

The following list is not all inclusive.

| Phrase/Term | Definition |
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| Accessibility | Ability to reach desired destinations, activities, goods, and services. |
| Active Transportation | Any self-propelled, human-powered mode of transportation, such as walking or bicycling. |
| Alternative Corridor Evaluation Process (ACE) | A planning-level study to identify, evaluate, and eliminate alternatives on qualifying projects prior to the PD&E phase. During M-CORES, the ACE process will be enhanced with added steps to facilitate the incorporation of each Task Force’s guiding principles. |
| Avoid, Minimize, Mitigate, and Enhance (AMME) | <p>Considerations for planning or developing a transportation corridor that form the basis for guiding principles:</p> <ul style="list-style-type: none"> • Avoid: Avoid significant impacts to the extent feasible, such as physically avoiding encroachment on a resource. • Minimize: Reduce impacts, such as changing corridor location or design concepts to reduce impacts. • Mitigate: Offset impacts, such as creating new resources to offset negative impacts. • Enhance: Create net benefits, such as designing a corridor to enhance or restore resources. |
| Co-location | The act of locating new linear infrastructure (roadway, bicycle path, transit facility utility transmission line, etc.) on the right-of-way of an existing linear infrastructure. |
| Commitment | An obligation to an external stakeholder to provide a feature or perform an action related to a project that will be implemented in a future project phase. |
| Congestion | The condition at which transportation system performance is no longer acceptable due to inability of the system to serve demand. |
| Ecological Corridor | <p>A natural link between wildlife habitats, which generally joins two or more larger areas of similar wildlife habitat. *</p> <p><i>*The FDOT ETDM Glossary contains other environmental terms and can be found here.: https://etdmpub.flas-etat.org/est/</i></p> |
| Efficient Transportation Decision Making (ETDM) | An FDOT initiative to improve and streamline the environmental review and permitting process by involving resource protection agencies and concerned communities from the first step of planning. |

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| Guiding Principles | A set of core values that guides decision making related to a transportation corridor or other type of project throughout the planning, development, and implementation process. |
| Intelligent Transportation Systems (ITS) | A wide range of advanced technologies and ideas, which, in combination, can enhance safety, improve mobility and transportation productivity, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects. |
| Intermodal Logistics Center/ Inland Port | A facility, or group of facilities, that provides the ability to accommodate and support, within a logistics chain that may span multiple modes and handling steps, domestic or international trade moving through Florida. |
| Level of Service (LOS) | A quantitative stratification of the quality of service to a typical traveler of a transportation service or facility into six letter grade levels, with “A” describing the highest quality and “F” describing the lowest quality. |
| Local Government Comprehensive Plan | A plan that provides the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of an area that reflects local government commitments to implement the plan and its elements. |
| Long Range Transportation Plan (LRTP) | A Metropolitan Planning Organization’s (MPO’s) long range (20-year or more) strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities. |
| Mobility | The movement of people and goods. |
| Mode(s) | Any means of moving people or goods including aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger and freight), transit, space, and water. |
| Multi-Modal | Improvements to a corridor that could include more than one mode. |
| Multi-Use Corridor | A corridor that has multiple types of infrastructures, modes, or services. |
| National Environmental Policy Act (NEPA) of 1969 | A national environmental policy requiring that the federal agency proposing to take an action on a project involving federal funding or approval must prepare an analysis of the potential environmental impacts and possible alternatives. |
| Need | Evidence of specific challenges and opportunities a plan/ program/ project is expected to address, which sets the stage for alternatives development. |

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| Path/Course | Broad geographic area for a transportation corridor connecting two or more locations, indicating a general direction of movement. |
| Project Development and Environment (PD&E) | An FDOT phase of project delivery that develops analysis, technical studies, and environmental documents to evaluate potential project impacts and to ensure compliance with federal and state laws and regulations. |
| Purpose | A description explaining the fundamental reason(s) for a potential improvement(s) that addresses the transportation problem(s). |
| Strategic Intermodal System (SIS) | Florida's high priority statewide transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes. |
| Transportation Corridor | Any land area designated by the state, a county, or a municipality which is between two geographic points and is used or is suitable for the movement of people and goods by one or more modes of transportation. |
| Transportation Systems Management and Operations (TSM&O) | A set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before additional or new capacity is needed. |
| Travel Time Reliability | The percent of trips that meet a predetermined performance standard for time or speed. |