

WEST CENTRAL FLORIDA MPO CHAIRS COORDINATING COMMITTEE



HIGH PRIORITY MAJOR TRANSPORTATION INITIATIVES

Presentation to the Tampa Bay Regional Planning Council

November 12, 2012

CCC REGIONAL PRIORITIES

- Transportation Regional Incentive Program (TRIP) Priorities
- Multi-Use Trail Priorities
- High Priority Major Transportation Initiatives



TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)



TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

- 2005 Growth Management Legislation
- Leveraging state & local funds for regional travel
- Interlocal Agreement in place
- Previous successes:
 - ✓ Bruce B. Downs Boulevard
 - ✓ ITS on major corridors in Pinellas
 - ✓ More...



SETTING PRIORITIES

- Used a “TRIP Working Group” consisting of MPOs and transportation partners
- Developed criteria for scoring projects:
 - Growth Management
 - Regionalism
 - Local Matching Funds
- Updated TRIP List based upon new local capital improvement programs



2012 TRIP Priorities

District 1 Funding Requests (Manatee, Polk and Sarasota Counties)

2012 Rank	Map Key	FPN #	Project	Description	Requesting Jurisdiction	TRIP Funds
1	1	–	Moccasin Wallow Road (US41 to Gateway Blvd)	Construct 4 lane divided rural cross-section with bike lanes and sidewalks within a 120 foot right-of-way.	Manatee	\$5,200,000
2	2	–	Bartow Northern Connector Phase II	Construct a new 4 lane roadway from US 17 to SR 60.	Polk County	\$3,000,000
3	3	–	Cattlemen Road @ Palmer Road Improvements	Construct road and intersection improvements for Cattlemen Road, Palmer Road and Packinghouse Road area.	Sarasota County	\$2,729,000
4	4	–	US 92 @ County Line Road	Add a second northbound left turn lane and construct a westbound departure lane on US 92.	City of Lakeland	\$1,000,000
5	5	–	Moccasin Wallow Road (I-75 to Carter Road)	Construct a 4 lane divided rural cross-section with bike lanes and sidewalks within a 120 foot right-of-way.	Manatee County	\$2,000,000
6	6	–	Crevasse - Lakeland Park Connector	Construct a new 2 lane roadway from west of Union Drive to Lakeland Park Drive.	Lakeland	\$2,800,000
7	7	–	Venice Avenue @ Pinebrook Improvements	Construct signalized intersection improvements for Venice Avenue at Pinebrook Road.	Sarasota	\$1,770,000

2012 TRIP Priorities

District 7 Funding Requests (Citrus, Hernando, Hillsborough, Pasco, Pinellas Counties)

2012 Rank	Map Key	FPN #	Project	Description	Agency	Funds Needed	Total Project Cost
1	-	4082052	Regional Vanpool Program	Fleet expansion: 25 vans to be available to residents who commute in the 7-county region.	TBARTA	\$120,000	\$308,000
2	I	-	Wesley Chapel Blvd/ CR 54 (from SR 56 to Magnolia)	Add 2 lanes, for a total of 4 lanes.	Pasco	\$5,000,000 Advance ROW	\$56,482,929
3	B	4230861	Bryan Dairy (from 28th Street to Alt. U.S. 19)*	ITS communication system	Pinellas	\$1,440,150 Cst	\$2,880,300
4	J	-	Alt. US 19 (from Pasco County Line to SR 60)	ITS Improvements	Pinellas	\$900,000	\$1,800,000
5	R	4136222	118th Avenue (from US 19 to SR 686 Connector)	Reconstruct as expressway, with interchange at 49th St. and flyover at US 19.	Pinellas	\$20,000,000 Eng & Cst	\$288,600,000
6	D	-	SR 54 (from Meadowbrook Dr, east of Suncoast Pkwy, to US 41)	Add 2 lanes, for a total of 6 lanes.	Pasco	\$253,335 Eng \$5,066,695 Cst	\$10,640,060
7	S	4240121	SR 694/ Park Blvd (from 4th St to Gulf Blvd)*	ATMS signal system improvements, CCTV cameras, DMS signs and fiber optic cable	Pinellas	\$2,133,450 Cst	\$4,266,900
8	H	2569312	Gandy Blvd (from west of 9th St to east of 4th St N)*	4 through lanes, overpasses and frontage roads	Pinellas	\$4,545,000	\$136,878,844
9	T	4240111	SR 693/ 66th Street (from US 19 to Gulf Blvd.)*	ATMS signal system improvements, CCTV cameras, DMS signs and fiber optic cable	Pinellas	\$2,920,350 Cst	\$6,290,700
10	-	4242131	Tampa Citywide	ATMS Upgrade	City of Tampa	\$3,730,000	\$10,000,000

2012 TRIP Priorities

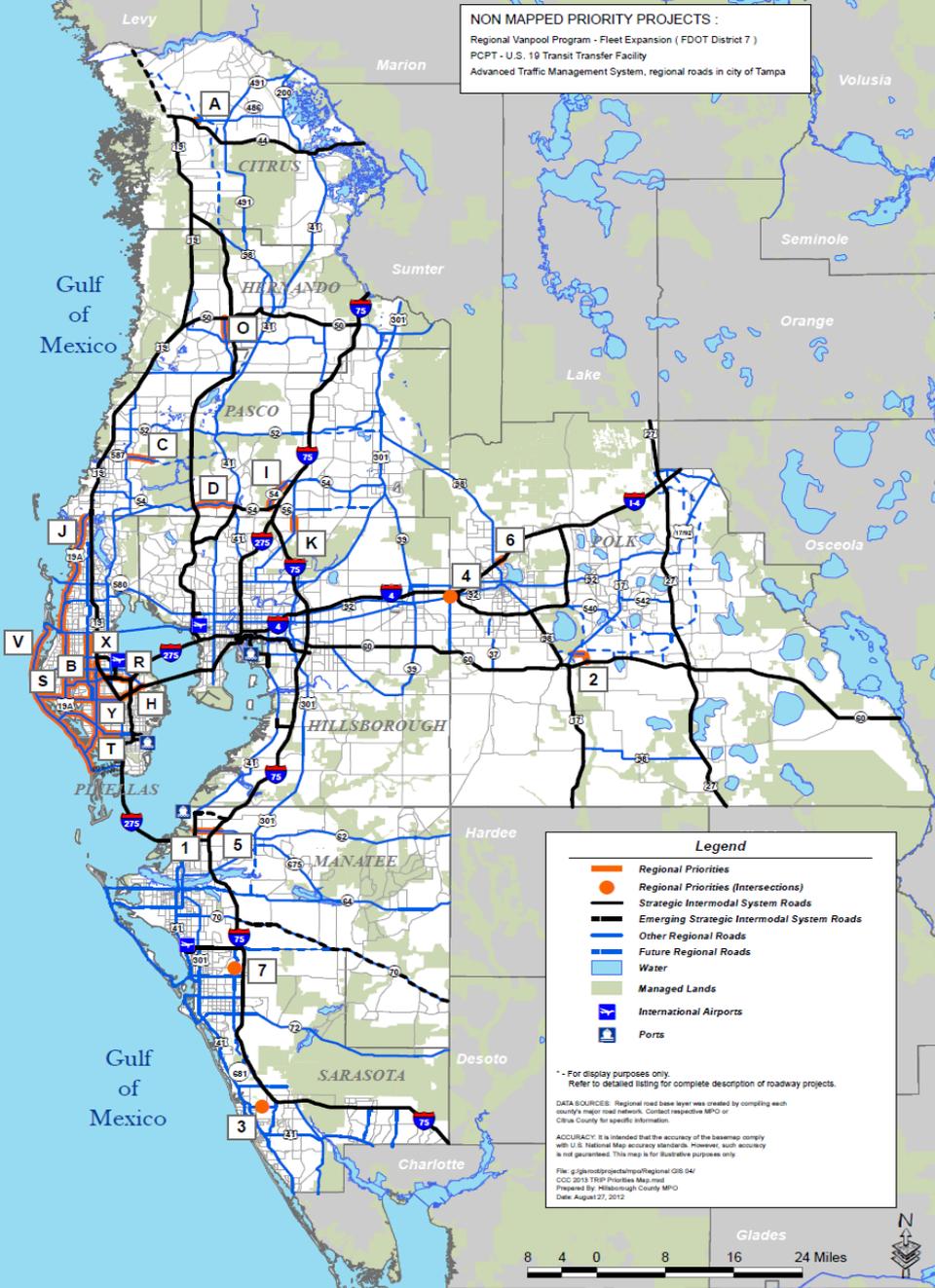
District 7 Funding Requests (Continued)

2012 Rank	Map Key	FPN #	Project	Description	Agency	Funds Needed	Total Project Cost
11	-	-	US 19 Transfer Facility	ROW acquisition for bus transfer center with potential service to Pasco and Pinellas Counties	PCPT	\$750,000	\$1,500,000
12	K	4054924	Bruce B Downs Seg. D (Pebble Creek Dr to County Line Rd)	Add 2 lanes for a total of 6 lanes with transit envelope	Hillsborough	\$1,000,000 ROW	\$35,000,000
13	A	4239263	CR 486 / Norvell Bryant Hwy (SR 44 to Meadowcrest Blvd)*	Add 2 lanes for a total of 4 lanes	Citrus	\$1,500,000 Cst	\$4,015,000
14	O	4318421	Barclay Rd (from SR 50 to Powell Rd)	Add 2 lanes for a total of 4 lanes	Hernando	\$2,500,000 Eng & ROW	\$11,713,594
15	Y	-	Alt. US 19 (from SR 60 to 34th St)	ITS Improvements	Pinellas	\$1,100,000	\$2,200,000
16	C	4227121	Ridge Road (from Little Road to Moon Lake Road)*	Add lanes and reconstruct, 2 to 4 lanes	Pasco	\$15,228,065 Cst	—
17	X	4290671	Belcher Road (from Druid Road to Park Blvd)*	ITS Improvements	Pinellas	\$1,414,800 Cst	\$2,829,600
18	V	4290681	Gulf Boulevard (from Sand Key to Bayway)*	ITS Improvements	Pinellas	\$2,212,300 Cst	\$4,424,600

*Project is funded in the adopted FDOT Work Program for FY 2012/13-2016/17

Transportation Regional Incentive Program

West Central Florida Regional Priorities September 2012



NON MAPPED PRIORITY PROJECTS :
 Regional Vanpool Program - Fleet Expansion (FDOT District 7)
 PCPT - U.S. 19 Transit Transfer Facility
 Advanced Traffic Management System, regional roads in city of Tampa

Legend

- Regional Priorities
- Regional Priorities (Intersections)
- Strategic Intermodal System Roads
- Emerging Strategic Intermodal System Roads
- Other Regional Roads
- Future Regional Roads
- Water
- Managed Lands
- ✈ International Airports
- ⚓ Ports

* - For display purposes only. Refer to detailed listing for complete description of roadway projects.

DATA SOURCES: Regional road base layer was created by compiling each county's major road network. Contact respective MPO or Citrus County for specific information.

ACCURACY: It is intended that the accuracy of the base map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

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 Prepared By: Hillsborough County MPO
 Date: August 27, 2012

TRIP Regional Priorities



REGIONAL MULTI-USE TRAILS



www.regionaltransportation.org

Prioritization Process

- Priorities broken out by FDOT Districts 1 and 7 for consideration for FDOT statewide enhancement funds
- Each MPO/TPO or partner agency submitted projects that:
 - Benefit regional connectivity
 - Promote regional level bicycle/pedestrian mobility
- Projects are clearly identified with descriptions and cost estimates
- Previous successes:
 - ✓ Suncoast Trail
 - ✓ Courtney Campbell Causeway Trail



2012 Multi-Use Trails High Priority Projects

DISTRICT 1 REGIONAL ENHANCEMENT PRIORITIES

Priority	Project	Requesting Jurisdiction	Limits/Phase	Request
1	Peace River Trail	City of Fort Meade	12 foot wide crushed lime rock trail along the Peace River corridor from Fort Meade Outdoor Recreation Area to Mount Pisgah Road. (2.3 miles)	\$909,000
2	Green Bridge Multi-Use Trail	City of Bradenton	Construct a multi-use trail addition to the Green Bridge between Bradenton and Palmetto. With the existing bridge, redesign and reduce lane widths for autos and increase safety for pedestrians and bicycles with wider lanes.	\$630,000
3	Haines City Trail (Phase II)	Haines City	12 foot wide asphalt trail along rail bed from Grace Avenue to CR 544 then along CR 544 to 10th Street.	\$1,905,000
4	Legacy Trail Pedestrian Bridge @ Laurel Road	Sarasota County	Design and construct a trail overpass at Laurel Road.	\$560,000
5	Perico Island Preserve Trail	Manatee County	Design and construction of enhanced trail system for pedestrians and bicycles within the Perico Island Preserve.	\$100,000

2012 Multi-Use Trails High Priority Projects

DISTRICT 7 REGIONAL MULTI-USE TRAILS

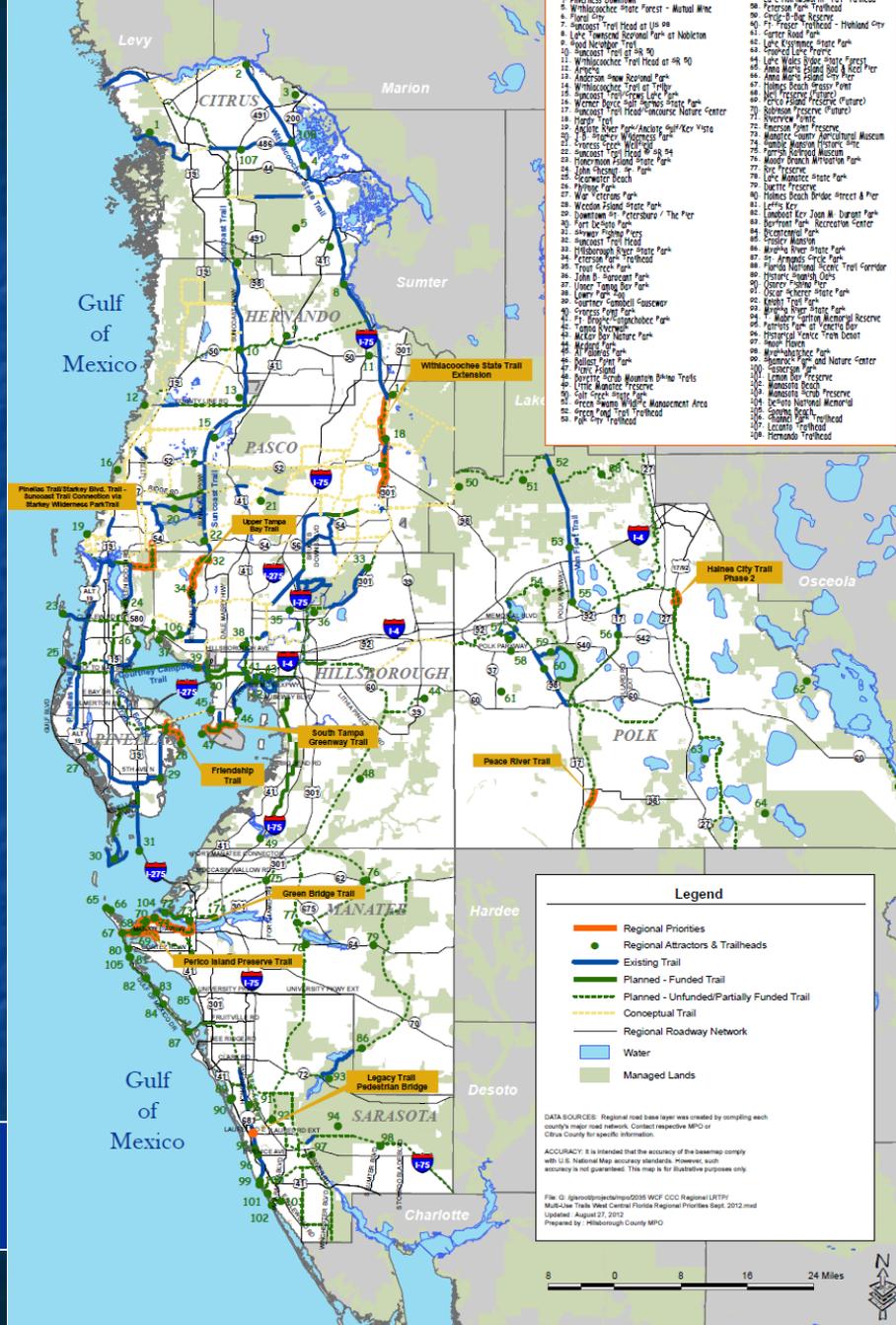
Priority	Trail	County	Location	Project Phase and Description	Cost
1	Upper Tampa Bay Trail - Suncoast Trail Connection (UTBT Phase IV)	Hills.	From Peterson Rd. to the Suncoast Trail on Lutz-Lake Fern Road. The project will include replacement of the temporary trailhead/ parking at the southern terminus of the Suncoast Trail which will be eliminated due to the future interchange at Lutz-Lake Fern Road - Approx. 7 miles.	Section C-1 - Design (FY 2012)	\$767,000
				Section C-2 - Design (FY 2012)	\$395,000
				Section C-1 - Construction (FY 2013)	\$3,069,000
				Section C-2 - Construction (FY 2013)	\$1,581,000
				Section B - Design (FY 2012)	\$540,000
				Section A - Design (FY 2013)	\$327,000
				Section B - Construction (FY 2014)	\$2,582,000
				Section A - Construction (FY 2015)	\$1,562,000
2	Pinellas Trail/Starkey Blvd. Trail - Suncoast Trail Connection via Starkey Wilderness Park Trail	Pasco/ Pinellas	Extension of the Starkey Blvd. Trail/Pinellas Trail from SR 54 in Pasco County to the Pinellas Trail in Pinellas County - Approx. 5.5 miles.	Construction of a 12-foot paved bicycle/pedestrian trail	\$1.5 million
3	Friendship Trail	Pinellas	From Gandy Bridge west end, connect Friendship Trailbridge to south side of causeway, crossing under two highway bridges; continuing westward to Savona Dr. then south to San Martin	15-foot wide paved bicycle/pedestrian trail and boardwalk (where needed) with amenities including trailhead.	\$8.4 million

2012 Multi-Use Trails High Priority Projects

Priority	Trail	County	Location	Project Phase and Description	Cost
4	South Tampa Greenway	Hills.	Connection from Gandy Bridge (east end of Friendship Trailbridge) to Bayshore Boulevard linear park. Segment from Dale Mabry Hwy to Gadsden Park - Approx. 1.1 miles.	12-foot wide paved bicycle/pedestrian trail and boardwalk (where needed) with amenities including trailhead.	\$5.2 million
5	Withlacoochee State Trail Extension	Pasco	Withlacoochee State Trail Extension from the existing Trilby/Lacoochee trailhead along US 301, south to Zephyrhills. Includes Hardy Trail/Hardy Trail Extension North in Dade City - Approx. 13 miles.	12-foot paved bicycle/pedestrian trail paralleling the US 301 corridor.	\$7,738,427

Multi-Use Trails

West Central Florida Regional Priorities Sept. 2012



- ### Regional Bicycle and Pedestrian Attractors
1. Crystal River Beach & Gateway Park/Trail
 2. Wimsacoochee Trail Head at Cross Florida Trail
 3. Way Mile Preserve
 4. Emergence Lowlands
 5. Wimsacoochee State Forest - Mutual Mine
 6. Grand Oaks
 7. Hancock Trail Head at US 98
 8. Lake Wales State Park
 9. Lake Wales State Park - en Nabiletan
 10. Woodloch
 11. Hancock Trail at US 98
 12. Wimsacoochee Trail Head at SR 90
 13. Anderson Shaw Scenic Park
 14. Wimsacoochee Trail at Trinity
 15. Wimsacoochee State Park
 16. Warner Boyce Hall Historic State Park
 17. Hancock Trail Head - Anderson Nature Center
 18. Harpall Park
 19. Wimsacoochee State Park - en Key Vista
 20. J. B. Greer Wilderness Park
 21. Crystal River Wetland
 22. Hancock Trail at SR 98
 23. Hancock State Park
 24. John Hancock State Park
 25. John Hancock State Park
 26. Ringwater Beach
 27. Ringwater Beach
 28. Wimsacoochee State Park
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Legend

- Regional Priorities
- Regional Attractors & Trailheads
- Existing Trail
- Planned - Funded Trail
- Planned - Unfunded/Partially Funded Trail
- Conceptual Trail
- Regional Roadway Network
- Water
- Managed Lands

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 Updated: August 27, 2012
 Prepared by: Hillsborough County MPO

Multi-Use Trails Regional Priorities



HIGH PRIORITY MAJOR TRANSPORTATION INITIATIVES



HIGH PRIORITY MAJOR TRANSPORTATION INITIATIVES



HIGH PRIORITY MAJOR TRANSPORTATION INITIATIVES

Materials related to regional projects were reviewed:

- TBARTA Master Plan
- Tampa Bay Partnership Priorities
- Prioritization processes used in other regions, particularly MetroPlan Orlando.
- CCC's adopted 2035 Regional Long Range Transportation Plan
- One Bay Vision

Criteria were used to assess the relative benefit of major regional projects:

- **Mobility**
- **Safety**
- **Economic Development**



The Orlando Experience

- MetroPlan Orlando prioritized the multi-modal systems using a technical process.
- Consider the **collective good of the region** rather than any one jurisdiction.
- Maintain a constant program of **regional engagement**.
- **Extensive outreach** with business community and many civic organizations.
- Need to generate **interest and advocacy**.



The Orlando Experience

- Considerable effort dealing with legislative delegation and staff.
- Has own dedicated lobbyist in Tallahassee.
- Attempt to have **lobbyists in your area work together** to support regional priorities and projects.
- Recognize that you're **linking together very different places**.



HIGH PRIORITY MAJOR TRANSPORTATION INITIATIVES

Priority – Initiative are placed in ranked order.

Facility – Major regional corridors that serve the many travel markets which comprise West Central Florida. Multi-modal projects are grouped within these corridors based upon their role in meeting regional travel needs.

Improvement Needed – The improvement needed within each corridor is clearly defined.

Rationale – Each initiative has its own set of benefits for the region. This section describes how specific transportation improvements contribute to the area's continued mobility, safety and economic development.



High Priority Major Transportation Initiatives



PRIORITY	FACILITY	LOCATION	IMPROVEMENT NEEDED	RATIONALE
#1	I-75	Hernando to Sarasota	Widen to at least 6 general lanes, add managed lanes* with express bus stations and service	<p>The I-75 corridor is an economic lifeline for West Central Florida, connecting the region to state and national markets. Increasing its capacity will facilitate expanded movement of goods and services, through decreased travel times and increased access to potential customers and employees. Managed lanes are a proven method of increasing mobility options and providing economic development benefits for regional travel by decreasing travel times and improving access to major activity centers. Managed lanes also enhance the operation of alternative modes such as express bus; improve goods movement; increase connections to the region's intermodal network; and improve continuity of travel.</p>
#2	I-4/ I-275	Orlando - Tampa - Pinellas	Add managed lanes* with express bus stations and service	<p>Inter-regional travel between our region and Orlando's will be significantly improved by constructing managed lanes along I-4. For the last 10 years, I-4 has consistently had traffic volumes in excess of 100,000.</p>
#3	Howard Frankland Bridge	I-275 between Pinellas and Hillsborough	Bridge replacement with transit envelope and intermodal centers	<p>Replacing this bridge offers an opportunity to provide for managed lanes and potential future rail, strengthening the most heavily travelled link between St Petersburg, Clearwater, Tampa and two international airports. The bridge currently carries 130,000+ trips per day, growing to 230,000+ in 2035. Adding new right-of-way to speed transit vehicles will make transit an attractive choice, reducing growth in congestion and crashes. Intermodal transfer centers at each end of the bridge will create seamless connections to local routes, Park & Ride and other options.</p>
#4	US 19	Pinellas to Pasco	Controlled access & overpasses with express bus stations & service	<p>US 19 is a major north-south corridor for regional travel. New interchanges at high-crash intersections such as Curlew Rd will reduce delay and improve safety for a significant number of vehicles. Interchanges would also create a non-stop controlled access arterial from Pinellas Park through Clearwater and northward to Pasco County. Express bus service would also benefit from improved travel speeds and enhanced passenger convenience by placing transit stations at strategic locations along the corridor.</p>

Based on Regional Mobility, Safety, and Economic Development

High Priority Major Transportation Initiatives



PRIORITY	FACILITY	LOCATION	IMPROVE-MENT NEEDED	RATIONALE
#5	SR 54/56	New Port Richey to Wesley Chapel in Pasco	Managed lanes* with transit accommodations	<p>In the 25 miles between congested Hillsborough Ave (SR 581) and SR 52, the SR 54/56 corridor is the only continuous east-west regional roadway that connects US 19 to I-75. Thus it is strategically positioned to form a “Northern Loop” that is currently a missing link in the regional roadway network. The SR 54/56 corridor intersects with B.B.Downs Blvd (SR 581), I-75, US 41, Suncoast Parkway, and US 19, with potential to extend eastward to US 301. Current plans call for completing the 6-laning of the corridor (Suncoast Parkway to US 41), and adding future capacity in the form of managed lanes. This corridor is a critical component of the Regional Loop System envisioned for the Tampa Bay area. Lane configuration and transit options are currently being studied by FDOT, with recommendations anticipated in late 2012.</p>
#6	US 41	Palmetto in Manatee to Northport in Sarasota	Multimodal, transit and pedestrian improvements	<p>Two primary north-south travel corridors serve Manatee and Sarasota Counties: I-75 and US 41. The US 41 corridor is part of an urban core/spine traversing from the Port of Manatee in Northern Manatee County through the cities of Palmetto, Bradenton, Sarasota, Venice and North Port to the Charlotte County line. The Sarasota/Manatee MPO in its 2010 Long Range Transportation Plan (LRTP) prioritized over \$200 million in Sarasota County and over \$150 million in Manatee County over the next 25 years to improve modal options along this urban corridor. Such improvements include transit, bus stations, sidewalks, pedestrian crossings, intersection improvements, turn lanes, lighting and landscaping. No funds will be used for capacity (lane widening). These funds are not only intended for modal options but to spur economic investment and revitalization to this critical urban corridor.</p>

Based on Regional Mobility, Safety, and Economic Development

High Priority Major Transportation Initiatives



PRIORITY	FACILITY	LOCATION	IMPROVEMENT NEEDED	RATIONALE
<i>Based on Regional Mobility, Safety, and Economic Development</i>				
#7	Suncoast Pkwy Corridor	Hillsborough to Citrus	New toll lanes with express bus stations & service	Improvements on this major north/south corridor include: expanding capacity on the Veterans Expressway to 8 lanes north of Gunn Hwy; extending the Suncoast Parkway northward into Citrus County (Suncoast II) as a 4-lane facility, thereby providing relief for the US 19 and US 41 corridors; constructing express bus stations with park & ride facilities; and operating express bus service along the corridor.
#8	Pinellas Alternatives Analysis (AA)	St. Petersburg - Gateway - Clearwater	Light rail connecting the Downtowns through the Gateway business district	Transit improvements will promote mobility through viable alternatives to the single-occupant vehicle. The AA recommends light rail transit connecting the central business districts of St. Petersburg and Clearwater by way of an intermodal center in the Gateway area, a major employment district. The AA also recommends a connecting bus network to improve access to destinations around the county. Economic growth would be achieved through the provision of expanded mobility options and through the redevelopment potential at station areas and along bus routes.
#9	CSX Corridor Hybrid Rail	Tampa - Oldsmar - Land 'O Lakes - Brooksville	Commuter Rail	Orlando's SunRail project created a model for reuse of existing freight rail corridors through cities and suburbs. Another corridor owned by CSX connects Downtown Tampa and connects to Brooksville through the USF area and suburban central Pasco; spurs travel to MacDill AFB and through the suburbs of central Hillsborough and northern Pinellas. Commuter or hybrid rail service could be added on this corridor at a fraction of the cost of laying new light rail track, and potentially extended in the future to Tampa International Airport. An agreement between CSX and local, regional and state governments must be crafted.

High Priority Major Transportation Initiatives

PRIORITY	FACILITY	LOCATION	IMPROVEMENT NEEDED	RATIONALE
#10	I-4 Rail	Tampa to Orlando	Extend SunRail	<p>The I-4 corridor is West Central Florida's main connection to the Central Florida super region. By placing commuter rail within the I-4 corridor and connecting to the 31 mile SunRail project being constructed in Orlando (extending to the community of Poinciana on the west end), a new means of accessing the many urban centers located along I-4 will be provided. Using existing rail lines, commuter rail can connect these intensive activity centers by providing a convenient option for longer distance travel. Opportunities for transit-oriented development around station areas are an important component of the economic benefits afforded by this project.</p>

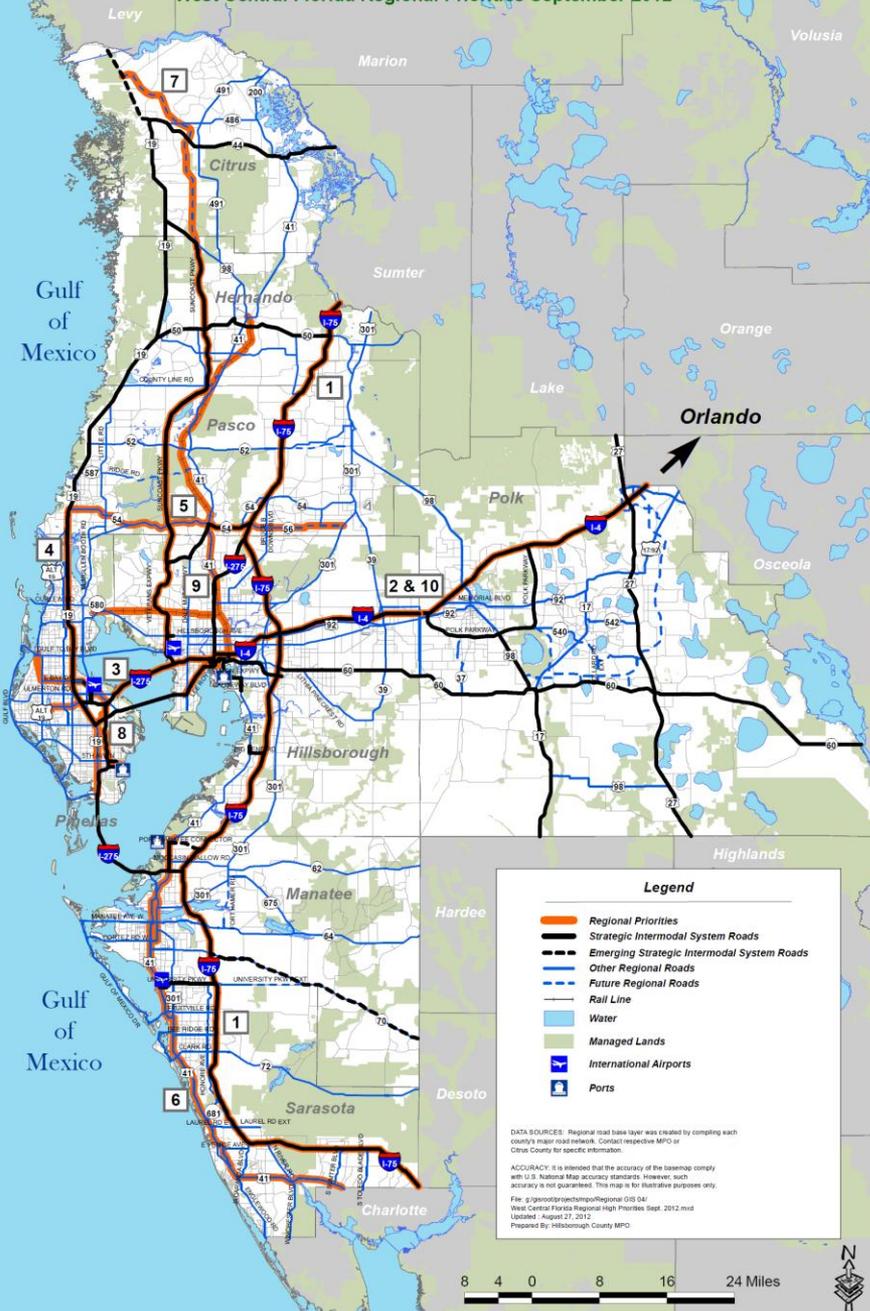
Based on Regional Mobility, Safety, and Economic Development

**MANAGED LANES are special lanes generally for use by transit vehicles and/or carpools, with tolls for other vehicles. Details are determined through corridor studies.*



High Priority Major Transportation Initiatives

West Central Florida Regional Priorities September 2012



High Priority Major Transportation Initiatives



NEXT STEPS

- ❑ September 14: CCC approved draft “for circulation/ comment/ endorsement”
- ❑ Presentations and discussions with
 - ❖ TBARTA Board
 - ❖ MPO Boards
 - ❖ Regional Planning Councils
 - ❖ Tampa Bay Partnership
 - ❖ Other interested parties
- ❑ Revisions to draft
- ❑ CCC final adoption in March 2013
- ❑ Distribute and advocate!



QUESTIONS ?

