



# EAST CENTRAL FLORIDA CORRIDOR TASK FORCE

## GLOSSARY

---

*This Glossary is meant to serve as background information for Task Force members. The Glossary is still in draft form. Suggested clarifications and other comments on this early draft may be provided to James Stansbury at [james.stansbury@deo.myflorida.com](mailto:james.stansbury@deo.myflorida.com) or 850-717-8512*

**Central Florida Water Initiative (CFWI)** - A collaborative effort between the water management districts of the St. Johns Water Management District, South Florida Water Management District, and the Southwest Florida Water Management District, along with other agencies to implement water resource planning development and management.

**Commercial Service Airport** – An airport receiving scheduled passenger service and having 2,500 or more enplaned passengers per year.

**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 correspond to the jurisdictions of the 11 *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 *Future Corridor Planning 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, and initial list of FDOT and partner commitments 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.

**Congestion** – The level at which transportation system performance is no longer acceptable due to traffic interference. The level of acceptable system performance may vary by type of transportation facility, state or local government policy, geographic location, or time of day.

**Container** – A large, standard sized metal box into which cargo is packed for shipment. Containers are designed to be moved with common handling equipment, functioning as the transfer unit between modes rather than the cargo itself. It is typically measured in twenty-foot equivalent units (TEUs).

**Controlled Access Highway** - A highway or arterial road for high-speed traffic which has many or most characteristics of a *limited access highway* (freeway or motorway), including limited or no access to adjacent property, some degree of separation of opposing traffic flow, use of grade separated interchanges to some

extent, prohibition of some modes of transport such as bicycles or horses and very few or no intersecting cross-streets.

**Corridor Master Plan/Corridor Action 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.

**Detailed Specific Area Plan (DSAP)** - As part of a *Sector Plan*, the detailed specific area plan is of at least 1,000 acres, or less if approved by the local government based on local circumstances, which are adopted by local ordinance and must be consistent with the *long-term master plan* and must include conditions and commitments that meet the requirements of Section 163.3245(3)(b) of Florida Statutes.

**Deepwater Seaport** – A seaport defined in Chapters 311 and 403 of Florida Statutes. Florida’s 15 deepwater seaports handle most of the marine cargo passing into and out of the state.

**Development of Regional Impact (DRI)** – Pursuant to Section 380.06(1) of Florida Statutes, a *development of regional impact* is “any development which, because of its character, magnitude, or location, would have a substantial effect upon the health, safety or welfare of citizens of more than one county.” A *Development of Regional Impact* is determined in part based on the size of the development. Numerical thresholds for different types of development are identified in Section 380.0651 of Florida Statutes, and Rule 28-24 of the Florida Administrative Code. Depending on the size of the project the determination of whether the project is a *Development of Regional Impact* may be based upon whether the development is significantly impacting state and regional resources and facilities. If the project is at 100 percent or between 100 and 120 percent of numerical threshold it is presumed that the project must undergo *Development of Regional Impact* review. However, this presumption may be rebutted. If the project exceeds the applicable threshold(s) by 20 percent or more then the development must undergo *Development of Regional Impact* review.

**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)** – Florida Departments of Transportation’s procedure for linking the planning and project development processes. *Metropolitan Planning Organizations* (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, and ecosystem management and preservation initiatives.

**Environmental Stewardship** – Protecting and responsibly managing all of our resources for present and future ecological and human uses.

**Evaluation Stage** – The second of three stages in the *Future Corridor Planning 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.

**Florida Strategic Plan for Economic Development** - A five-year statewide strategic plan, developed by the Florida Department of Economic Opportunity and its partners and stakeholders per Section 20.60 of Florida Statutes, which guides the future of Florida’s economy.

**Florida Transportation Plan (FTP)** – A statewide plan defining Florida’s long-range transportation goals and objectives for at least the next 20 years.

**Future Corridor Planning Process** – FDOT has developed a three stage process for planning for planning future statewide corridors. The basic steps for each study area are:

1. Complete a high-level *Concept* report to identify statewide connectivity and mobility needs in the study area; determine whether a significant transportation investment in the study area is consistent with statewide policies and available regional and community visions and plans for future growth; identify key community and environmental issues to be considered in future stages; and identify a framework for moving forward in the study area.
2. Conduct an *Evaluation* of one or more segments of the full study area to identify and assess potential alternative multimodal solutions to the anticipated mobility and connectivity needs; work with partners to build consensus around potential solutions; and develop an action plan for future work on viable corridors.
3. Use FDOT’s established *Efficient Transportation Decision-Making* and *Project Development and Environment processes* to conduct more detailed analyses of specific alternative corridor improvements, continue coordination with stakeholders, and advance projects into implementation.

**Innovative planning and development strategies** – Tools and innovative approaches per Section 163.3168(1) of Florida Statute, intended to promote a diverse economy and vibrant rural and urban communities, while protecting environmentally sensitive areas that may include, but not limited to, visioning, sector planning, and

rural land stewardship area designations to address future new development areas, urban service area designations, urban growth boundaries, and mixed-use, high-density development in urban areas.

**Interlocal Agreement (ILA)** - An Agreement to participate cooperatively in the creation of a regional transportation plan to identify potential project priorities for funding through the Transportation Regional Incentive Program (TRIP).

**Limited Access Highway** - A highway designed for high-speed vehicular traffic, with all traffic flow and ingress/egress regulated.

**Local Government Comprehensive Plan** - A plan to guide future growth and development in each of Florida's counties and municipalities, required by Chapter 163 of Florida Statutes. The plan must be developed and adopted by each county and municipality in Florida and include chapters or elements that address future land use, housing, transportation, infrastructure, coastal management, conservation, recreation and open space, intergovernmental coordination, and capital improvements.

**Long Range Transportation Plan (LRTP)** – A long range (at least 20 years) policy, strategy, or capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated at least every five years, and may be amended as a result of changes in projected federal, state, and local funding; major improvements studies; congestion management system plans; interstate interchange justification studies; and environmental; impact studies.

**Long-term Master Plan** – As part of a *Sector Plan*, a long-term master plan is for substantial geographic areas that include at least 15,000 acres adopted as an amendment to the local government comprehensive plan, which includes maps, illustrations, and text supported by data and analysis addressing the requirements of Section 163.3245 (3)(a) of Florida Statutes.

**Megaregion** – Large networks of metropolitan regions. The five major categories of relationships that define megaregions are: environmental systems and topography; infrastructure systems; economic linkages; settlement patterns and land use; and shared culture and history.

**Metropolitan Planning Organization (MPO)** – An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the planning of transportation facilities functions as an intermodal transportation system and the coordination of transportation planning and funding decisions.

**Mobility** – The degree to which the demand for the movement of people and goods can be satisfied. Mobility is measured in Florida by the quantity, quality, accessibility, and utilization of transportation facilities and services.

**Modes** – Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (including commuter, intercity passenger and freight), transit, space, and water.

**Multimodal** – The option for use of at least two of transportation modes for moving people or freight on a trip.

**National Environmental Policy Act of 1969 (NEPA)** – The mandate of any federal agency or department for the protection of the environment. NEPA was created to ensure federal agencies consider the environmental impacts of their actions and decisions. NEPA requires all federal agencies to consider the values of environmental preservation for all significant actions and prescribes procedural measures to ensure that those values are in fact fully respected. Federal agencies are required to systematically assess the environmental impacts of their proposed actions and consider alternative ways of accomplishing their missions in ways which are less damaging to the environment. Multi-disciplinary identification and analysis of impacts is also required.

**National Highway System (NHS)** – Approximately 164,000 miles (264,000 kilometers) of roadway important to the nation’s economy, defense, and mobility. The NHS includes Interstate highways and other major roadways, the Department of Defense’s Strategic Highway Network (STRAHNET), and major connectors to military installations and intermodal facilities.

**Project Development and Environment (PD&E)** – FDOT process for analyzing projects and alternatives to identify and address impacts to the environment and 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 *Future Corridor Planning 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 Environment (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.

**Public Private Partnership (PPP/P3)** - A public service provided by a joint venture between a public sector authority, as well as at least on private party.

**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.

**Regional Planning Council (RPC)** - An organization promoting communication, coordination, and collaboration among local governments, metropolitan planning organizations, and other local regional authorities on a broad range of regional issues, including transportation and land use planning. The entire State of Florida is covered by the boundaries of the 11 RPCs.

**Regionally Significant Resources** – A natural resource or system of interrelated natural resources that due to its function, size, rarity, or endangerment retains or provides benefit of regional significance to the natural or human environment, regardless of ownership. Each *Regional Planning Council* (RPC) shall address natural resources of regional significance through the development of goals and policies. Using the best and most recent information available, these resources will be identified by specific geographic location rather than solely by generic type.

**Regionally Significant Transportation Facility** – A facility connecting urban, urbanizing, or rural areas within multi-county regions; providing connections from regional activity centers to the *SIS*/Emerging *SIS*; designated by regional transportation areas for the purposes of the *Transportation Regional Incentive Program*; or otherwise serving important regional travel. Examples of regionally significant facilities could include highway, waterway, rail, and transit corridors serving major regional commercial, industrial, or medical facilities; and regional transportation hubs such as passenger terminals (e.g., commuter rail, light rail, intercity transit, intermodal transfer centers, etc.), commercial service and major general aviation airports, deepwater and special generator seaports, and major regional freight terminals and distribution centers.

**Right of Way (ROW)** - The legal right, established by usage or grant to pass along a specific grounds or property belonging to another.

**Sector Plan** – The process authorized by Section 163.3245 of Florida Statutes in which one or more local governments engage in long-term planning for a large area and address regional issues through adoption of detailed specific area plans within the planning area as a means of fostering innovative planning and development strategies, furthering the purposes of this part and part I of chapter 380, reducing overlapping data and analysis requirements, protecting regionally significant resources and facilities, and addressing extra-jurisdictional impacts. The term includes an optional sector plan that was adopted before June 2, 2011.

**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.

**State Comprehensive Plan** – The statewide plan adopted by the Florida Legislature pursuant to Section 187.201 of Florida Statutes that provides long-range policy guidance for the orderly social, economic, and physical growth of the state.

**State Highway System (SHS)** – Roads under the jurisdiction of the state as defined in Section 334.03(25) of Florida Statutes, including roads designated as Interstate Highway System and State Roads.

**Strategic Intermodal System (SIS)** – A transportation system comprised of facilities and services of statewide and interregional significance, including appropriate components of all modes per Section 339.64 of Florida Statutes.

**Strategic Regional Policy Plan** – A long-range policy guide for the physical, economic, and social development of a region through the identification of regional goals and policies. At a minimum, the plan must address affordable housing, economic development, emergency preparedness, natural resources of regional significance, and regional transportation.

**State Transportation Improvement Plan (STIP)** - The State Transportation Improvement Program (STIP) is a federally mandated document which must include a listing of projects planned with federal participation in the next four fiscal years.

**Transit** – Mass transportation by bus, rail, or other conveyance providing general or special services to the public on a regular and continuing basis. Transit does not include school buses, charter services, or sightseeing services.

**Connectivity, Transportation** – The ease with which destinations may be reached because the locations are well connected and more accessible.

**Transportation Alternative Study** – A type of corridor study that identifies facility-specific transportation issues and opportunities within a 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 *Future Corridor Planning Process*.

**Transportation Concurrency** - An optional growth management technique ensuring that adequate transportation facilities and services are available concurrent with development impacts. If applied to transportation facilities, the *local government comprehensive plan* must provide the principles, guidelines, standards, and strategies, including adopted levels of service to guide its application per Section 163.3180(5) of Florida Statutes.

**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 (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.

**Transportation Improvement Plan (TIP)** - This plan includes a listing of projects planned for the next five fiscal years. MPOs are also required to have a similar TIP for federally funded projects for the next four years. Therefore, each MPO annually publishes a single five year document to satisfy both state and federal requirements.

Federal law requires each MPO TIP to be included without change in the STIP, directly or by reference. All projects in each MPO TIP which are financed with either state and/or federal funds are also included in the project detail listing in the STIP

**Transportation Regional Incentive Program (TRIP)** - A program to encourage regional planning by providing state matching funds for improvements to *regionally significant transportation facilities* identified and prioritized by regional partners.

**Transportation Resources and Facilities of State Importance** - State transportation resources and facilities of state importance may include transportation resources of the state such as rights-of-way, and any transportation facility on the *State Highway System (SHS)*, *Strategic Intermodal System (SIS)* or *National Highway System (NHS)*.

**Urbanized Areas** – Defined by the Census as an area consisting of a central place(s) and adjacent densely settled territory which together have a minimum residential population of at least 50,000 people and generally an overall population density of at least 1,000 people per square mile of land area.

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