



# 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).*

## Continue to optimize existing transportation corridors

- Improve the safety, efficiency, and reliability of I-75 and other transportation corridors through **operational solutions**
- Support local governments in improving **regional and local roads and transit systems parallel to I-75** to provide alternatives for regional and local trips
- Explore opportunities to improve the safety and efficiency of **freight operations**, such as expanding truck parking and staging areas or reducing the number of empty trucks and rail cars on the system
- Explore opportunities to provide **more choices for long-distance travel** by residents and visitors, such as working with local governments and the private sector to facilitate intercity bus or rail services or connections between regional and local public transportation systems

## Evaluate potential enhancements to or transformation of existing transportation corridors

- Evaluate opportunities to transform **I-75** from Columbia to Hernando counties by expanding its capacity and improving its safety, efficiency, and reliability through potential strategies such as express lanes and truck-only lanes
- Preserve the function and, where needed, evaluate opportunities to improve the capacity of **U.S. 41** from Columbia to Hernando counties
- Evaluate opportunities to expand the capacity of **U.S. 301** from Duval to Hernando counties
- Evaluate the feasibility of expanding freight rail capacity and connectivity, with emphasis on the **CSX S-line**

## Evaluate potential areas of opportunity for new multimodal, multiuse corridors

- Evaluate long-term opportunities to create a **reliever corridor to the west of I-75**, including but not limited to a corridor from the northern terminus of the Suncoast Parkway 2 at S.R. 44 to I-75, considering use of existing regional roads and limited access toll segments, as well as multiple modes and purposes
- Evaluate long-term opportunities 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



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