



# Task Force Purpose and Charge

## Background

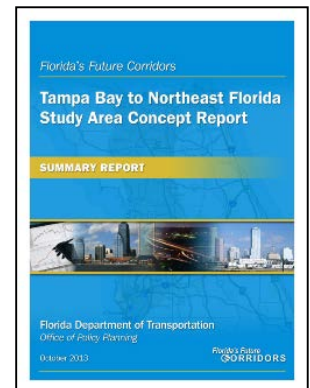
The Florida Department of Transportation (FDOT) has initiated the Future Corridor Planning Process to envision and plan the future of Florida's major statewide transportation corridors over the next 50 years. This process focuses on two approaches to plan for future corridors:

- Maximizing the use of existing facilities, including transforming existing facilities to serve a new function, such as adding tolled express lanes, truck-only lanes, or bus rapid transit systems to an existing highway, or adding passenger service to an existing freight rail line.
- Identifying study areas for potential new parallel facilities to provide alternatives to existing congested highways or potential new corridors for multimodal facilities in regions not well served by statewide corridors today.

This process initially is focusing on two interregional study areas: Tampa Bay to Central Florida and Tampa Bay to Northeast Florida.

In the 19-county Tampa Bay to Northeast Florida study area, FDOT completed a high-level Concept Study in 2013. This study identified long-term mobility and connectivity needs including: growing demand for moving freight; increasing delay and decreasing reliability on existing highways, including Interstate 75 (I-75); significant crash rates along portions of I-75 as well as major rural roads; limited modal options in many parts of the study area; limited options for high-speed, high-capacity travel between Tampa Bay and Jacksonville, two of Florida's largest urban areas; and limited connectivity to Rural Areas of Opportunity and other places targeted for economic development.

The Concept Study recommended that FDOT conduct a more detailed Evaluation Study to assess the feasibility of developing a multimodal transportation corridor between the northern portion of the Tampa Bay region and I-75 between Wildwood and Lake City. The Concept Study concluded that such a corridor has the potential to provide significant relief to I-75 while also improving connectivity to growing urbanized areas and creating economic development opportunities in rural areas. Such a corridor also could have statewide impacts including relieving other existing corridors such as Interstate 4 and US 301. The Concept Study also recommended that this corridor be considered in the context of a long-term vision of improving connectivity between Tampa Bay and Northeast Florida.



## Purpose and Charge

**Purpose:** The purpose of the I-75 Relief Task Force (Task Force) is to provide consensus recommendations on maximizing existing and developing new high-capacity transportation corridors to serve the Tampa Bay-Northeast Florida study area with initial emphasis on the region west of I-75.

To follow established best practices, this Task Force is modeled after the East Central Florida Corridor Task Force (ECCTF), which was created by Executive Order in 2014 to develop recommendations for future transportation corridors in Brevard, Orange, and Osceola counties. More information about the ECCTF can be found by visiting [www.ecfcorridortaskforce.org](http://www.ecfcorridortaskforce.org).

**Membership:** The Task Force will include representatives from state agencies, local governments, regional planning councils, private landowners, environmental organizations, business and economic development interests and members of the public.



## Task Force Purpose and Charge

**Study/Focus Area:** The Task Force will focus on the portion of the full Tampa Bay-Northeast Florida study area to the west of I-75 and to the north of the Suncoast Parkway.

**Charge:** The charge of the Task Force is to:

- Adapt previously developed guiding principles for planning the future of Florida's transportation corridors as needed to ensure that they are relevant to the study area.
- Identify opportunities and constraints related to environmental resources including natural lands and surface and groundwater resources, agriculture, land use and development, property rights, economic development, quality of life, and other statewide and regional issues that should be considered in planning for future transportation corridors in the study area.
- Solicit and consider input from government agencies, property owners, agricultural interests, business and economic development interests, environmental organizations, study area residents, and other interested individuals.
- Recommend the purpose and need for high-capacity, high-speed transportation corridors in the study area with emphasis on providing relief to I-75, increasing safety, improving statewide and regional connectivity, and enhancing economic development opportunities.
- Recommend a range of alternatives 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).
- Recommend the approach that should be used to evaluate and narrow these alternatives.
- Recommend corridors to be incorporated into regional and local long-range plans and to be advanced to future phases of project development.
- Recommend a proposed implementation plan for moving forward with the recommended corridors, including potential actions by FDOT, other state agencies, local governments, and other partners.

The Task Force will deliver its final recommendations in a report to the FDOT Secretary at the conclusion of its process (October 2016).