

Corridor Planning and Screening Process Glossary

Action Plan - Provides detailed planning guidance for the *project development* process of controlled access facilities that make up *corridors* or *corridor segments* by establishing the basis for the Purpose and Need Statement. Action Plans are the initial consideration of the engineering design principles to be applied to the facilities of these *corridor segments*. The plans identify preliminary typical sections for facilities in the *corridor segment*, define the controlling design criteria, such as design speed for a highway, and identify multimodal opportunities.

Comprehensive Economic Development Strategy (CEDS)- A document designed to guide the economic growth of economic development districts designated by the Economic Development Administration of the U.S. Department of Commerce. In Florida, these districts are called Regional Planning Councils. CEDS identify individual programs and projects that will further the economic development goals of a region.

Concept Stage - The first of three stages in the Corridor Planning and Screening Process, during which the study area is identified, policy objectives are defined, preliminary mobility and connectivity needs are summarized, economic development opportunities are identified, a list of potential *corridor* options is compiled, high-level environmental and community issues and resources are identified, an initial list of FDOT and partner commitments is developed, and a corridor purpose and need is developed. The products of the *Concept Stage* include a Concept Report, summarizing all of the above, and a framework for further study, including potential corridor segments that may be advanced for further study and the types of study recommended.

Corridor - Any land area designated by the state, a county, or a municipality which is between two geographic points and which is used or is suitable for the movement of people and goods by one or more modes of transportation (aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail [commuter, intercity passenger, and freight], transit, space, and water), including areas necessary for management of access and securing applicable approvals and permits. Transportation *corridors* shall contain, but are not limited to, the following:

- (a) Existing publicly owned rights of way;
- (b) All property or property interests necessary for future transportation facilities, including rights of access, air, view, and light, whether public or private, for the purpose of securing and utilizing future transportation rights of way, including, but not limited to, any lands reasonably necessary now or in the future for securing applicable approvals and permits, borrow pits, drainage ditches, water retention areas, rest areas, replacement access for landowners whose access could be impaired due to the construction of a future facility, and replacement rights of way for relocation of rail and utility facilities.

Economically productive rural land -Lands whose greatest economic value is derived from rural uses such as agriculture and other resource based industries, recreation and tourism, renewable energy, military, and related research and development activities.

Efficient Transportation Decision Making (ETDM): FDOT's procedure for linking the planning and project development processes. MPOs, federal and state agencies, Native American Tribes and the public have the opportunity to provide input on a project's potential impacts to the natural, physical, cultural, and human environment early in the planning stages. This interaction continues throughout the life of a project to help support mobility needs and improve transportation decisions while considering land use actions, community values, ecosystem management and preservation initiatives.

Evaluation Stage - The second of three stages in the *Corridor Planning and Screening Process*, during which multiple corridor options are evaluated against meeting the preliminary mobility and connectivity needs identified during the *concept stage*. The range of *corridor* options considered includes operational strategies to optimize efficiency for all modes, capacity improvements within existing facility rights of way, or new facilities or alignments. High level costs and potential financing or partnership opportunities are also considered during this stage. The products of the *Evaluation Stage* includes an Evaluation Report with a Corridor purpose and need; an Implementation Plan laying out FDOT and

partner commitments for addressing *corridor* issues and opportunities, including specific action items for moving forward; and guidance for incorporating one or more projects into appropriate state, regional, and local plans.

Facility - Any public or private infrastructure owned, operated, or maintained for the purpose of transporting people or freight, including the property or property rights associated with that infrastructure.

Master Plan- Provides detailed planning guidance for the *project development* process of limited access highway facilities by establishing the basis for the *Purpose and Need*. Master Plans, like *action plans*, are the initial consideration of the engineering design principles to be applied to the highway facilities that make up a *corridor segment*. An action plan is for controlled access facilities and the master plan is for limited access facilities. The plans identify preliminary typical sections for facilities in the *corridor*, define the controlling design criteria, such as design speed for a highway, and identify multimodal opportunities.

Project Development and Environment (PD&E) - FDOT process for analyzing projects and alternatives to identify and address impacts to the environment, develop project concepts to advance to design in order to meet the requirements of the National Environmental Policy Act (NEPA) for federally funded projects and other federal and state laws, rules, and regulations on all other projects. PD&E occurs during the *Project Development Stage*.

Project Development Stage - The third of three stages in the Corridor Planning and Screening Process, during which FDOT and its partners conduct detailed planning and preliminary design for specific improvements to existing facility segments, specific alignments and modes for parallel and new facility segments. As part of the established Project, Development and Environmental (PD&E) processes, detailed mobility impacts of specific alignments, detailed economic impacts (regional and localized), and impacts on social, cultural, and natural resources of each project are compared to the no build option. Preliminary cost estimates and financing plans are developed. When a project's environmental documents and permits are approved, the preferred alternative may be advanced into final design and engineering, followed by construction and implementation.

Purpose and Need - A description of the transportation problem (not solution) explaining the primary goal or reason for which a project is being pursued. The statement should be specific enough so that the range of alternatives developed will offer real potential solutions and should reflect priorities and limitations in the area such as environmental resources, growth management, land use planning, and economic development.

Sketch Plan - Provides a base line for the analysis of future needs for an Interstate Highway facility. The study focuses on the highway *facility*, evaluating potential for growth of traffic, particularly freight. Growth estimates are not constrained on a local basis and are intended to reflect total future potential demand. Potential alternative *facilities* and mode shifts are not separated from total demand as a part of the process. The results of this study serve as a basis for development of subsequent levels of study as well as *corridor purpose and need*.

Transportation Alternative Study -A type of *corridor* study that identifies facility-specific transportation issues and opportunities within the *corridor* for enhancing the movement of people and goods, improvements in emergency management and response, enhancing homeland security, and ensuring opportunities for economic development. It also discusses potential options for implementation. The study is one of many that contribute to the *concept* and *evaluation* stages of the *Corridor Planning and Screening Process*.

Vision - long term, shared framework for decision making to achieve a desired future for a state, *region*, *community*, or other geographic area.