

COR-3 - Approve Goals for the Corridor

Description

At this key decision a broad range of transportation, community, and environmental goals are considered which are specific to the corridor. The key decision is informed by the goals approved during long range transportation planning and informs the purpose and need for projects in environmental review. In order to facilitate collaboration, the goals from other plans are rationalized with transportation goals in the corridor.

There is information developed in prior key decisions that informs this step.

Purpose

To adopt the comprehensive set of goals for the corridor.

Outcome

A comprehensive set of goals for the corridor that will guide the selection of a set of solutions that address the corridor's opportunities and deficiencies.

Partner	Role Type	Description
MPO	Decision Maker (urban), No Role (rural)	Ensures goals for the corridor study address all needs and consider the goals of the region.
FHWA/FTA	Observer	Observes the approval of goals that are consistent with accepted plans as well as community goals.
State DOT	Advisor (urban), Decision Maker (rural)	Provides an understanding of state goals with respect to the corridor.
Resource Agency	Advisor	Advise that environmental goals are considered in the development of the goals for the corridor. Provide input on the most important environmental needs in the planning area and where partners may be able to work together to make a difference across multiple resources of concern.
Public Transportation Operator(s)	Advisor	Provides an understanding of transit goals 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

- Are the goals broad enough to incorporate all partner interests? If not, what interests are not included in these goals and why?
- Can the corridor goals be effectively accomplished through the use of a P3?

Questions about stakeholders, including modal and operational partners

- Are the goals and desired outcomes of other stakeholders, including modal and operational partners, represented?
- Do these goals reflect community vision and goals (or community values)?

Questions about the transportation process supporting the decision

- Are goals related to bicycle and pedestrian connectivity, access, equity, and safety incorporated?
- Are the goals appropriate and broad enough to allow consideration of all the problems and opportunities?
- Are the goals broad enough to allow consideration of innovative sources of financing, revenues, and procurement through P3?
- Do the goals account for accessibility and the needs of all users, including bicyclists, pedestrians, and people who have disabilities?
- Do the goals enable development of measurable objectives and performance metrics?
- Do we have any operational visions or goals to consider? What is the overall corridor preferred vision?

Questions about other phases

- Are the goals consistent with other plans and programs?

Questions about non-transportation sectors/processes

- Are the goals consistent with other local economic development, land use, and community development plans?
- Do corridor-specific GHG reduction goals support regional GHG and other goals?
- Do the goals incorporate freight considerations?
- Do the goals reflect the needs and interests of freight stakeholders?
- Have any fiscal analyses or economic studies been completed that indicate a need for private participation?
- Have common goals between transportation and conservation been identified?
- Have common goals between transportation and local economic development been identified?
- Have goals related to the need for innovative financing or revenue sources been identified?
- Have priority resources been identified?
- How specific should GHG goal statements for the corridor be? For example, should they be integrated into a broader environmental goal or emphasized as corridor-specific goals?
- How will GHG considerations be reflected in the corridor study goal statements?
- To what extent are smart growth principles to be included in the long range plan?

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

- In this corridor, what do you value? What do you want? What is it that we need to be working toward?
- What advantages or disadvantages would you see if private developers were involved in developing the corridor?
- What is your vision for the corridor? If we were to improve this corridor, what would it look like to you?

Questions to Incorporate Stakeholder Interests

- Are the goals broad enough to incorporate all stakeholder interests? If not, what interests are not included in these goals and why?
- Are there differences or conflicts among the stakeholder interests?
- What are the risks if we cannot establish a common set of vision and goals?
- What input is missing? What more is needed?
- What inputs can be provided by a P3 expert/advisor or a state/MPO office that deals with P3 on the potential of private sector involvement to meet corridor goals?
- What is the justification for each decision that we have made?

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	Fiscal analysis done within the long range plan scenario analysis Vision, goals, and strategies from the LRTP where applicable.
	Programming	Past fiscal analyses for TIP and STIP development Potential innovative sources of financing, revenue, and procurement identified during programming
	Corridor Planning	No Specific Data.
	Environmental Review	No Specific Data.
From other sectors and processes	Land Use	Data from previously conducted economic studies Land use goals, visions and strategies for the corridor Smart growth principles
	Transportation Conformity	No Specific Data.
	Natural Environment and Implementing Eco-Logical	Shared transportation and ecological goals and priorities identified in the ecological plan and long range plan, where available.
	Capital Improvement	Goals for capital improvement that can inform the transportation process, where available.
	Safety and Security	Goals for safety and security from visions, plans and other data that partners bring, where available.
	Human Environment	Goals from human environment plans, where available.
	Economic Development	Economic development goals, where available.
	Greenhouse Gas Emissions	Potential benefits, stakeholder interest, and the ability to conduct the necessary analysis.
	Freight	Expectations for future growth in business within the corridor
From the transportation technical process supporting this key decision	Data on impacts of using innovative sources of financing, revenue, and procurement	
	Potential advantages of using P3 to address corridor deficiencies	
	Goals from the local or regional pedestrian and bicycle plans and Americans with Disabilities Act transition plans.	
From stakeholder collaboration	Community visioning input as available	
	Public involvement data	
	System operations and performance data, as available	
From public private partnership	No Specific Data.	

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
From Long Range Transportation Planning		
LRP-2 - Approve Vision and Goals	Information on the vision and goals from the LRTP	To validate consistency between the corridor planning goals and those in the LRTP.
To Environmental Review/NEPA Merged with Permitting		
ENV-1 - Reach Consensus on Scope of Environmental Review	The goals for the corridor	To inform the scope of the environmental review and permitting process
ENV-3 - Approve Purpose and Need/Reach Consensus on Project Purpose	Information on the vision and goals from the corridor	To inform the purpose and need

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	Land use goals for the corridor.
	Analysis	Rationalization of land development goals with the goals for the corridor. If smart growth principles will be integrated, analysis demonstrating that goals: <ul style="list-style-type: none"> • Are consistent with community visions and plans • Will produce greater mobility without expanding the road network • Support growth management • Support economic development • Support environmental preservation, conservation, and restoration • Support the equitable distribution of impacts and benefits • Support improved quality of life
Transportation Conformity	None.	None.
Natural Environment and Implementing Ecological	Analysis Between IEF Step 1 - Build & Strengthen Collaborative Partnerships & Vision, IEF Step - 2 Characterize Resource Status & Integrate Natural Environment Plans and COR-3	Data around ecological goals and priorities was collected at COR-1. The ecological vision and goals coming from IEF Step 1 will be broad and high-level. The result of IEF Sub-step 2h is a combined map of ecological plans with conservation and restoration priorities identified. Both the high-level vision and goals, and more specific conservation and restoration priorities coming from these two IEF steps should be analyzed here in order to develop a shared vision of compatible, complimentary regional goals for transportation and the environment and to identify where DOT conservation or restoration investments could make the greatest difference for watershed, species or ecoregional health and sustainability.
	Decision Between IEF Step 1 - Build & Strengthen Collaborative Partnerships & Vision and COR-3	IEF Sub-step 1c is to "Develop a shared vision of regional goals for transportation, restoration, recovery and conservation." This is a shared decision - the ecological framework takes into account transportation goals and vice versa.
	Data Between IEF Step 8 - Implement Agreements, Adaptive Management & Deliver Projects and COR-3	If completed, utilize the shared transportation and ecological goals and priorities identified in the ecological plan and long range plan.
Capital Improvement	Data	Goals for safety and security from visions, plans and other data that partners bring, where available.
Safety and Security	Data	Goals for safety and security from visions, plans and other data that partners bring, where available.
Human Environment	Data	Goals from human environment plans, where available.
Economic Development	Data	Economic development goals, where available.
Greenhouse Gas Emissions	Data	Data about the potential benefits, stakeholder interest, and the ability to conduct the necessary analysis are needed.
	Analysis	Analysis about the potential benefits of GHG reduction strategies, as well as reasonable objectives and targets to consider.
Freight	Data	Data about potential freight stakeholder needs and economic development in the future
Bicycles and Pedestrians	Data	Goals and data from regional and local bicycle and pedestrian plans or studies, where available.

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>Define Goals - Identify and propose specific goals related to the use of P3.</p> <p>Data Transfer - The advantages of using P3 to address deficiencies in the corridor and the impacts of using innovative sources of financing, revenue and procurement to inform goal development.</p>
Planning and Environment Linkages	<p>Define Goals - Identify and consider goals related to the performance, management and operation of the corridor.</p> <p>Data Transfer - Specific goals, objectives and performance targets related to the operation of the corridor.</p>
Visioning and Transportation	<p>Approve Goals - Consider the baseline information and guiding principles for relevance in the corridor</p> <p>Adopt Futures - Consider the final goals, values, and consensus vision for relevance in the corridor</p> <p>Data Transfer - Relevant information from visioning to COR 5, LRP 2, and ENV 3/ PER 1.</p>