



Guidance for Responding to Task Force Charge, Part D

What is the Task Force's charge?

Executive Order 13-319 charges the East Central Florida Corridor Task Force, among other responsibilities, to: “**Consider and recommend transportation facilities, including the general purpose, need, and location for any new or enhanced transportation corridors as well as a range of alternative routes and modes for major transportation corridor investments**” (emphasis added).

What is the definition of a transportation corridor?

During a planning study, a **transportation corridor** typically is a broad geographic area connecting two locations:

- The locations or endpoints typically are identified based on existing or planned concentrations of economic activity, or connections to existing corridors.
- The corridor width typically is broad to consider surrounding potential impacts on economic, community, and environmental resources, and to evaluate multiple potential alternatives.

Transportation 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... including areas necessary for management of access and securing applicable approvals and permits.”

Florida Statutes, Ch. 334.03(29)

The corridor typically becomes narrower and more specific as project development activities begin.

Transportation corridors can comprise both existing publicly owned rights of way and property or property interests necessary for future transportation facilities.

What should be included in the “general purpose, need, and location” of a transportation corridor?

The purpose and need is a description of the transportation problem in the corridor; essentially, the overall reasons for improving the corridor. The Task Force may recommend a **general purpose, need, and location** for one or more transportation corridors in the study area. This general statement typically includes:

- The purpose of the transportation corridor, or the transportation vision or goals;
- The transportation needs or problems that the corridor improvement should address; and
- A general description or definition of the transportation corridor, including endpoints, existing transportation facilities, and critical community and environmental resources.

Example Corridor Purpose and Needs

- Create linkage between systems or modes
- Connect population or economic centers
- Accommodate growth in demand
- Reduce delay and improve travel reliability
- Improve safety
- Improve emergency evacuation and response



This general statement can be refined over time into a more specific project-level Purpose and Need statement as specific projects moves into the Project Development and Environment (PD&E) process.

What is meant by “a range of alternative routes and modes for major corridor investments”?

An alternative is a potential improvement under consideration to address the transportation needs in a corridor. Corridor planning studies typically deal with conceptual alternatives rather than specific projects. The Task Force is charged to recommend a ***range of alternative routes and modes for major corridor investments***.

Corridor planning studies typically are not conducted with sufficient detail to select a preferred alternative or to eliminate a potential alternative from further consideration. However, the recommendations of planning studies can carry forward into project development if they are well documented and reflect consultation with agencies, stakeholders, and the public.

Examples of Conceptual Alternatives

No action or no build (i.e., safety and maintenance projects only)

Operational improvements to existing facilities

- Transportation Systems Management and Operations
- Convert high occupancy lanes to tolled express lanes
- Implementn of new technologies

Capacity expansions

- Add capacity to an existing facility (e.g., new general purpose or managed lanes; new rail track)
- Reconstruct and modernize an existing facility
- Change the function of an existing facility (e.g., passenger rail service on existing freight rail line)
- Introduce or expand modal options in or near the right of way of an existing facility (e.g., transit in highway median)
- Develop a new parallel facility to provide more options in an existing corridor (e.g., bypass or beltway)
- Develop a new facility in a corridor that is not well served by existing facilities today

Suggestions for the Task Force

- Provide general guidance that can inform FDOT and other transportation partners as they conduct more detailed planning studies and can provide the basis for future project development.
- Provide general guidance that can inform local governments and metropolitan planning organizations as they consider amendments to their plans.
- Anticipate that the general recommendations may be refined over time as related land use, economic development, and conservation plans become more specific.
- Provide sufficient documentation and adequate opportunities for stakeholder and public input so the Task Force’s recommendations may carry forward into future project development activities.