the safety and efficiency of freight operations, such as strategies to:
  - Enhance specific highways to support trucking activity, such as location of secure truck parking areas
  - Reduce empty backhauls
  - Support development of intermodal logistics centers and other freight-intensive sites, as identified in regional and local plans
  - Enhance freight rail connectivity and service, including greater use of existing rail corridors and re-use of abandoned rail corridors
- Explore opportunities to provide more choices for long-distance travel by residents and visitors, such as strategies to:
  - Enhance intercity bus services
  - Create or enhance connections between local transit systems
  - Restore historic or create new passenger rail services
- Evaluate long-term opportunities to create a reliever corridor, including but not limited to a corridor from the northern terminus of the Suncoast Parkway 2 at S.R. 44 to I-75, including consideration of use of existing regional roads and limited access toll segments, as well as multiple modes and purposes



## **Enhance regional connectivity between Tampa Bay and Northeast Florida**

- Evaluate the feasibility of expanding the capacity of US 301 from Marion to Hernando counties, including potential limited access tolled segments
- Evaluate the feasibility of expanding the capacity of the S-line freight rail corridor and intermodal terminals serving the S-line
- Explore opportunities to provide more choices for long-distance personal travel, such as enhanced intercity bus and rail services
- Evaluate options for providing a high-speed, high-capacity multimodal/multiuse corridor between Tampa Bay and Northeast Florida, building on options identified in the Initial Focus Area