

# West Central Florida Regional Long Range Transportation Plan 2045

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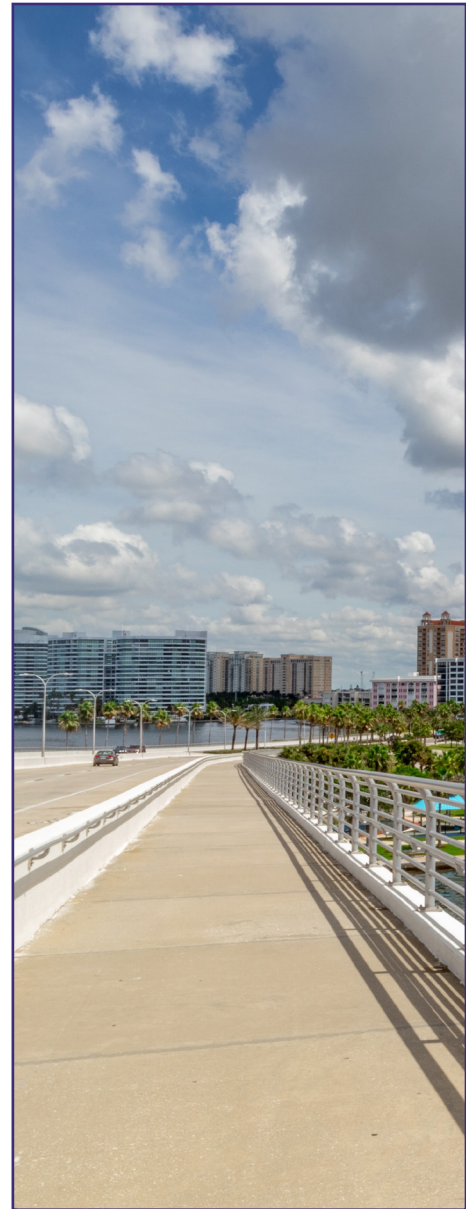
# Planning for Tomorrow

**T**ampa Bay is growing up. Already among the top 20 most populated regions in the country, the Tampa Bay area is also one of the fastest growing. Visit any part of the region and you'll experience growth firsthand. Construction is booming in St. Petersburg, Wesley Chapel, Bradenton, and many other areas. We feel it every day as traffic congestion worsens and commutes get longer. Add another one million people to the area over the next 20 years and it's easy to see why we need a sustainable plan. The transportation investment decisions we make today will have a direct impact on the future safety, prosperity, health, and happiness of our region's residents, businesses, and visitors.

Metropolitan Planning Organizations (MPOs) and Transportation Planning Organizations (TPOs) are councils of local governments and transportation agencies that come together to plan, prioritize and fund the improvements that will shape our shared future. If you live in an urbanized area in the U.S., there is an MPO or TPO that serves you and your municipality.

Because transportation doesn't stop at county lines, the MPOs and TPOs of West Central Florida, each of which represent hundreds of thousands of citizens from Brooksville to Sarasota and Clearwater to Winter Haven, meet regularly to coordinate plans and priorities. Known as the MPO Chairs Coordinating Committee (CCC), the chairpersons of these MPOs and TPOs convene two to four times per year, and their support staff coordinates even more often.

This Regional Long Range Transportation Plan is one of the CCC's key work products. It identifies transportation improvements that are significant to the region as a whole. Agencies in this region have committed to plan for, design, and construct these improvements over the next two decades, supporting their shared vision. The regular update of this regional plan coincides and coordinates with Long Range Plan updates in each of the MPOs/TPOs.



## What is a Long Range Transportation Plan?

**A** Long Range Transportation Plan (LRTP) directs federal and state dollars toward transportation investments we value in our community. It looks out at least 20 years and must be updated every five years. It is based on forecasts of future growth, on analysis of existing and future needs for many types of improvements, and on the opinions and feedback of people in the community. Ultimately, it is adopted by vote of an MPO or TPO governing board at a public hearing.

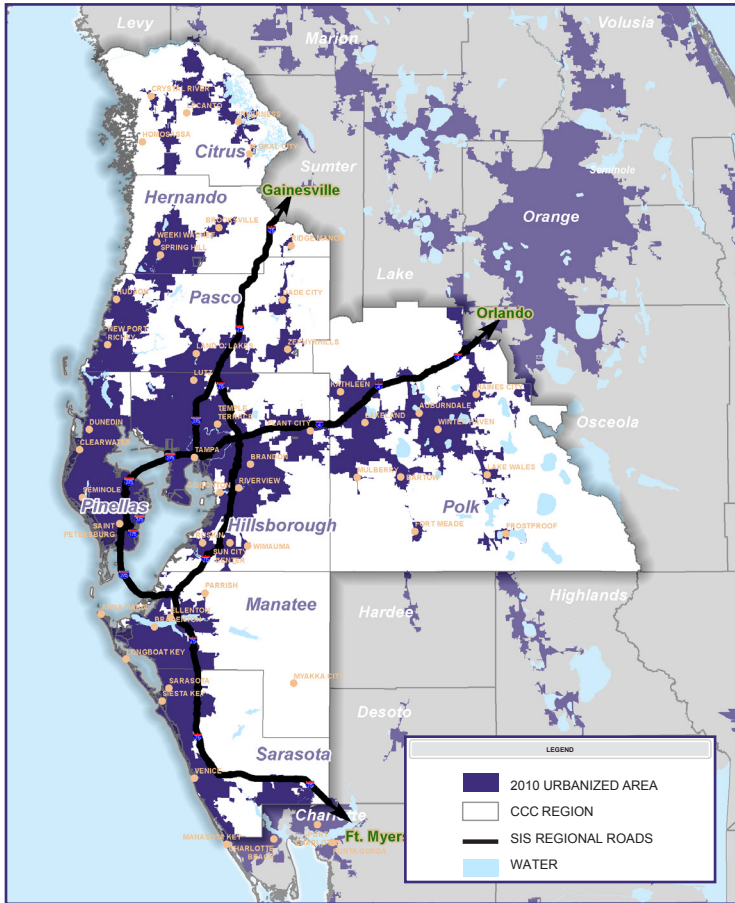
In recent LRTP updates, the MPOs and TPOs in West Central Florida have focused on:

- Increasing the transportation choices available in the region;
- Expanding use of technology & innovative solutions;
- Balancing development with environmental preservation; and
- Using performance measures to prioritize investments.



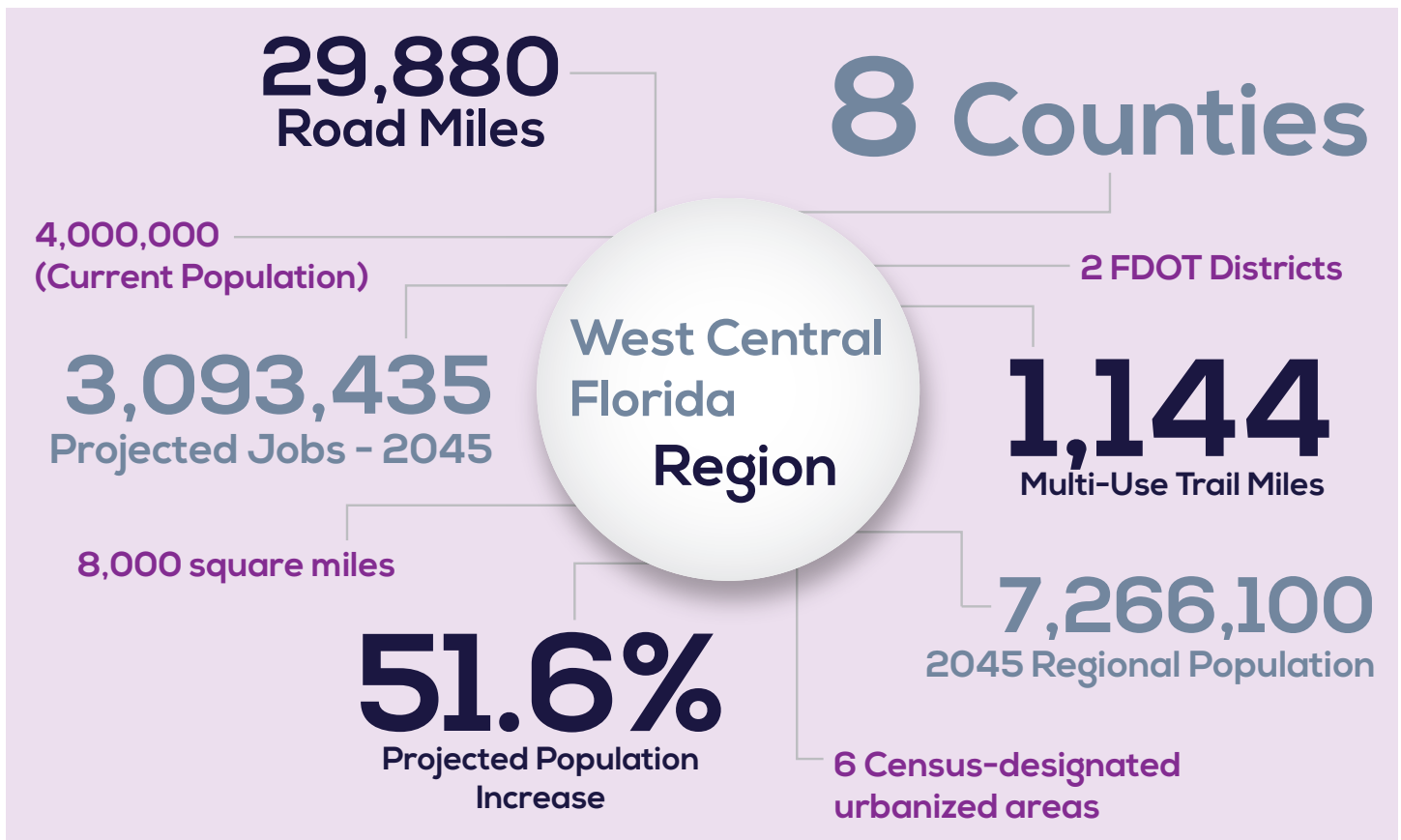


# Transportation Planning as a Region



The MPO Chairs Coordinating Committee (CCC) of West Central Florida is the longest-standing regional transportation planning compact among MPOs in the State of Florida, and its members are Hernando/Citrus, Hillsborough, Pasco, Pinellas, Polk, and Sarasota/Manatee. The group also includes advisors from the Tampa Bay Area Regional Transit Authority (TBARTA), the Florida Department of Transportation (FDOT), the Tampa Bay Regional Planning Council (TBRPC), Pinellas Suncoast Transit Authority (PSTA), and Hillsborough Area Regional Transit (HART).

Together they prepare plans, studies, and priorities for regionally significant projects, review the impact of significant land use decisions, share current travel data and trends, and adopt regional transportation plans and priorities for highway, public transportation, and multi-use trail improvements.



# West Central Florida

## One Region, One Voice

### RESILIENT TRANSPORTATION

The Tampa Bay region is the metropolitan area ranked most vulnerable to storm surge in the U.S., with \$175 billion in potential losses<sup>1</sup>. To address this challenge, the CCC collaborated with the Tampa Bay Regional Planning Council and the Florida Department of Transportation (FDOT) to win a grant from the Federal Highway Administration Resilience and Durability to Extreme Weather Program. The intensive two-year planning project, which wrapped up in 2020, evaluated scenarios of severe inland flooding, coastal storm surge, and sea level rise. The study identified strategic investments that will preserve transportation lifelines through post-disaster reconstruction, supporting economic recovery and public health.

### SAFE STREETS: THE GULF COAST SUMMIT

West Central Florida continues to unfortunately lead the nation in crashes with deaths and incapacitating injuries. Though rates are high for all types of crashes, pedestrians are particularly vulnerable, and Sarasota-Bradenton, Lakeland-Winter Haven, and Tampa-St Petersburg-Clearwater all were listed among the nation's top ten most dangerous metro areas for walking in 2019<sup>2</sup>.

To address this issue, the CCC organizes an annual Gulf Coast Safe Streets Summit. This preeminent educational event encourages the implementation of Complete Streets, or streets that are planned to be safe and accessible for all people regardless of mode of transportation. The events have featured national speakers as well as the region's mayors and commissioners, and have recognized outstanding projects in every county. The event complements, connects and elevates the local and regional safety planning and investment programs.

**“Vision Zero,” a long-term vision of zero deaths on our roads, has been adopted by many regional cities and counties.**

### REGIONAL FREIGHT LOGISTICS ZONE

The transportation infrastructure needed to bring goods to our residents and distribute products from our businesses is critical to the continued economic prosperity of the region and all of Florida. Efficiencies jumped when the Central Florida Intermodal Logistics Center (ILC) opened in 2014 in Polk County, featuring almost two miles of rail lines and three cranes that can process 300,000 containers per year. Port Tampa Bay has grown steadily and handles more than 36 million tons of freight annually, and our two international airports handle significant freight traffic as well. The Tampa Bay area also includes a Foreign Trade Zone and 14 logistics clusters with a variety of manufacturing, warehousing, intermodal operations, and distribution centers. In 2017, regional collaboration brought home federal strategic freight grant dollars for big-ticket projects like a new rail overpass near Port Tampa Bay.

1. According to an insurance industry group (Tampa Bay Times, 10/5/18)
2. Dangerous By Design, Smart Growth America





## **WORKING TOGETHER & WINNING**

As our region continues to grow, it will be more important than ever for us to coordinate plans as a region and agree on priorities for an integrated, multimodal regional network. Thanks to the CCC partnership, the region has moved forward on many high-priority projects in each county.

## **ALREADY FUNDED**

**These projects have been awarded federal, state, and/or local dollars, and are in various stages of engineering and construction:**

- **I-275 Westshore Interchange and Howard Frankland Bridge Reconstruction (Hillsborough and Pinellas County)**
- **Gateway Expressway (Pinellas County)**
- **I-75 Interchange at Overpass (Phase I – Pasco County)**
- **I-275 Express Lanes from I-375 to Gandy Blvd. (Pinellas County)**
- **I-75 Interchange at Big Bend Road (Hillsborough County)**
- **Suncoast Parkway Extension (Citrus & Hernando)**
- **I-75 Widen to 6 Lanes (Hernando County)**
- **Central Avenue Bus Rapid Transit (Pinellas County)**

## **FUTURE FUNDING**

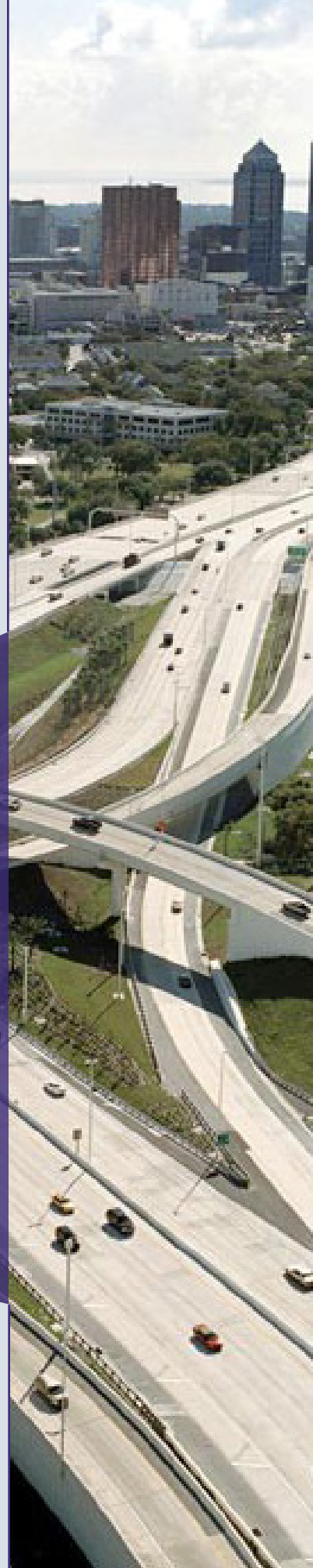
**The region is working together to get federal, state, and/or local funding for these projects so they can be constructed in the future:**

- **De Soto Bridge Replacement (Manatee County)**
- **Bradenton-Palmetto Connector (Manatee County)**
- **Central Polk Parkway Segment I (Polk County)**
- **I-75 Interchange at Gibsonton Drive (Hillsborough County)**
- **US 41 between SR44 & SR200 (Citrus County)**
- **Support HART's negotiation for use of CSX Rail rights-of-way for passenger transport (Multiple Counties)**
- **Regional Express Bus on I-275 (Pinellas, Hillsborough & Pasco County)**

## **REGIONAL TRAIL FUNDING**

**These regional multi-use trails are in various stages in the funding process:**

- **Coast to Coast Trail & Connectors (Hernando, Pasco Cos.)**
- **Gulf Coast Corridor: Legacy Trail & Willow-Ellenton Gateway (Sarasota, Manatee)**
- **Gulf Coast Corridor: Duke Energy Trail (Pinellas Co.)**
- **Gulf Coast Corridor: South County Gateway (Hillsborough Co.)**
- **Peace Riv. to Nature Coast: Teneroc Trail (Polk Co.)**



# Forward Pinellas

## Metropolitan Planning Organization

**F**orward Pinellas serves as the MPO for Pinellas County, guiding land use and transportation decision making as one dynamic system to strengthen economic value by connecting the communities of Pinellas County and the Tampa Bay region. As the most densely populated county in the state with little remaining vacant land, and having 588 miles of coastline, we have to plan carefully for redevelopment and resilience to sustain our diverse economy and support it with good transportation choices.

### Projects of Regional Significance:

- Howard Frankland Bridge Replacement
- Central Avenue Bus Rapid Transit
- US 19 Interchange at Curlew Road
- Pinellas Trail Loop

The SunRunner is Tampa Bay's very first Bus Rapid Transit (BRT) project offering a modern, fast transportation service designed to quickly get residents, employees and visitors to downtown St. Petersburg or our world-famous beaches. With vehicles arriving every 15 minutes during the day and every 30 minutes in the evening, limited stops, transit signal priority and the use of Business-Access-Transit lanes, this BRT service will reduce congestion and harmful emissions while enhancing property value, promoting tourism and improving travel options for workers. The project will also widen existing bicycle lanes and enhance the safety of crosswalks in key areas along the corridor - making the SunRunner a true multi-modal enhancement for the region.



### AT-A-GLANCE

#### Pinellas 2019 Population

- 978,045

#### Pinellas 2045 Population

- 1,030,000

#### Projected Jobs 2045

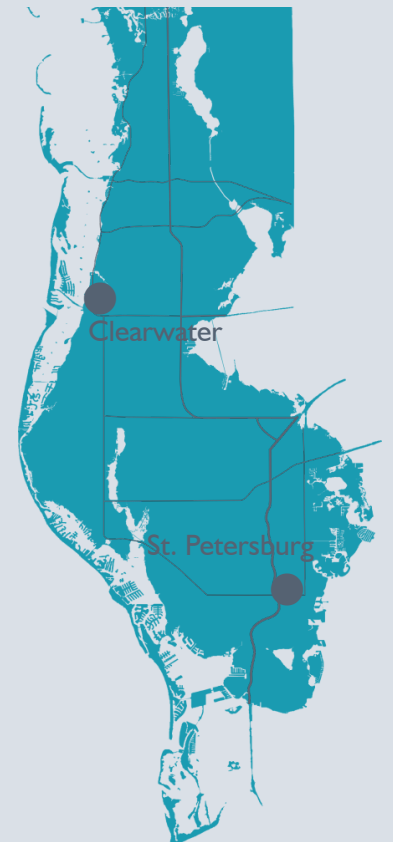
- 653,799

#### Road Miles Totals

- 3,500

#### Multi-use Trail Miles

- 138





# Hernando/Citrus Metropolitan Planning Organization

The Hernando/Citrus Metropolitan Planning Organization (MPO) was formed in 2014 and includes the two counties at the north end of the Tampa Bay area. Both Hernando and Citrus counties have similar socioeconomic makeup with a combined population of approximately 330,000 people in approximately 1,245 square miles that have a mixture of rural lands and suburban areas. The MPO includes the Spring Hill Urbanized Area of Hernando County and the Homosassa Springs-Beverly Hills-Citrus Springs Urbanized Area of Citrus County.



## Projects of Regional Significance:

- Coast-to-Coast Trail (SUNTrail Funded)
- Suncoast Parkway Extension to SR44
- SR50 Widening to Hernando/Sumter County Line
- US19 Widening in Citrus County which includes multi-use path on east side

The Coast to Coast Connector, often referred to as simply “The Connector,” is a 275-mile network of trails that provides a safe and continuous multi-use trail from the Gulf of Mexico to the Atlantic through Central Florida that allows residents and visitors to explore Central Florida by bicycle or on foot. The Connector includes portions of the developing 51-mile East Central Regional Rail Trail, the longest single rail-trail corridor ever acquired by the state. The completed Coast to Coast Connector will link all or part of the many existing multi-use trails, developed and managed by a broad range of communities and agencies, including Fred Marquis Pinellas Trail, Starkey Trail, Suncoast Trail, Good Neighbor Trail, Withlacoochee State Trail, Gen. James A. Van Fleet State Trail, South Lake Trail, West Orange Trail, Clarcona-Ocoee Trail, Pine Hills Trail, Seminole-Wekiva Trail, Rinehart Trail, Spring to Spring Trail, and East Central Regional Rail Trail.

## AT-A-GLANCE

### Hernando/Citrus 2020 Population

- 346,950

### Hernando/Citrus 2045 Population

- Low 330,000
- High 502,800

### Projected Jobs 2045

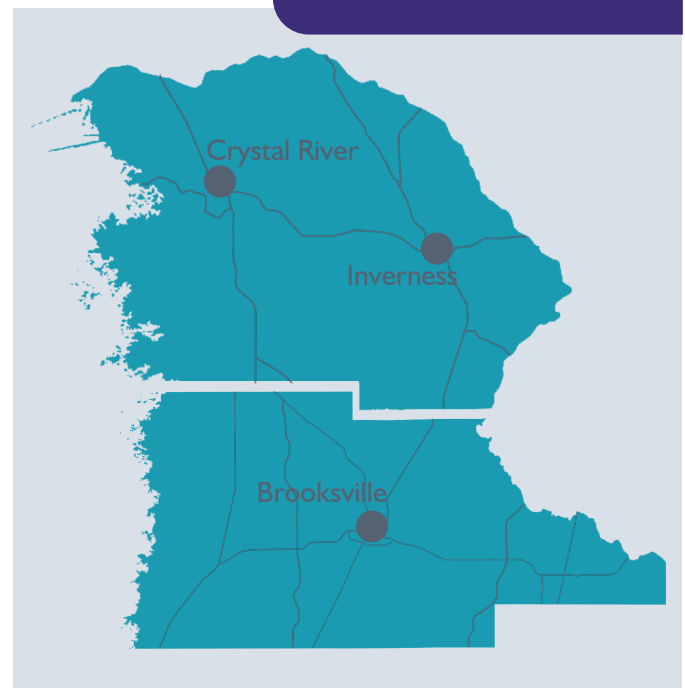
- 147,187

### Road Miles Totals

- 3,286

### Multi-use Trail Miles

- 166



# Hillsborough

## Metropolitan Planning Organization

Hillsborough County is at the crossroads of the region's primary east-west and north-south interstate highways, and home to the University of South Florida, Tampa International Airport, Port Tampa Bay, the Lightning and the Buccaneers. While integrally linked to the other counties of the region, by itself it is more populous than nine states and the District of Columbia. It is home to a range of communities from the historic urban neighborhoods of Tampa to the rapidly growing suburbs and freestanding rural towns. These different growth patterns mean a multi-layered approach to transportation is needed.

### Projects of Regional Significance:

- I-275/ SR 60 Interchange Reconstruction in Westshore Business District
- I-75 Interchange Improvements at Big Bend Road and Gibsonton Drive
- HART Maintenance Facility
- Streetcar Modernization & Extension
- Bus Rapid Transit
- Reuse of CSX Rail Corridors for Passenger Rail
- Water Transit
- Gulf Coast Trail (including I-275 Greenway, Downtown Riverwalk and South Coast Greenway)
- Tampa Bypass Canal Trail
- Upper Tampa Bay Trail
- Safety projects to reduce deaths and serious injuries, in support of Vision Zero



**Plan  
Hillsborough**

### AT-A-GLANCE

#### Hillsborough 2019 Population

- 1,444,870

#### Hillsborough 2045 Population

- Low 1,590,200
- High 2,314,000

#### Projected Jobs 2045

- 1,235,300

#### Road Miles Totals

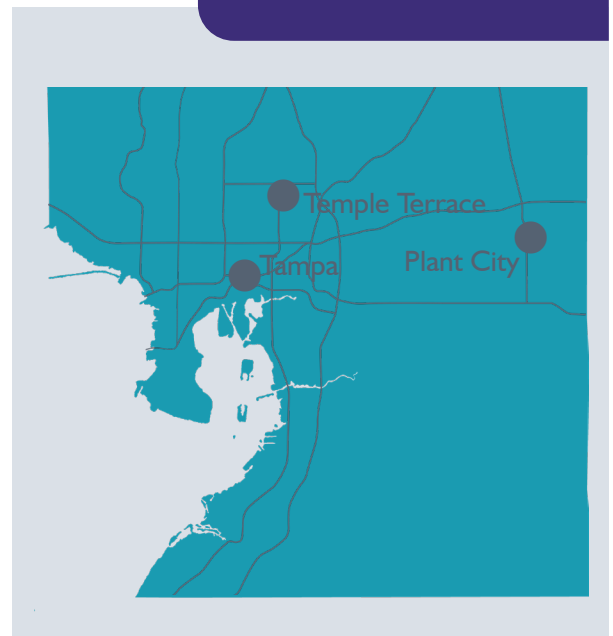
- 5,318

#### Multi-use Trail Miles

- 160



photo courtesy of City of Tampa





# Pasco Metropolitan Planning Organization



**P**asco County is one of the fastest growing counties in the state and is located at the north end of the Tampa Bay metro area. By 2045, it's projected that the population will grow to 785,428 people with a workforce of 266,516. A significant contributor to the Tampa Bay economic workforce, a full 45% of Pasco County's workforce commutes into Pinellas and Hillsborough Counties, accounting for many of the transportation needs of the region.

**Projects of Regional Significance:**

- SR 52 widening from US 41 to Bellamy Brothers Boulevard
- SR 52 extension (Clinton Avenue) to US 98
- US 41 and SR 54 Intersection
- I-75 & Overpass Road Interchange
- I-75 & SR 56 Divergent Diamond Interchange
- US 301 widening from Kossik Road to SR 56
- Suncoast Trail Overpass at SR 54
- Withlacoochee State Trail Extension
- Orange Belt Trail
- Suncoast Parkway II

The intersection of US 41 and SR 54 is a strategic point in the Tampa Bay Region that links Pasco County with the surrounding area, serving north-south traffic along US 41 with access to Tampa, Land O' Lakes, and Brooksville, and east-west traffic along SR 54/56. With connections along major state routes such as the Suncoast Parkway and I-75 along SR 54/56, this intersection will receive significant improvements to increase capacity and reduce traffic congestion as population and employment continues to grow.

**AT-A-GLANCE**

**Pasco 2019 Population**  
• 527,122

**Pasco 2045 Population**  
• Low 719,000  
• High 859,663

**Projected Jobs 2045**  
• 255,653

**Road Miles Totals**  
• 3,300

**Multi-use Trail Miles**  
• 114



# Polk

## Transportation Planning Organization

Considered the “crossroads of central Florida,” Polk County serves as an important freight and logistics center for the Tampa Bay region and the state of Florida. Planning for the entire 2,011 square-mile county is conducted by the Polk Transportation Planning Organization (TPO). Polk has the most rail miles (145) on Florida’s Strategic Intermodal System (SIS), is home to Florida’s only Intermodal Logistics Center, and has the second most highway centerline miles (190) on the SIS, including I-4, SR 570 (Polk Parkway), SR 60, US 27, and portions of US 98 and US 17.



Polk Transportation Planning Organization

### Projects of Regional Significance:

- Central Polk Parkway between SR 60 and SR 570
- I-4 at State Road 33 Interchange Reconstruction
- I-4 Beyond the Ultimate from west of US 27 to Champions Gate
- Northeast Polk County US 27 Mobility Study
- Fort Fraser Trail Extension

### Northeast Polk County US 27 Mobility Study

For the past 15 years, the TPO’s Long Range Transportation Plan (LRTP) has emphasized transportation needs along US 27 and in Northeast Polk County. The employment and residential growth in this area has put tremendous strain on many of the local transportation facilities, as has expanded freight traffic from the Central Florida Integrated Logistics Center (ILC). In 2018, the Florida Department of Transportation (FDOT) commissioned a study to evaluate short and long-term transportation needs in Northeast Polk County between SR 60 and US 192. FDOT’s study is ongoing, and is considering a number of transportation improvements along and adjacent to the US 27 corridor including adaptive signal control, road widening, access management, construction of parallel frontage roads, enhanced transit services, interchange improvements, and the feasibility of a new limited access highway providing a connection to the planned Poinciana Parkway Extension in Osceola County.

**AT-A-GLANCE**

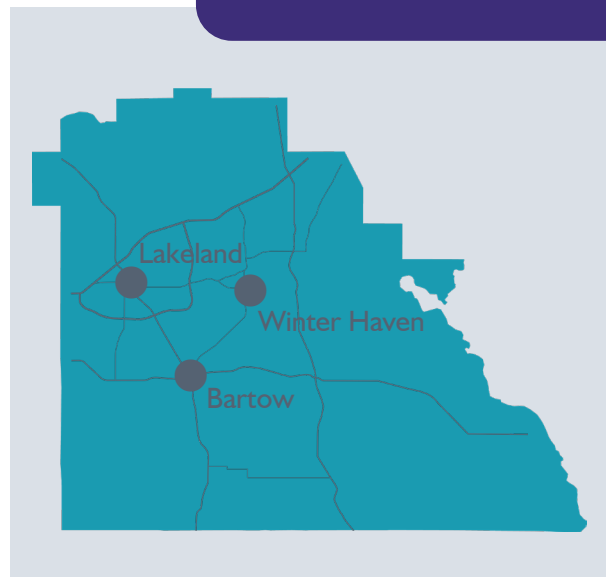
**Polk 2019 Population**  
• 690,606

**Polk 2045 Population**  
• Low 748,800  
• High 1,038,401

**Projected Jobs 2045**  
• 348,903

**Road Miles Totals**  
• 7,981

**Multi-use Trail Miles**  
• 110





# Sarasota/Manatee Metropolitan Planning Organization

The Sarasota/Manatee MPO is the regional transportation planning entity for Sarasota and Manatee Counties. The Sarasota/Manatee MPO is governed by a 17-member appointed Board comprised of elected officials representing both counties, nine cities, and a representative of the Sarasota Manatee Airport Authority. The Sarasota/Manatee region is the fifth largest federally designated Transportation Management Area (TMA) in Florida. The 2010 urban population of 643,260 has grown to an estimated 813,700, and is projected to grow to nearly 1.1 million by 2045. Growth has recently occurred and may continue in/around areas such as those east of I-75, Fort Hamer, Lakewood Ranch, North Port, Parrish, and Venice. The Sarasota/Manatee area generally has an aging population, yet both retirement-age and working-age populations are anticipated to be sizable in the future. Transportation needs for both of these populations, including hazards planning and evacuation transportation that includes needs for aging populations and commuter transportation, must be met.

## Projects of Regional Significance:

- Bradenton-Palmetto Connector
- Port Manatee Access Enhancements
- I-75 Interchange and Lane Enhancements

The Bradenton-Palmetto Connector project was developed out of the Central Manatee Network Alternatives Analysis (CMNAA) a study brought forward by FDOT and the Sarasota/Manatee MPO. The purpose of the project is to evaluate all possible alternatives related to the movement of people and goods across the Manatee River. Through ongoing cooperation and coordination with valued stakeholders this project will determine the best possible way to improve capacity, access, and quality of life for all users utilizing these facilities. A potential new interchange along I-75 in northern Manatee County will work in conjunction with several access enhancements which will improve the operational capacity and efficiency of Port Manatee. Future planned development in the area will increase demand for this potential interchange and the expansion of the surrounding road network will be necessary in order to maintain traffic flow. These road projects will support future growth of Port Manatee and continue to facilitate the movement of goods and people throughout the region.



## AT-A-GLANCE

### Sarasota/Manatee 2019 Population

- 813,689

### Sarasota/Manatee 2045 Population

- Medium 1,088,700
- High 1,283,700

### Projected Jobs 2045

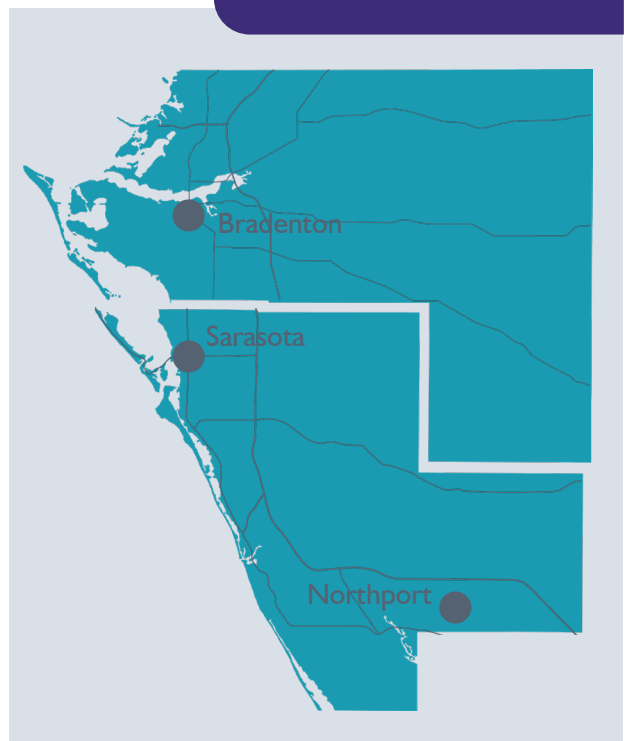
- 417,816

### Road Miles Totals

- 6,495

### Multi-use Trail Miles

- 166



# Transit Vision



**R**apid transit is essential in fast-growing regions like ours, providing an alternative to congested highways. Though today our counties and voters have not yet decided to invest in such a system, the preliminary planning has been done. The CCC will continue to bring opportunities forward to strengthen transit systems within communities and link them across county lines.

## SCENARIOS FOR REGIONAL GROWTH: “IT’S TIME TAMPA BAY”

In 2018, the Hillsborough, Pinellas and Pasco County MPOs asked their citizens to identify priorities for land use and transportation and consider several very different scenarios for future growth. Nearly 10,000 citizens responded to the online survey, setting a national record for participation in an online interactive survey.

Our residents overwhelmingly supported expanding local, regional and statewide rail and bus transit services. Current and future opportunities include:

### Bus Rapid Transit

PSTA was recently awarded funding for the first Bus Rapid Transit (BRT) corridor in the region with the Central Avenue BRT, known as the Sun Runner. HART is currently looking at a BRT corridor connecting the University area and downtown Tampa, and TBARTA is working on a 41-mile regional BRT line running from Wesley Chapel through the USF area and Downtown Tampa before crossing Tampa Bay into the Pinellas Gateway area and ultimately Downtown St. Petersburg. These BRT routes will provide more accessibility and connectivity throughout the region, and include possible future expansion to Lakeland, Winter Haven, and along US 41.

### Reusing Freight Rail Tracks

The region has an extensive network of freight rail lines that have potential for commuter passenger rail. With the support of the CCC, HART is studying the feasibility of adding passenger service on the CSX-owned freight corridor from Downtown Tampa to the University Area. Future opportunities include expansions to Land O’ Lakes and Brooksville; Oldsmar, Clearwater, and St Petersburg; South Tampa; Plant City and Lakeland; and Bradenton and Sarasota.

### Water Transit

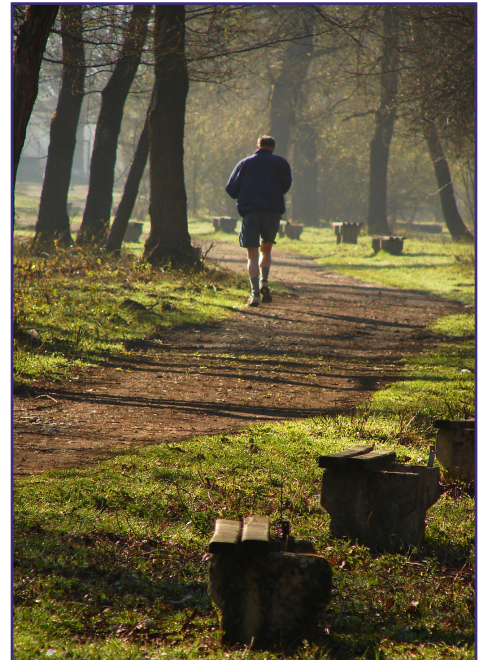
Since Hillsborough, Pinellas and Manatee Counties are largely separated by Tampa Bay, there’s a great opportunity for water transit with the implementation of ferry service. During 2017-2020, a Cross Bay Ferry connecting Downtown Tampa and St. Petersburg, evenings and weekends during the tourist season, had very successful ridership and public attention. A commuter ferry route has been proposed to connect South Hillsborough County with MacDill Air Force Base, and a connection to Bradenton has also been studied.

### Light Rail Transit

The City of Tampa is currently working with HART to modernize and extend the TECO Historic Streetcar, through the Downtown business core and connect to the bus transit hub next to I-275. This has been named a regional priority for future Federal Transit Administration (FTA) grants, assuming local matching funds can be raised. Future extensions could connect to Tampa neighborhoods, the Westshore Business District and Tampa International Airport.



# Trail Vision



Since its formation in 1993, the CCC has placed significant emphasis on trails planning. When the Florida SUNTrail grant program was established after a statewide referendum, CCC planning and coordination made it easy to make the case for regionally significant projects here in West Central Florida – such as the Pinellas Trail Loop, Courtney Campbell Causeway Scenic Trail, Suncoast Trail and Coast-to-Coast Trail. The CCC’s Regional Multi-Use Trails Working Group continues to coordinate cross-county connections, build consensus on priorities, and bring home funding to build the vision.

## FEATURED TRAIL SUCCESSES

### Suncoast Trail

Suncoast Trail is a 42-mile paved multi-use trail parallel to the Suncoast Parkway in Hillsborough, Pasco and Hernando Counties. The Suncoast Trail serves as a transportation corridor and recreational facility for the region by providing an important north-south connector between public lands, parks and greenways.

### Emerson Point Trail

Emerson Point Trail is located in the west central portion of Manatee County. Current plans include the continuation of the trail through the City of Palmetto thanks to an interlocal agreement between the city and county.

### Upper Tampa Bay Trail

Upper Tampa Bay Trail is located in northwest Hillsborough County and currently runs 7.25 miles from Memorial Highway to Peterson Road (located one mile north of Ehrlich Road). The trail will eventually connect to the 42-mile Suncoast Trail.

### Fred Marquis Pinellas Trail (Pinellas Trail)

Pinellas Trail’s first segment opened 30 years ago to connect the cities of Largo and Seminole. It now extends 47 miles from East Lake to Tarpon Springs to downtown St. Petersburg, and passes through eight cities and several unincorporated communities. Pinellas Trail is both a linear park and multi-use trail, providing a corridor of protected green space throughout a highly urbanized section of Florida’s west coast.

Check out our trail maps at <https://bit.ly/TBARTA-Brochure>

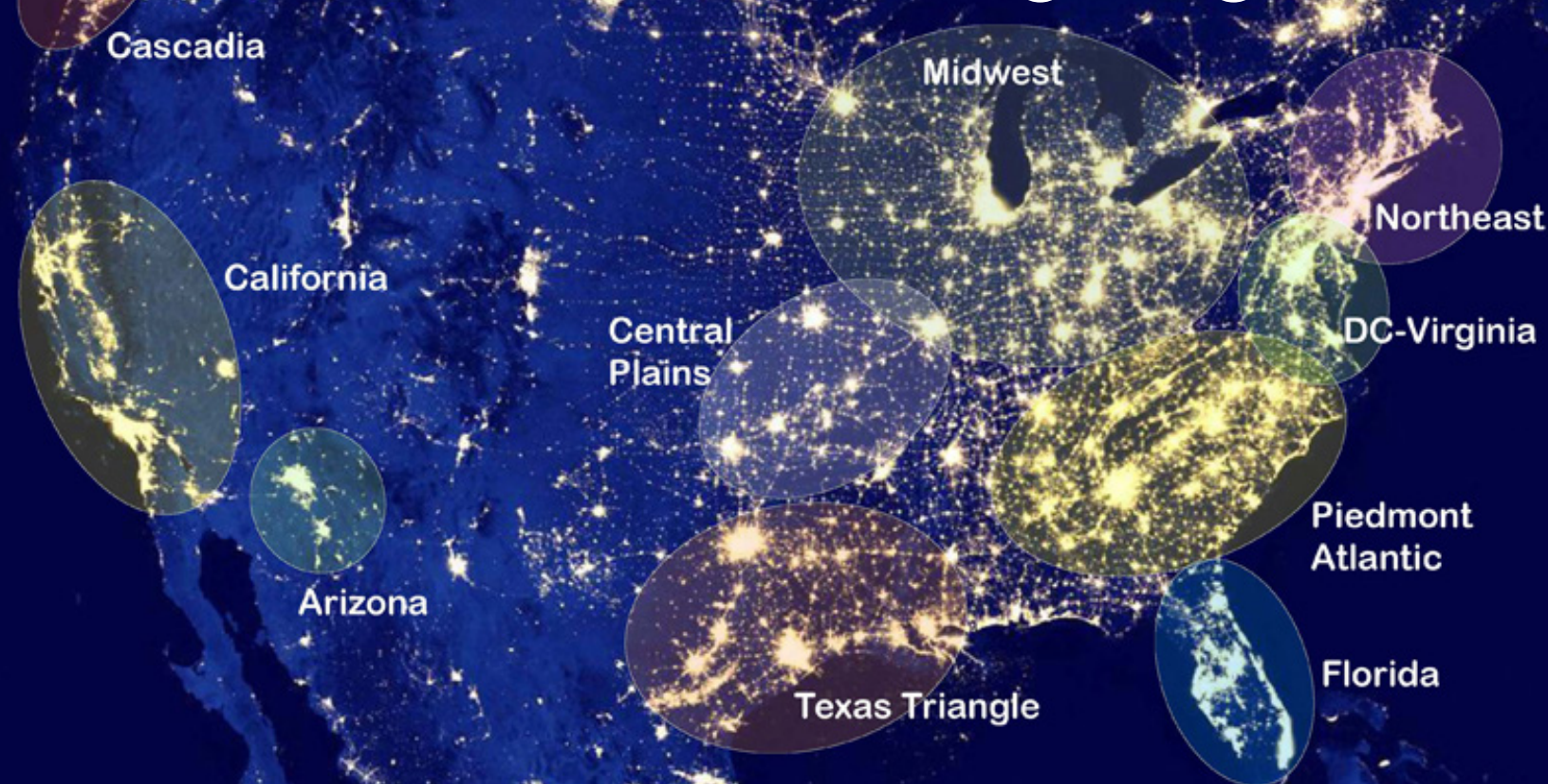
### Fort Fraser Trail

Fort Fraser Trail is a recently completed trail stretching 7.8 miles between Bartow and SR 540 in south Lakeland. This trail includes two covered bridge crossings (at Bear Creek and Banana Creek) and wood rail fencing along much of the trail’s length.





# Mega-Region and Interactions with Surrounding Regions



**F**rom St. Pete Beach to Daytona Beach, the cities and towns of central Florida are interconnected and growing. I-4, I-75, SR 60, rail lines and many other corridors link the Orlando region and greater Tampa Bay. Together, we make up one of the largest economic markets in the US.

The CCC and the Central Florida MPO Alliance meet annually to share challenges and collaborate on major projects. Notable successes include:

- A joint resolution advocating for the Coast to Coast Trail, which is now the #1 priority for the State of Florida SUNTrail program.
- A joint resolution advocating for rapid transit in the I-4 corridor, where FDOT has set aside right-of-way in the median. While nothing is committed yet, investors such as Brightline and Hyperloop have continued to express interest in public-private partnerships for the first high-speed transit across central Florida.
- A Memorandum of Understanding for coordinated traffic operations and safety in the I-4 corridor, where high congestion leads to frequent severe crashes. The I-4 Corridor Coalition is a newly formed, workgroup focused on Transportation Systems Management and Operations an emerging discipline that uses technology and real-time multi-agency responsiveness to reduce the congestion and risk caused by crashes, special events, theme park activities, and weather.





# In Conclusion

The CCC supports local, regional and statewide projects that improve access to transportation opportunities in the West Central Florida region. Through the hard work of this collaborative team of transit and transportation-minded individuals, the CCC has been successful in these efforts. As the region stands to see continued growth in population, economy and travel, the CCC will provide sound, forward-thinking transit and transportation options to help promote and sustain this growth.

To learn more about the CCC, please visit

<https://www.tbarta.com/en/boards-committees/mpos-chairs-coordinating-committee/>

## Voting Members

Hernando/Citrus MPO

Forward Pinellas MPO

Hillsborough MPO

Polk TPO

Pasco MPO

Sarasota/Manatee MPO

## Non-Voting Advisors

Central Florida Regional Planning Council

Southwest Regional Planning Council

Tampa Bay Regional Transit Authority (TBARTA)

Tampa Bay Regional Planning Council

FDOT District One

FDOT District Seven

Florida's Turnpike Enterprise

## MPO Staff Directors

- Steve Diez - Hernando/Citrus MPO
- Chandra Frederick - Polk TPO
- Nectaros Pittos - Pasco MPO
- Beth Alden - Hillsborough MPO
- Whit Blanton - Pinellas MPO (Forward Pinellas)
- David Hutchinson - Sarasota/Manatee MPO



# Contact Us

## **MPO Chairs Coordinating Committee**

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