

## COR-1 - Approve Scope of Corridor Planning Process

### Description

This is a crucial first step of corridor planning. It involves a process of assessing what data, decisions and relationships need to be considered, acquired or made throughout corridor planning. The corridor planning scope is informed by long range transportation planning and informs environmental review. This is a key point to form or acknowledge existing relationships with partners in transportation decision-making and other decision-making processes.

### Purpose

To initiate a corridor planning process, either in a rural or metropolitan area. Issues considered should inclusive of transportation, environment, and community in order to agree on a comprehensive scope and overall direction of the process.

### Outcome

A clearly defined scope to guide the corridor planning process.

| Partner                           | Role Type                               | Description   |
|-----------------------------------|---|---|
| MPO                               | Decision Maker (urban), No Role (rural) | Ensures the scope of the corridor planning study is sufficiently broad and inclusive to consider all potential solutions and opportunities.   |
| FHWA/FTA                          | Advisor                                 | Ensures the process of developing the corridor or sub-area plan is inclusive of appropriate federal and state agencies and considers other accepted plans.  |
| State DOT                         | Advisor (urban), Decision Maker (rural) | Provides an understanding of state needs and plans with respect to the corridor.  |
| Resource Agency                   | Advisor                                 | Agree to collaborate in the corridor planning process and ensure appropriate information is brought forward and used. Bring forward the ecological planning region, ecological goals and priorities or ensure information carried forward from LRP is up-to-date. |
| Public Transportation Operator(s) | Advisor                                 | Provides an understanding of transit needs and plans with respect to the corridor.  |

## Policy Questions

Questions are a way to elicit information and to validate that the information has been considered. The partners should discuss the listed questions to ensure a broad array of interests is considered at a key decision. Discussions arising from these questions support collaborative decision making.

## Questions Partners Discuss

### Questions about purpose and roles

- How, when, and by whom will decisions within the corridor planning process be made?
- Is private sector participation in the corridor planning process under consideration? If so, what is the purpose and scope of private participation?
- Who should be involved in the corridor planning process? (Partners)

### Questions about stakeholders, including modal and operational partners

- How will stakeholders, including modal and operational partners, and the public be involved?
- Which bicycle and pedestrian stakeholders (e.g., low-income, disabled, and minority populations that rely on bicycle and pedestrian facilities) should be at the table, and how will their needs be balanced and considered?
- Who are the proponents and opponents?
- Who should be involved in the corridor planning process? (modes, stakeholders, operational partners, etc.)

### Questions about the transportation process supporting the decision

- Are the tools up to date and sufficient for this process?
- Are there local operations strategies in place that can be built upon to create a regional operational approach?
- Are there other emerging issues that affect this corridor? (land use development, etc.)
- Do we have an approach for the timely consideration of trade-offs in the corridor, such as pedestrian benefits versus freight benefits?
- How does this corridor fit into the regional bicycle and pedestrian network? Is this corridor currently reflected in local, regional, or state pedestrian, bicycle, or Americans with Disabilities Act (ADA) Transition plans?
- If there is potential for a P3 project, does the required federal or state legislative authority exist?
- Is a P3 being considered for projects in the corridor? If so, has a pre-development agreement (PDA) been established or is it under consideration?
- Is the identified geographic area sufficient? How were the termini identified?
- Is the scope set up to consider both people and freight movement?
- Is there a regional concept of operations or operations-related plan?
- What additional information outside of plans and programs is available to complete the corridor planning process?
- What are the bicycle and pedestrian issues affecting the corridor, both along and across the corridor? Are important destinations such as jobs, schools, essential services, recreational areas, and goods and services located along the corridor?
- What are the operational issues affecting the corridor?
- What are the potential risks to a timely completion of this corridor planning process?
- What is the anticipated cost/funding available?
- What is the geographic scope of the plan?
- What is the time frame?
- Will the scope include both capital and operational improvements?

### Questions about other phases

- Are any existing analyses available from the LRP phase?
- Are existing tools sufficient to support revenue and risk analyses in case of private sector investment?
- Do we anticipate that any projects coming from this corridor study have the potential to be funded with federal money (NEPA analysis)?
- Is the scope set up in a manner that will enable information to be carried forward into environmental review?
- Were the advantages and disadvantages of doing this study as a NEPA tier 1 process considered?
- What major changes have occurred since the LRTP?
- What plans and programs are available as tools and data sources (e.g., LRTP, land use plans)

### Questions about non-transportation sectors/processes

- Are existing tools and data resources sufficient to support the proposed method of GHG analysis?
- Are there established economic development visions or goals to consider?
- Are there public/private sources of data and information on performance indicators pertaining to the corridor?
- Are there requirements that will influence how GHG emissions will be considered? For example, is there a state, regional, or local climate action plan or state/federal GHG inventory or reduction requirements?
- Have land use patterns and growth forecasts been considered in defining the planning region?
- Have we identified freight stakeholders to participate in the corridor planning process?
- Is there a formal interagency conservation and transportation partnership agreement?
- Is there agreement on the planning area with respect to assessing economic impacts?
- Is there agreement on the planning region with respect to ecological assessment?
- Is there an existing freight advisory group that can be engaged?
- Is there local interest in estimating the GHG emissions impact of the corridor plan in the absence of a formal requirement? Is the corridor plan part of a larger GHG reduction or climate action plan?

- To what extent is the corridor impacted by freight movement?
- What additional coordination efforts, such as data or resources, will be needed to support the desired method of GHG analysis in corridor planning?
- What is the scope of GHG emissions analysis as part of the corridor planning process?
- What plans and programs are available as tools and data sources (e.g., land use plans, conservation plans, a regional ecosystem framework, or economic development plans)?
- Will GHG considerations be treated in a qualitative or quantitative manner?

## **Stakeholder Inputs**

'Questions to Gather Stakeholder Interests' allow staff to determine which stakeholders have interests at a key decision and to collect those interests for partner consideration. 'Questions to Incorporate Stakeholder Interests' ensure the interests of stakeholders are included in the decision. For more help with stakeholder collaboration visit the Stakeholder Portal

### **Questions to Gather Stakeholder Interests**

- What are the views of stakeholders regarding private sector participation on projects in the corridor?

### **Questions to Incorporate Stakeholder Interests**

- What is the stakeholder perspective with respect to private sector participation?

## Data

The following is a list of data needed to support the key decision. Practitioners collect this information for decision makers to consider.

| Supporting Data for the Key Decision                       |  |   |
|--|--|---|
| From other phases of transportation decision making        | Long Range Planning  | All scenarios considered in the long range planning process and reasons for eliminating scenarios   |
|  |  | Background information on the initial identification of partners  |
|  |  | Long range planning boundary  |
|  |  | The adopted LRTP including information related to recommended improvements to the corridor  |
|  |  | The approved range of strategies  |
|  |  | Transportation deficiencies   |
|  | Programming  | Current projects selected for programming   |
|  |  | Information about potential funding sources   |
|  | Corridor Planning  | Multi-modal plans or facilities   |
|  |  | Planning boundaries from corridor and small area plans  |
|  | Environmental Review   | No Specific Data.   |
|  | From other sectors and processes   | Land Use  |
| Any adopted plans or covenants within the area             |  |   |
| Applications for development or access                     |  |   |
| Greenways, easements, set-backs within the corridor        |  |   |
| Land use and smart growth vision and goals                 |  |   |
| Land use data and land planning data                       |  |   |
| Land use planning boundaries                               |  |   |
| Land use plans (local and public land management agencies) |  |   |
| Parcel information   |  |   |
| Priority land planning issues for the corridor             |  |   |
| Transportation Conformity                                  |  | No Specific Data.   |
| Natural Environment and Implementing Eco-Logical           |  | Documentation and agreements from the integrated ecological process   |
|  |  | Ecological goal data  |
|  |  | Ecological planning region  |
|  |  | Map of conservation, restoration and enhancement priorities   |
|  |  | Relationships formed between resource agencies, conservation NGOs and transportation agencies   |
| Capital Improvement  |  | Other capital improvement plans or development plans  |
| Safety and Security  |  | Safety and security data/issues for the corridor  |
| Human Environment  |  | Goals from the human environment perspective  |
|  |  | Human environment data  |
|  |  | Population and employment information for the area  |
|  |  | Special populations to consider (EJ)  |
| Economic Development                                       |  | Data used in economic planning in the state, region or local area as well as performance indicators, if available. For example, comprehensive planning data. Inventory of current economic environment and key businesses or industries, stakeholders, economic development philosophy. |
| Greenhouse Gas Emissions                                   |  | An estimate of applicable emissions rates   |
|  |  | An estimate of travel activity and network performance using macro, micro, and sketch analyses  |
|  |  | Analysis years  |
|  |  | Data availability by emissions source, travel mode, and data format   |
|  |  | Emissions sources   |
|  |  | Review of existing resources to support incorporating GHG analysis into corridor process  |
| Freight  |  | Commodity flows   |
|  | Data on existing truck routes  |   |
|  | List of freight stakeholders to contact                                    |   |
|  | Location of major freight facilities                                       |   |
|  | Previous analyses and traffic studies conducted during long range planning |   |
|  | Regional freight studies   |   |

| <b>Supporting Data for the Key Decision</b>                                   |  |
|---|--|
| <b>From the transportation technical process supporting this key decision</b> | Aerial images  |
|   | Auto occupancy data  |
|   | Bicycle and pedestrian data  |
|   | Bridges and culverts   |
|   | Control data   |
|   | Crash data   |
|   | Freight data   |
|   | Special event data   |
|   | Speed and delay  |
|   | Traffic count data   |
|   | Transit data   |
|   | Transportation modes to consider   |
|   | Weather data   |
|   | Existing and proposed pedestrian and bicycle infrastructure, injuries and fatalities, and volume/activity. |
|   | Truck traffic volumes  |
| <b>From stakeholder collaboration</b>   | Public involvement plan, list of stakeholders  |
| <b>From public private partnership</b>  | Authority to move forward with P3  |
|   | Experience with P3 projects  |
|   | Pre-development agreement (PDA)  |
|   | Public/political support for P3  |
|   | Rules and regulations relevant to P3   |

## Links to Decisions

This table identifies how a key decision is connected to other key decisions. The linkages are a two-way transfer of information. Understanding and applying these linkages means that partners will recognize how a decision will impact other specific key decisions. Recognizing that the transportation processes are linked will: (1) encourage practitioners to produce information that can be used later and (2) remind them to look at information from previous key decisions.

### linkages to other phases of transportation decision making

| Key Decision   | What is Linked?  | Purpose of Linkage   |
|--|--|--|
| <b>From Long Range Transportation Planning</b>             |  |  |
| LRP-1 - Approve Scope of LRTP Process                      | Background information on initial identification of partners and data  | To inform the scope of the corridor planning process   |
| LRP-4 - Approve Transportation Deficiencies                | Transportation deficiencies  | To provide the foundation and understanding of transportation problems identified in the corridor during long range planning. This provides the regional context for the development of corridor deficiencies. |
| LRP-6 - Approve Strategies                                 | The approved range of strategies   | To provide a regional context for the range of strategies identified in long range planning for the corridor   |
| LRP-7 - Approve Plan Scenarios                             | All scenarios considered in the long range planning process and reasons for eliminating scenarios  | To provide the regional context for the corridor included in the scenarios included and eliminated.  |
| LRP-10 - Adopt LRTP by MPO                                 | The adopted LRTP including information related to recommended improvements to the corridor. To help define the scope of the corridor planning process. | To help define the scope of the corridor planning process.   |
| <b>To Environmental Review/NEPA Merged with Permitting</b> |  |  |
| ENV-1 - Reach Consensus on Scope of Environmental Review   | Background information on initial identification of partners and data To inform the scope of the corridor planning process.                            | To inform the scope of the corridor planning process   |

## **Examples**

In-depth case studies of successful practices in collaborative decision making were used to develop the Decision Guide. Links in this table point to a specific paragraph or section of a case study that supports a key decision. It is not necessary to read through an entire case study to find the example; however, full versions are available in the Library.

### **PlanWorks Case Study Examples**

- US 64 Asheboro Bypass - Merged NEPA and Section 404 Permitting Processes

### **Other Examples**

- Fletcher Avenue Complete Streets (Hillsborough County, Florida)

## Integrated Planning

Integrated Planning looks at the interaction between the transportation decision making process and other processes. Considering these inputs will ensure that important values and goals outside the transportation process are recognized and considered. For a full understanding of a specific process and how it influences transportation decisions, visit Applications.

| Process   | Integration Type   | Integration Description  |
|---|--|--|
| Land Use  | Data   | Confirmation that the land use information brought from the LRTP is current.<br>Identification of the priority land planning issues for the corridor should be identified  |
|   |  | Land use data and land planning data   |
|   |  | Greenways, easements, set-backs within the corridor  |
|   |  | Parcel information   |
|   | Land Use Plans (local and public land management agencies)   |  |
| Decision  | Approve land use issues to be a part of the scope. <ul style="list-style-type: none"> <li>Purpose - Identify priority land use philosophies to move forward.</li> <li>Outcome - Land use context to be included in the corridor plan.</li> </ul>               |  |
|   | Agreement between transportation decision-makers and land use partners to collaborate in corridor planning.  |  |
| Transportation Conformity   | None.  | None.  |
| Natural Environment and Implementing Ecological                                     | Data From IEF Step 9 - Update Regional Ecosystem Framework & Plan  | Information from the ecological plan is continually updated and should be an input into any ongoing or upcoming corridor planning process.   |
|   | Data From IEF Step 2 - Characterize Resource Status & Integrate Natural Environment Plans  | A combined map of conservation, restoration and enhancement priorities is a key output of IEF Step 2 and should be considered at the earliest stages of the transportation planning process. These priorities become an important part of the problem statement and opportunities (COR-2) and goals for the corridor (COR-3).  |
|   | Data Between IEF Step 1 - Build & Strengthen Collaborative Partnerships & Vision and COR-1   | Any relationships formed between resource agencies, conservation NGOs and transportation agencies as part of either long range planning or IEF Step 1 are recognized, reinforced and strengthened. Relationships formed as part of corridor planning can also strengthen ecological planning.  |
|   |  | The ecological planning region is identified at IEF Sub-step 1a and should inform transportation decisions. If the long range planning process and IEF were integrated, this data was collected and considered in LRP-1 and would be carried forward. At the corridor and site level, some additional considerations could enter the picture if particular populations were known to be present. |
|   |  | The ecological goal data from IEF Sub-step 1d is collected here. This data should be collected and considered in LRP-1, but a confirmation of that link can be made here and consideration should be made as to whether the data has been updated or if there is more specific information relevant to the corridor. A shared decision around goals occurs at COR-3.                             |
|   | At IEF Sub-step 1d, memoranda of understanding are developed around potential new processes for increasing conservation efficiency and predictability. These MOUs could affect the corridor planning process and should be identified and considered at COR-1. |  |
|   | Decision Between IEF Step 1 - Build & Strengthen Collaborative Partnerships & Vision and COR-1   | A joint decision is made between the decision makers in corridor planning and the partners from ecological planning to work together to maximize the ecological benefit and regulatory process efficiencies that can be achieved.  |
| Data From IEF Step 8 - Implement Agreements, Adaptive Management & Deliver Projects | Documentation and agreements from the integrated ecological process, if completed. Relationships, planning region, information about goals, RERegional ecosystem framework, conservation opportunities, mitigation strategy.                                   |  |
| Capital Improvement   | Data   | Capital improvement plans or development plans.  |
|   | Decision   | Agreement between transportation decision makers and capital improvement partners to participate in corridor planning, where appropriate.  |
| Safety and Security   | Data   | Any plans or other information safety and security partners can contribute.  |
|   | Decision   | Agreement between transportation decision makers and safety and security partners to participate in corridor planning, where appropriate.  |
| Human Environment   | Data   | Goals from the human environment perspective.  |
|   |  | Any data elements or plans about the human environment that partners can provide.  |
|   |  | Special populations to consider (EJ)   |
| Population and employment information for the area                                  |  |  |
| Decision  | Agreement between transportation decision makers and human environment agencies/staff to participate in corridor planning, where appropriate.  |  |
| Economic Development  | Data   | Economic development planning stakeholders   |

| Process                         | Integration Type | Integration Description   |
|---------------------------------|------------------|---|
|                                 |                  | Economic development philosophy of the region and/or state.   |
|                                 |                  | Inventory of current economic environment and key businesses or industries  |
|                                 | Analysis         | Any economic development related analysis completed during the long range planning, programming, or an adopted land use or economic development plan.                                       |
| <b>Greenhouse Gas Emissions</b> | Data             | Tools and data to support incorporating GHG analysis into corridor planning, public or political support for GHG reduction, and relevant rules and regulations.                             |
| <b>Freight</b>                  | Data             | Existing freight studies, data to support freight analysis and identify freight stakeholders to engage  |
| <b>Bicycles and Pedestrians</b> | Data             | Existing bicycle and pedestrian studies, data to support analysis, and identify stakeholders to engage  |
|                                 | Decision         | By transportation decision-makers to invite bicycle and pedestrian partners and stakeholders to participate in corridor planning, including low income, disabled, and minority populations. |
|                                 |                  | By bicycle and pedestrian partners and stakeholders to participate in corridor planning.  |

## Special Topics

This table provides an overview of the relationship between a key decision and individual special topics. A special topic may be an external process, a new regulation, or any emerging issue requiring collaboration. For a full understanding of a specific topic and how it influences transportation decisions, visit Applications.

### Key Decision Relationship to Other Topics

| Topic                             | Description  |
|-----------------------------------|--|
| Public-Private Partnerships       | <p><b>Assess Potential for P3</b> - Assess whether there is potential for private sector investment and if so, consider a pre-development agreement (PDA) to enable private sector input.</p> <p><b>Data Transfer</b> - P3 projects in this or other regions, public or political support for P3, relevant rules and regulations; and authority to move forward with P3 if needed. If legislation supporting P3 does not exist, bring this to the attention of decision makers. If applicable, consider prior analyses completed under scenario evaluation (LRP-7), and programming project selection (PRO-4).</p> |
| Planning and Environment Linkages | <p><b>Include Operations Considerations</b> - Identify the extent to which operations partners and goals will be incorporated into the corridor planning study.</p> <p><b>Data Transfer</b> - Identified operations goals, potential stakeholders, and performance measures to be considered.</p>  |
| Visioning and Transportation      | <p><b>Approve Scope</b> - Identify partnerships from the visioning process that can inform or be included in development of the corridor plan</p> <p><b>Approve Goals</b> - Consider baseline information and analysis from visioning that may be used in corridor planning</p> <p><b>Approve Indicators and Commitments</b> - Identify commitments made in visioning and their relevance to the corridor</p> <p><b>Decision Transfer</b> - Relevant decisions and commitments to COR 2, LRP 1, and ENV 1</p>  |