

Florida Department of Transportation

# 2015 Performance Report

## SIS Highlights





MISSION

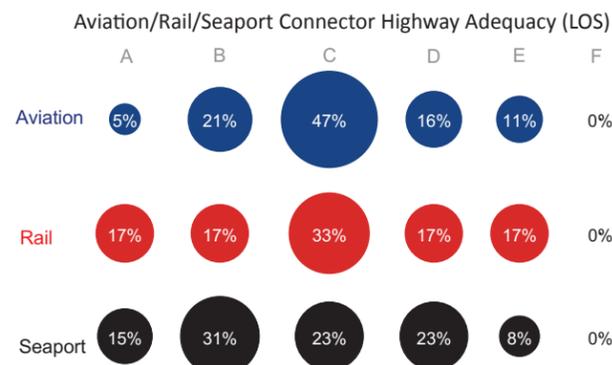
The department will provide a **safe** transportation system that ensures the **mobility** of people and goods, enhances **economic** prosperity and **preserves** the quality of our **environment** and communities



The Strategic Intermodal System (SIS) is a high-priority network of transportation facilities critical to Florida's economic competitiveness and quality of life. The SIS comprises the state's largest and most strategic transportation facilities, including major air, space, water, rail, and highway facilities. The SIS facilities are the primary means for moving people and freight between Florida's diverse regions, as well as between Florida and other states and nations. The SIS is Florida's highest statewide priority for transportation capacity improvements. These measures indicate how well the SIS is meeting the mobility needs of the state.



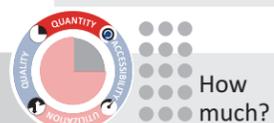
Accessibility deals with the ease in engaging in activities from a transportation standpoint.



ACCESSIBILITY

Intermodal connectivity is vital for the efficient movement of people and goods. The vast majority of SIS intermodal connector roads are performing at an acceptable level of service.

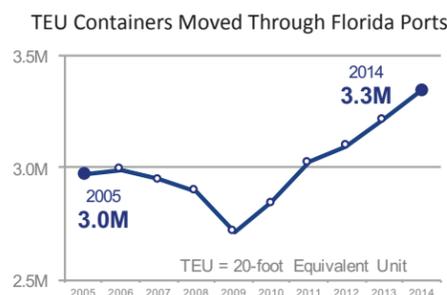
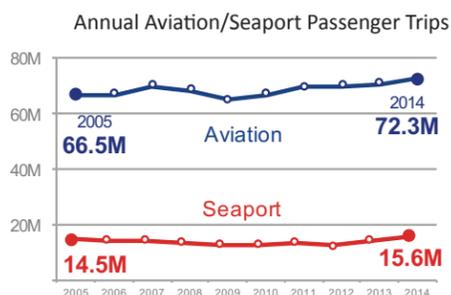
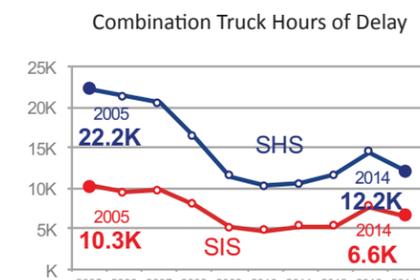
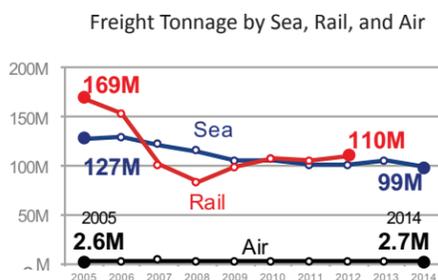
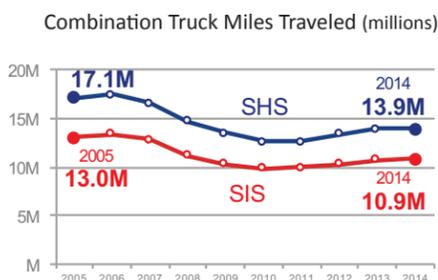
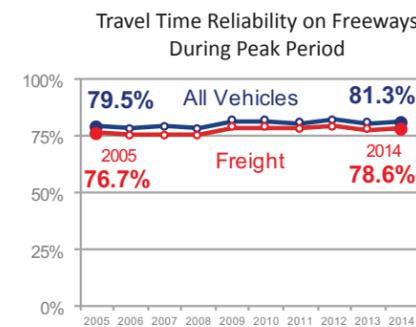
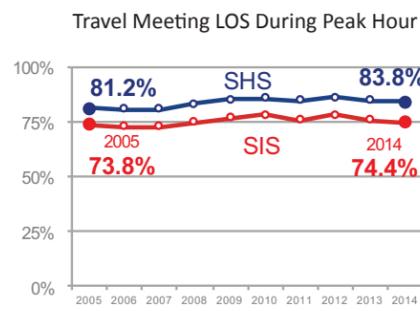
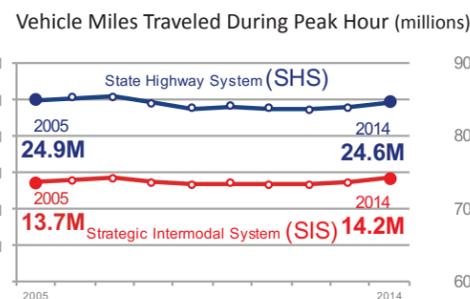
QUANTITY



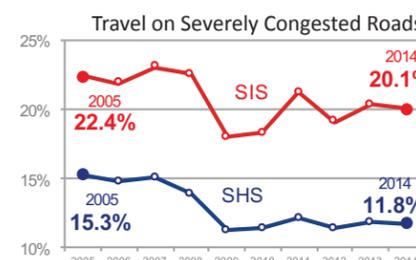
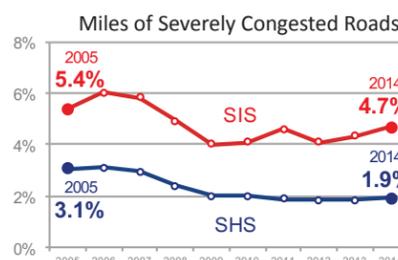
Travel quantity reflects the magnitude of travel on the system; how much freight is moved and how many people are served.

The efficient movement of people and goods is transportation's most essential function. Vehicle miles traveled (VMT) during the peak hour is an indicator of system demand at the time of greatest need/use. Overall, VMT has remained relatively stable with a slight dip beginning in 2008 around the time the economic recession was at its deepest. VMT has increased slightly since 2012 on both the State Highway System (SHS) and the SIS.

The safe, effective and efficient movement of goods is key to Florida's economic strength and growth. Since 2009 Florida has experienced about a 23 percent increase in 20-foot equivalent unit (TEU) containers moved through Florida seaports, reflecting a number of positive trends including expanded economic activity/trade, and use of intermodal transportation. Significantly, 60 percent of all U.S. cruise passengers embark from Florida seaports.



Utilization describes how much of the transportation system is used and what capacity or availability remains.



QUALITY

In 2014, approximately 84 percent of the SHS and 75 percent of the SIS during the peak hour met or exceeded acceptable level of service (LOS) criteria. LOS provides a measure for evaluating roadway performance by relating travel demand to roadway capacity.

Delay is important because it equates to cost, in time and money, for individuals and businesses.

Truck hours of delay have generally been trending downward on Florida roads over the past decade. This is particularly important for efficient goods movement where time does translate into money—additional cost to shippers, carriers, and consumers, or cost savings for each.

UTILIZATION

Florida has experienced a notable reduction in the number of miles that are severely congested during the peak period on the SHS and on the SIS, beginning after 2006.

## What is the SIS?

Number of SIS Facilities      Percentage of Total Activity Served by SIS Facilities

**17** commercial service airports → **99%** passenger enplanements air cargo

**12** public seaports → **100%** water-borne containers, and cruise activity

**2** spaceports → **100%** launches in Florida

**7** intermodal freight rail terminals → **99%** intermodal freight tonnage

**17** passenger rail terminals → **89%** customers using passenger rail

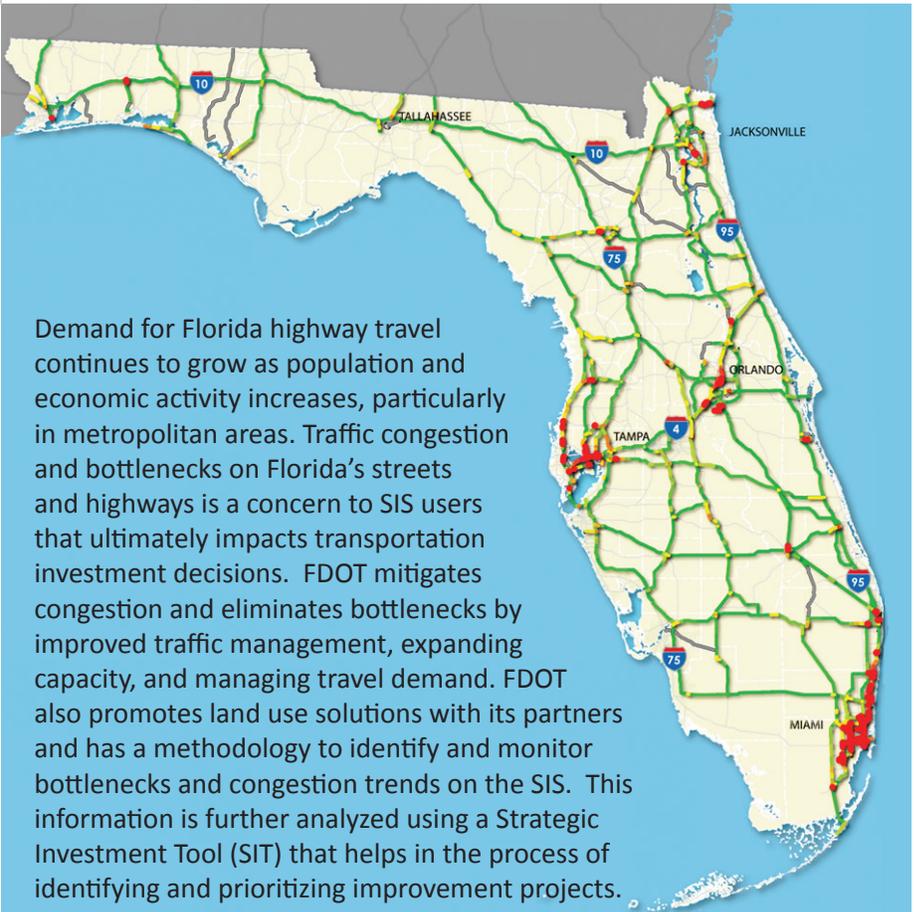
Percentage of State Mileage  
**35%** of state highway centerline miles → **54%** vehicle miles traveled  
**70%** truck miles traveled

**84%** of active rail lines → **99%** rail movement

**65%** of intracoastal & inland waterways → **98%** water-borne activity within the state

This graphic is a snapshot of SIS activity as of 12/31/2015. It is subject to change over time.

## Reducing Bottlenecks



Demand for Florida highway travel continues to grow as population and economic activity increases, particularly in metropolitan areas. Traffic congestion and bottlenecks on Florida's streets and highways is a concern to SIS users that ultimately impacts transportation investment decisions. FDOT mitigates congestion and eliminates bottlenecks by improved traffic management, expanding capacity, and managing travel demand. FDOT also promotes land use solutions with its partners and has a methodology to identify and monitor bottlenecks and congestion trends on the SIS. This information is further analyzed using a Strategic Investment Tool (SIT) that helps in the process of identifying and prioritizing improvement projects.

Statewide Passenger & Freight Bottlenecks



The Strategic Intermodal System (SIS) Policy Plan establishes the policy framework for planning and managing Florida's Strategic Intermodal System, the high priority network of transportation facilities important to the state's economic competitiveness. The SIS Policy Plan is a primary emphasis of the Florida Transportation Plan (FTP) implementation and aligns with the current FTP Policy Element. Along with the FTP goals, the SIS Policy Plan has three core objectives to guide future SIS plans and investments:

- **Interregional Connectivity**
- **Intermodal Connectivity**
- **Economic Development**