
Strategic Intermodal System (SIS) Summary of Changes to Designation Criteria and List of Designated Facilities

The 2010 Strategic Intermodal System (SIS) Strategic Plan recommended several modifications to SIS designation criteria to ensure the SIS continues to focus on those facilities of greatest strategic value to Florida's economy. These changes include refinements to existing criteria for some types of facilities, as well as creation of new criteria for particular types of facilities as directed in the SIS Strategic Plan.

Changes to Designation Criteria

An initial set of criteria changes was adopted in January 2010 concurrent with the 2010 SIS Strategic Plan. Changes to highway criteria were adopted in February 2011. A final set of designation criteria and associated implementation guidance is summarized in the table on Page 2. These changes have been reviewed with partners and the public and are proposed for adoption.

The majority of these changes are a refinement of the economic connectivity criteria for Emerging SIS facilities. These criteria measure the ability of a facility to serve economic activities dependent on particular modes of long-distance transportation. The revised approach implement a quantitative methodology for measuring connectivity to key industry clusters, which were identified in consultation with Enterprise Florida, Inc.

Changes to Lists of Designated Facilities

The Department has completed the 2013 Data and Designation Review of all existing and potential SIS facilities using the proposed new criteria and the most recent available data. This review identified potential changes to the list of designated SIS facilities as a result of the criteria changes as well as updated data on transportation and economic activity levels. The changes proposed as part of the 2013 review are summarized in the table on page 3. The additions to the SIS on this table are pending completion of the community and environmental screening process that is required for all SIS facilities.

In addition, several facilities have been identified as eligible for SIS designation upon application by the facility owner or a partner such as a local government or metropolitan planning organization. These are facilities that may meet the adopted criteria, but additional data or partner and public input are needed to complete the designation process. These facilities are summarized on the table on page 4. They include potential general aviation reliever airports, carload freight terminals, and military access facilities where some or all the route is not included in the State Highway System. Additional potential facilities may be identified by facility owners or partners to meet the new criteria for intermodal logistics centers and hub-to-hub connectors, as well as other types of facilities.

Summary of Changes in Designation Criteria and Thresholds

Category	Type of Facility	Changes
Hubs	Commercial Service Airports	Revised Emerging SIS economic connectivity criteria
	General Aviation Reliever Airports	Revised Emerging SIS economic connectivity criteria
	Spaceports	Clarified implementation guidance for commercial spaceports
	Seaports	Revised Emerging SIS economic connectivity criteria
	Interregional Passenger Terminals	Revised Emerging SIS economic connectivity criteria
	Urban Fixed Guideway Transit Terminals	Revised implementation guidance to clarify that (1) all terminals along a SIS urban fixed guideway corridor are designated as part of that corridor and eligible for funding for capacity improvements; and (2) selected terminals that provide linkages to other SIS facilities are designated as hubs with associated intermodal connectors
	Freight Rail Terminals	Revised Emerging SIS economic connectivity criteria
	Intermodal Logistics Centers	New criteria, thresholds, and implementation guidance
Corridors	Urban Fixed Guideway Transit Corridors	Revised implementation guidance to clarify designation process and treatment of stations; see note above
	Rail Corridors	Revised size criteria and thresholds for SIS and Emerging SIS freight rail corridors to reflect industry standards and available data Revised Emerging SIS economic connectivity criteria
	Waterway Corridors	Revised Emerging SIS economic connectivity criteria
Connectors	Hub-to-Corridor Connectors	Refined implementation guidance to provide more flexibility
	Hub-to-Hub Connectors	New criteria and implementation guidance
	Military Installation-to-Corridor Connectors (Military Access Facilities)	New criteria and implementation guidance

Changes to List of Designated SIS Facilities (Effective Pending Completion of the Community & Environmental Screening Process and Adoption by the Secretary)

Designation	Facility	Rationale
<i>Add to SIS or Emerging SIS</i>		
Emerging SIS Seaport	Port of Ft. Pierce	Meets revised economic connectivity criteria
Emerging SIS Interregional Passenger Terminal	Ft. Pierce Greyhound Terminal	Meets revised economic connectivity criteria
Emerging SIS Interregional Passenger Terminal	Miami North Greyhound Terminal	Meets revised economic connectivity criteria
Emerging SIS Waterway	Miami River	Meets revised economic connectivity criteria
Military Access Facility	Connection between Hurlburt Field and SR 123: Eglin Parkway to U.S. 98 Miracle Strip Parkway to Cody Ave.	Meets adopted criteria and part of the State Highway System
Military Access Facility	Connection between Eglin AFB and SR 123: Eglin to John Sims Parkway to Eglin Blvd.	Meets adopted criteria and part of the State Highway System
Military Access Facility	Connection between NAS Jacksonville and I-295: U.S. 17 Roosevelt Blvd. from I-295 to NAS Jacksonville	Meets adopted criteria and part of the State Highway System
Military Access Facility	Connection between MacDill AFB and Crosstown Expressway: W Gandy Blvd. from Crosstown Expressway to Dale Mabry Highway to MacDill AFB	Meets adopted criteria and part of the State Highway System
Military Access Facility	Connection between NS Mayport and SR 9A: Atlantic Blvd. from SR 9A to SR 101 Old Mayport Rd. to SR 116 to NS Mayport	Meets adopted criteria and part of the State Highway System

Changes to List of Designated SIS Facilities (Effective Upon Adoption By the Secretary)

Designation	Facility	Rationale
<i>Drop from SIS or Emerging SIS</i>		
Emerging SIS Interregional Passenger Terminal	Melbourne Greyhound Terminal	Does not meet revised economic connectivity criteria (note: co-located with Melbourne International Airport, so the facility and its connectors will remain part of the SIS)
Emerging SIS Interregional Passenger Terminal	Delray Beach Amtrak/Tri-Rail Station	Does not meet revised interregional passenger terminal criteria
<i>Reclassification</i>		
Change from SIS Interregional Passenger Terminal to Emerging SIS Interregional Passenger Terminal	<ul style="list-style-type: none"> • Deerfield Beach Amtrak • Ft. Lauderdale Amtrak • Ft. Lauderdale Greyhound • Hollywood Amtrak • Tallahassee Greyhound • Tampa Greyhound 	These stations were previously classified as SIS interregional passenger terminals, but no longer meet the threshold for SIS designation which is now based only on interregional passenger totals. They each meet the criteria and thresholds for designation as Emerging SIS interregional passenger terminals.
Change from Passenger Rail Corridor to Urban Fixed Guideway Transit Corridor	South Florida Rail Corridor (Tri-Rail)	Consistent with new criteria adopted as part of 2010 Plan, and with treatment of SunRail
Change from Passenger Rail Hubs to Urban Fixed Guideway Transit Hubs	8 South Florida Rail Corridor (Tri-Rail) stations <ul style="list-style-type: none"> • Mangonia Park • West Palm Beach • Deerfield Beach • Fort Lauderdale • Fort Lauderdale Airport • Hollywood • Hialeah Market/Miami Airport • Golden Glades 	These stations meet the criteria for designation as a hub because of their connectivity to other interregional transportation systems (i.e., are located at or near the termini of the urban fixed guideway corridor; serve a SIS airport, seaport, or spaceport; or are integrated with other SIS and Emerging SIS passenger rail or bus terminals providing connections to other regions or states). One or more SIS intermodal connectors can be designated to each of these hubs.
Change from Passenger Rail Hubs to Urban Fixed Guideway Transit Stations	9 South Florida Rail Corridor (Tri-Rail) stations <ul style="list-style-type: none"> • Lake Worth • Boynton Beach • Delray Beach • Boca Raton • Pompano Beach • Cypress Creek • Sheridan Street • Opa-Locka • MetroRail Transfer 	These stations do not meet the criteria for designation as a hub. They are considered part of the SIS urban fixed guideway transit corridor and are eligible for capacity improvements. However, the intermodal connectors serving these stations will no longer be part of the SIS. (Note: Opa-Locka Terminal previously did not meet the SIS criteria as a passenger rail hub.)



Potential Future Designation Changes Pending Application and Technical Review

Type of Facility	Facility
Emerging SIS Freight Rail Terminal	<ul style="list-style-type: none"> • BAYL Panama City • CSX Agroock • CSX Big Bend • CSX Bostwick • CSX Central • CSX East Tampa • CSX Garwood South • CSX New Wales • CSX Ridgewood • CSX South Ft. Meade • CSX Taft • FEC City Point • FEC Ft. Pierce • NS Occidental • NS West Occidental
Military Access Facility	<ul style="list-style-type: none"> • Connection between NAS Pensacola and I-10: Pine Forest Road from I-10 to US 90 to Saufley Field Road to Blue Angel Parkway to NAS Pensacola • Connection between Tyndall AFB and US 231: Transmitter Road to US 98 to Tyndall Drive • Connection between Camp Blanding and US 301: CR 225 from US 301 to SR 16 to Tallahassee Street • Connection between Patrick AFB and I-95: N Wickham Road from I-95 to Pineda Causeway to S. Patrick Drive to Pineda Causeway Extension to Patrick AFB