2010 SIS Strategic Plan: Implementation Guidance for Changes to Designation Criteria and Thresholds

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Strategic Intermodal System

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Introduction

The 2010 Strategic Intermodal System (SIS) Strategic Plan, adopted January 29, 2010, confirmed the policy framework originally established for SIS designation will continue over the next five years with modest adjustments to ensure the SIS continues to focus on those facilities of greatest strategic value to Florida's economy.

An accompanying document to the 2010 SIS Strategic Plan entitled *Changes to Designation Criteria and Thresholds*, also adopted on January 29, 2010, identified specific changes in designation criteria and thresholds adopted as part of the 2010 SIS Strategic Plan. These modifications:

- Increased the cruise passenger size threshold for both SIS and Emerging SIS seaports;
- Changed the size threshold for SIS and Emerging SIS interregional passenger terminals from a fixed amount to a percentage of the U.S. total (with a floor to avoid either threshold from decreasing excessively during years of declining ridership);
- Created new criteria for urban fixed guideway transit corridors and terminals;
- Changed the measurement for the size threshold for SIS and Emerging SIS intermodal freight rail terminals from tons to units; and
- Created new criteria for military access facilities linking major military installations to SIS and Emerging SIS highway and rail corridors.

This report, *Implementation Guidance for Changes to SIS Designation Criteria and Thresholds*, identifies and documents other changes in designation criteria and related implementation guidance called for in the 2010 SIS Strategic Plan. These modifications:

- Create implementation guidance for the new criteria for urban fixed guideway transit corridors and terminals;
- Create new criteria for intermodal logistics centers as a type of freight terminal;
- Revise criteria for SIS and Emerging SIS freight rail corridors to reflect industry standards for assessing the function of the entire freight rail system;
- Revise Emerging SIS economic connectivity criteria and implementation methods using a more quantitative approach and enhanced data from prior analyses;
- Revise the hub-to-corridor connector criteria to provide greater flexibility for addressing the varying functions of specific hubs, including new criteria for hub-to-hub connectors serving both people and freight;
- Expand implementation guidance for SIS spaceport criteria to address commercial spaceports and other industry trends; and
- Revise criteria for highway corridors (adopted March 16, 2011).

The 2010 SIS Strategic Plan also called for refinements to the community and environment screening process. These revisions will be documented at a later date.

The document *Adopted SIS Criteria and Thresholds* provides a master list of all criteria and thresholds, including definitions, data sources, and other technical documentation.

Changes in Designation Criteria and Thresholds

The following chapters of this report detail the adopted criteria and thresholds in 2005 and initial changes between 2005 and 2010 (if applicable), document the revised (or new) criteria included as part of the 2010 SIS Strategic Plan, and provide implementation guidance as necessary. Table 1 summarizes the criteria and thresholds changes by mode. A brief description of each mode follows the table.

Table 1. Summary of Changes in Designation Criteria and Thresholds

Facility Type	Ch.	Category	Change
Hubs	1	Commercial Service Airports	Revised economic connectivity criteria and thresholds
	2	General Aviation Reliever Airports	Revised economic connectivity criteria and thresholds
	3	Spaceports	Revised implementation guidance related to commercial spaceports
	4	Seaports	Revised economic connectivity criteria and thresholds
	5	Interregional Passenger Terminals	Revised economic connectivity criteria and thresholds
	6	Urban Fixed Guideway Transit Terminals	Revised implementation guidance for criteria and thresholds
	7	Freight Rail Terminals	Revised economic connectivity criteria and thresholds
	8	Intermodal Logistics Centers	New criteria and thresholds for intermodal logistics centers
Corridors	9	Urban Fixed Guideway Transit Corridors	Revised implementation guidance for criteria and thresholds
	10	Rail Corridors	Revised size criteria and thresholds for freight rail corridors Revised economic connectivity criteria and thresholds for freight rail corridors
	11	Waterway Corridors	Revised economic connectivity criteria and thresholds
	12	Highway Corridors (Adopted March 2011)	Revised (adopted) size criteria and thresholds

Facility Type	Ch.	Category	Change
Connectors	13	Hub-to-Corridor Connectors	Refinement to existing criteria and implementation guidance
		Hub-to-Hub Connectors	New size criteria and thresholds
		Military Installation-to-Corridor Connectors **(Military Access Facilities)**	New size criteria and thresholds

Hubs

Commercial Service Airports: There are no changes in size criteria and thresholds for commercial service airports. Revisions to economic connectivity criteria impacting designation of Emerging SIS airports are summarized below and explained in further detail in Chapter 1: Airports.

General Aviation Reliever Airports: There are no changes in size criteria and thresholds for general aviation reliever airports. Revisions to economic connectivity criteria impacting designation of general aviation reliever airports are summarized below and explained in further detail in Chapter 2: General Aviation Reliever Airports.

Spaceports: The 2010 SIS Strategic Plan recognized the need to adapt criteria for new types of facilities such as commercial spaceports. Clarifications to the existing spaceport criteria and implementation guidance consistent with the Plan are described in Chapter 3: Spaceports.

Seaports: There are no additional changes in size criteria and thresholds for seaports beyond those adopted January 29, 2010. Revisions to economic connectivity criteria impacting designation of Emerging SIS seaports are summarized below and explained in further detail in Chapter 4: Seaports.

Interregional Passenger Terminals: There are no additional changes in size criteria and thresholds for interregional passenger terminals beyond those adopted January 29, 2010. Revisions to economic connectivity criteria impacting designation of Emerging SIS interregional passenger terminals are summarized below and explained in further detail in Chapter 5: Interregional Passenger Terminals.

Urban Fixed Guideway Transit Terminals: New criteria and thresholds were adopted for urban fixed guideway transit terminals as of January 29, 2010. Further guidance for implementation of these criteria and thresholds has been detailed in Chapter 6: Urban Fixed Guideway Transit Terminals.

Freight Terminals: There are no changes in size criteria and thresholds for freight rail terminals beyond those adopted January 29, 2010. Revisions to economic connectivity criteria impacting designation of all Emerging SIS freight terminals are summarized below and explained in further detail in Chapter 7: Freight Terminals.

Intermodal Logistics Centers: As required in statute, new criteria and implementation guidance have been developed for designation of Intermodal Logistics Centers.

Corridors

Urban Fixed Guideway Transit Corridors: New criteria and thresholds were adopted for urban fixed guideway transit corridors as of January 29, 2010. Further guidance for implementation of these criteria and thresholds has been detailed in Chapter 8: Urban Fixed Guideway Transit Corridors.

Rail Corridors: There are no changes in size criteria and thresholds for passenger rail corridors. However, the 2010 SIS Strategic Plan recognized the need to update designation criteria and thresholds for SIS freight rail corridors to reflect industry standards for assessing the function of the entire freight rail system. Given the proprietary nature of freight rail industry data, FDOT will now designate freight rail corridors when an owner submits a designation requests with applicable data. This revised approach is explained in further detail in Chapter 9: Rail Corridors. Revisions to the economic connectivity criteria impacting designation of Emerging SIS freight rail corridors are summarized below and explained in further detail in this same chapter.

Waterway Corridors: There are no changes in size criteria and thresholds for waterway corridors. Revisions to economic connectivity criteria impacting designation of Emerging SIS waterway corridors are summarized below and explained in further detail in Chapter 10: Waterway Corridors.

Highway Corridors: The 2010 SIS Strategic Plan recognized the need to review the highway corridor criteria. FDOT worked with appropriate partners to develop new criteria to evaluate future designation changes to the SIS highway network. These criteria, adopted in March 2011, are explained in further detail in Chapter 11: Highway Corridors.

Connectors

The 2010 SIS Strategic Plan called for greater flexibility in applying existing criteria for hub-to-corridor connectors to better address the varying functions of specific hubs. In addition, the Plan called for criteria to designate connectors linking two SIS hubs and to designate transportation facilities linking SIS corridors to the state's strategic military installations. The revised **hub-to-corridor** criteria and the new criteria for **hub-to-hub** connectors and **military installation-to-corridor** connectors (also known as **military access facilities)** are explained in further detail in Chapter 12: Connectors.

Economic Connectivity Methodology

SIS and Emerging SIS facilities are designated using objective criteria and thresholds based on national and industry standards. From the initial creation of the SIS until adoption of the 2010 SIS Strategic Plan, Emerging SIS facilities generally were designated based either on transportation activity levels (size criteria) or their ability to serve related economic activities (economic connectivity criteria). The economic connectivity criteria generally assessed service to clusters of industries dependent on specific modes of transportation and being located in fast-growing counties. There were no numerical thresholds for the economic connectivity criteria. Quantitative data were used only to inform decisions regarding whether a facility should be designated for economic connectivity purposes.

The 2010 SIS Strategic Plan reaffirmed this basic structure, and called upon FDOT to work with partners to refine the economic connectivity criteria to reflect targeted industries identified by Enterprise Florida in the *Roadmap to Florida's Future: Florida's Strategic Plan for Economic Development* and to enable a

more quantitative approach for assessing these criteria. The new approach is based on the original criteria and thresholds for economic connectivity, but with several changes as described in Table 2 below. A brief explanation of each area follows the table.

Table 2. Comparison of Original and Revised Aspects of Economic Connectivity Criteria

	Original Method	Revised Method
List of key industries	Based on Enterprise Florida targeted industries and other established industries identified by the 2002 SIS Steering Committee	Updated to reflect changes to the Enterprise Florida targeted industry list and input received during the 2010 SIS Strategic Plan update process
Transportation requirements of key industries	Based on available national studies and Steering Committee input	Updated to reflect changes to the national data and input received during the 2010 SIS Strategic Plan update process
Measurement of economic connectivity need	Based on qualitative assessment of access from the transportation facility to 'clusters' of the key industries. The 'clusters' were identified based on mapping of business establishments with more than 100 employees in the key industries, with analyst's judgment informed by partner input	Based on quantitative calculation of all employment within the defined catchment area
Location in or adjacent to fast growing counties	Required for designation to help focus analysis	No longer required to provide greater flexibility
Treatment of facilities located in Rural Areas of Critical Economic Concern	Same criteria and thresholds as for all other facilities	Lower criteria and thresholds to encourage catalytic projects
Minimum activity levels on designated facilities	None; facilities with limited activity can be designated simply based on location	Small floor introduced to prevent designation of facilities with limited activity today

- FDOT staff and consultants worked with Enterprise Florida to update the **list of key industries** based on changes to the *Roadmap to Florida's Future* and public and partner input during the 2010 update process. A total of 11 industries are now used for this analysis including agriculture/forestry; mining; utilities; manufacturing; distribution; high-tech; finance/professional services; universities; health care/life science; tourism; and military.
- The **transportation requirements of key industries** were updated through review of available data on the modes of interregional, interstate, and international transportation typically used by Florida's key industries.
- The **measurement of the economic connectivity needs** served by individual facilities was shifted from a qualitative method assessing the location of industry "clusters" to a quantitative

calculation based on industry employment data. In the prior analysis, a cluster referred to a concentration of large business establishments (defined as more than 100 employees) in a defined group of a relatively small geographic area (defined for this purpose as 50 miles for hubs and generally 1 mile for corridors). These clusters generally were defined based on available data and mapping, as well as partner input. In the revised analysis, actual employment in the defined industries is measured within the catchment area (also defined at 50 miles). The employment total is compared to a quantitative threshold similar in concept to the activity-based size thresholds for SIS and Emerging SIS facilities. This approach preserves the existing size relationship between SIS and Emerging SIS facilities and extends it for use in economic connectivity criteria.

- The new approach also eliminates the requirement that a facility be **located in or adjacent to a fast growing county** and instead allows for designation of facilities meeting the economic connectivity criteria in any part of the state.
- A lower threshold is defined for **facilities located in Rural Areas of Economic Concern** to provide additional opportunity for designation of facilities in these regions.
- Finally, an **activity level floor** is introduced to prevent designation of facilities located in regions where they may meet the criteria, but having no or little actual activity today.

Designation Decision Process

The SIS designation process is organized into three primary steps. Figures 1 and 2 visually display the decision process for assessing eligible hubs and corridors, respectively, for SIS and Emerging SIS designation.

Size Criteria and Thresholds

Hubs and corridors are first considered for designation based on objective measures of transportation activity reflecting national and industry standards. These size criteria and thresholds are measured at separate levels for SIS and Emerging SIS designation. The majority of criteria are based on percentages of total U.S. activity, so that they can be easily adjusted to reflect growth or decline in activity levels nationally. A higher threshold has been established for SIS designation than for Emerging SIS (Step 1). If a facility does not meet the higher threshold for SIS designation, it can be considered for Emerging SIS status based on a lower threshold (Step 2b). Specific to hubs, it must be determined if the hub is greater than 50 miles from the nearest SIS hub of the same type (Step 2a) prior to determining if a facility meets the lower threshold. This is to ensure these hubs are providing additional connectivity to developing economic regions, rather than providing redundancy to SIS hubs. An exception to this distance requirement can be made if the facility being reviewed is within a 50-mile driving distance but serves a significantly different market segment than the nearest SIS facility.

Economic Connectivity Criteria and Thresholds

When a hub does not meet either the SIS or Emerging SIS size criteria and thresholds, it can be considered for designation based on economic connectivity. Meeting these criteria results in an Emerging SIS designation. Economic connectivity criteria and thresholds were revised to identify hubs providing economic connectivity to concentrations of employment of transportation-dependent industries based on key industries specific for each mode. These criteria are applied in a two tier approach in most

cases. A hub must first meet a minimum activity floor (Step 3a). The minimum activity floor ensures the hub is active and moving a portion of people and/or freight. If the minimum activity floor is met, the employment in the hub's catchment area (Step 3b) for industries dependent on mode specific transportation (i.e. air, water, rail) is calculated and compared to the defined thresholds (including the lower threshold for facilities in Rural Areas of Critical Economic Concern). For corridors, a minimum activity floor is not applied due to the nature of the analysis.

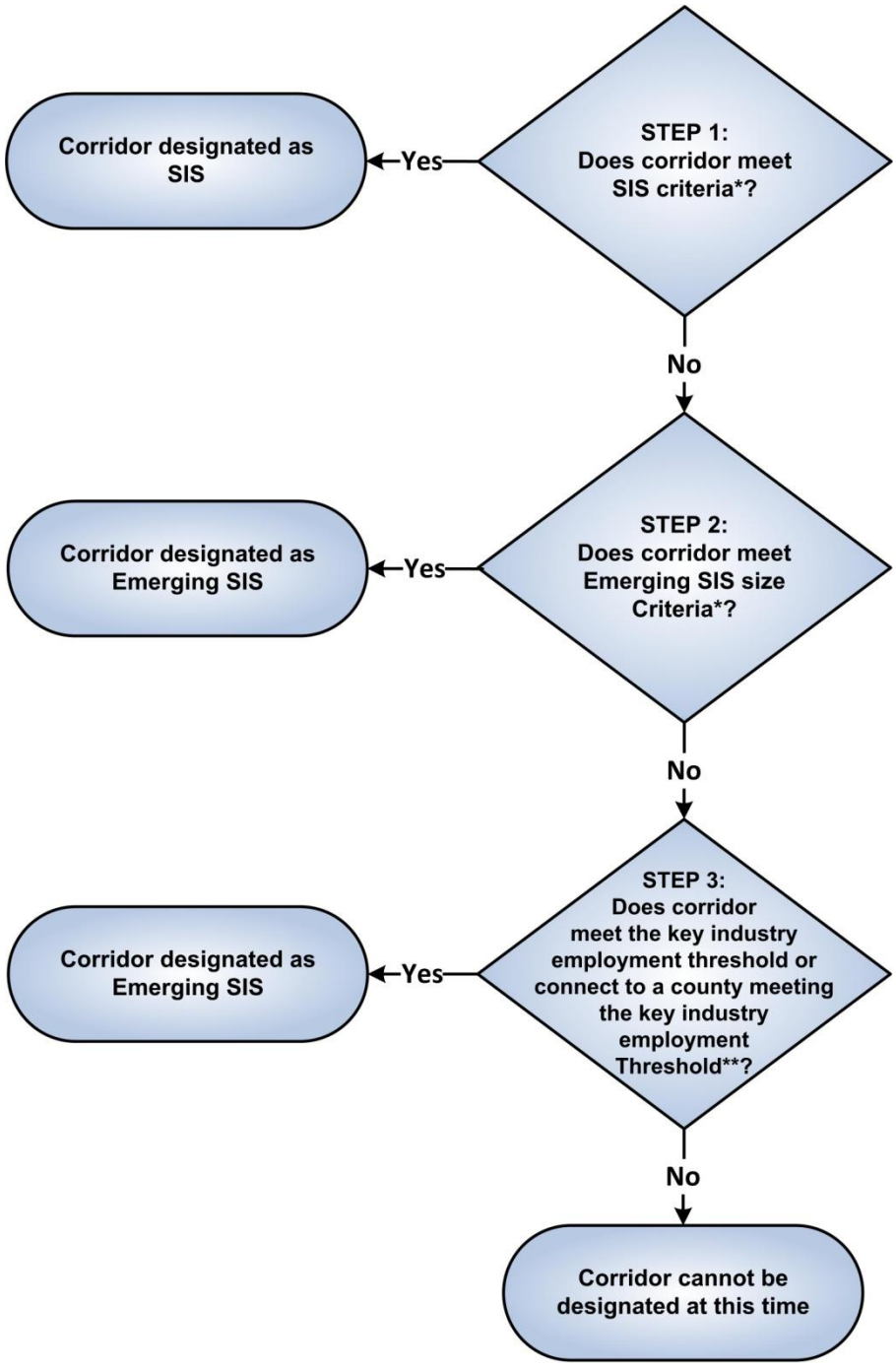
For all types of facilities, community and environmental screening criteria are applied prior to making a final designation decision. These criteria are intended to influence designation choices where possible and identify impacts where there are no choices, ensuring that the SIS rests lightly on the natural and built environment.[1]

[1] A highway corridor does not need to meet the Community and Environment Screening criteria as an Emerging SIS highway. However, these criteria are applied to guide future planning for highway corridors

Figure 1. Hub Designation Decision Tree

* Hubs eligible for both SIS and Emerging SIS designation must meet Community and Environment Screening criteria.

Figure 2. Corridor Designation Decision Tree



* Rail and Waterway Corridors eligible for both SIS and Emerging SIS designation must meet Community and Environment Screening criteria. A highway corridor does not need to meet the Community and Environment Screening criteria as an Emerging SIS highway. However, these criteria are applied to guide future planning for highway corridors.

** Step 3, for economic connectivity assessment, only applies to rail and waterway corridors. There are no economic connectivity criteria for Emerging SIS highway corridors, as there are for other modes, because the provisions for the Rural Areas of Critical Economic Concern within established highway criteria address this need.

Chapter 1: Commercial Service Airports

This chapter reviews the commercial service airport criteria and thresholds adopted in 2005 and documents additional changes made to these designation criteria and thresholds as a result of the 2010 SIS Strategic Plan. Changes made to commercial service airport designation criteria and thresholds in this document include:

- Revised economic connectivity criteria and thresholds

Previously Adopted Criteria and Thresholds

The criteria and thresholds for commercial service airports were originally documented in the 2005 SIS Strategic Plan. There have been no changes to criteria and thresholds for commercial service airports since 2005. Table 1 describes these criteria and thresholds from the 2005 plan.

Table 1. Previously Adopted SIS and Emerging SIS Criteria and Thresholds for Commercial Service Airports

SIS Component	Emerging SIS Component
Provides scheduled commercial passenger and/or air cargo services	Provides scheduled commercial passenger and/or air cargo services
AND	AND
Size Criteria (must meet one of the following) • ≥0.25% of U.S. total – annual passenger enplanements • ≥0.25% of U.S. total – annual freight and mail tonnage	≥ 50 miles from the closest SIS airport
	AND (must meet either size *OR* economic connectivity criteria)
	Size Criteria (must meet one of the following) • ≥0.05% of U.S. total – annual passenger enplanements • ≥0.05% of U.S. total – annual freight and mail tonnage
	Economic Connectivity Criteria Service to industries within 50 miles dependent on aviation transportation located in or adjacent to county with top 25% population growth rate in Florida over the next 20 years. This is measured by proximity to one or more of the following: • Four-year colleges and universities • Clusters of high-technology businesses with more than 100 employees • Cluster of tourist establishments with more than 100 employees

Revised Criteria and Thresholds

The revisions adopted as part of the implementation of the 2010 SIS Strategic Plan include changes to the economic connectivity criteria and thresholds. There were no changes to the size criteria and thresholds for SIS or Emerging SIS commercial service airports recommended in the 2010 SIS Strategic Plan. The revised approach for economic connectivity criteria and thresholds eliminates the requirement for the commercial service airport to be in a fast growing county, adds a minimum activity floor, and incorporates an objective approach to evaluating industry activity by measuring key industry employment including a lower threshold for commercial service airports located in Rural Areas of Critical Economic Concern. Table 2 describes the revised criteria and thresholds for commercial service airports with the revisions highlighted.

Table 2. Revised SIS and Emerging SIS Criteria and Thresholds for Commercial Service Airports

SIS Component	Emerging SIS Component
Provides scheduled commercial passenger and/or air cargo services	Provides scheduled commercial passenger and/or air cargo services
AND	AND
Size Criteria (must meet one of the following) • ≥0.25% of U.S. total – annual passenger enplanements • ≥0.25% of U.S. total – annual freight and mail tonnage	≥ 50 miles from the closest SIS airport
	AND (must meet either size *OR* economic connectivity criteria)
	Size Criteria (must meet one of the following) • ≥0.05% of U.S. total – annual passenger enplanements • ≥0.05% of U.S. total – annual freight and mail tonnage
	Economic Connectivity Criteria (must meet *both* minimum activity floor and key industry employment criteria)
	Minimum activity floor (must meet one of the following) • ≥0.01% of U.S. total – annual passenger enplanements • ≥0.01% of U.S. total – annual freight and mail tonnage
	Key industry employment (must meet one of the following) • ≥0.05% of U.S. total – employment of industries dependent on aviation transportation* (within 50 miles) • Located in a county or city within a designated Rural Area of Critical Economic Concern *and* ≥0.01% of U.S. total – employment of industries dependent on aviation transportation* (within 50 miles)

* Industries dependent on aviation transportation include high technology businesses (North American Industry Classification System [NAICS] codes 334, 3359, 3364, 5112, 517, 518, 51913, 5415, 5417, 927); finance and professional services (NAICS codes 52, 54, 55); tourism (NAICS codes 71, 72); and universities (including employment and enrollment),

Chapter 2: General Aviation Reliever Airports

This chapter reviews the general aviation reliever airport criteria and thresholds adopted in 2007 and documents implementation guidance provided for these designation criteria and thresholds as a result of the 2010 SIS Strategic Plan. Changes made to general aviation reliever airport designation criteria and thresholds in this document include:

- Further guidance for applying the economic connectivity related criterion and threshold

Previously Adopted Criteria and Thresholds

The criteria and thresholds for general aviation reliever airports were originally documented in legislation enacted by the Governor and Legislature in 2007. This legislation amended Section 339.63, Florida Statutes to define criteria for designation of general aviation reliever airports upon request of an airport that meets the defined criteria. There have been no changes to the criteria and thresholds for general aviation reliever airports since 2007. Table 1 describes these adopted criteria and thresholds.

Table 1. Previously Adopted SIS and Emerging SIS Criteria and Thresholds for General Aviation Reliever Airports

SIS Component*[t]	**Emerging SIS Component*[t]**
Identified by FAA as a General Aviation Reliever Airport, and the airport it relieves is designated on the SIS?	Identified by FAA as a General Aviation Reliever Airport, and the airport it relieves is designated on the SIS?
AND	AND
Handles at least 75,000 itinerant (nonlocal) operations per year	Handles at least 75,000 itinerant (nonlocal) operations per year
AND	AND
Has a runway length exceeding 5,500 linear feet	Has a runway length exceeding 5,500 linear feet
AND	AND
Capable of handling aircraft weighing 60,000 pounds with a dual wheel configuration which is served by at least one precision instrument approach?	Capable of handling aircraft weighing 60,000 pounds with a dual wheel configuration which is served by at least one precision instrument approach?
AND	AND
Service to clusters of industries dependent on air?	Service to clusters of industries dependent on air?

* The designation of a General Aviation Reliever Airport (SIS or Emerging SIS) is the same as the airport it relieves.

[t] General aviation reliever airports are only considered for designation upon *the request* of the general aviation airport, as provided in law.

Revised Criteria and Thresholds

The criteria and thresholds for general aviation reliever airports identified in law did not change as a result of the 2010 SIS Strategic Plan. However, guidance for assessing the economic connectivity criterion has been developed to allow for an objective analysis of this criterion and to bring this analysis for general aviation reliever airports in line with recent changes in the application of economic connectivity criteria for all hubs considered for designation.

Guidance for applying the economic connectivity criterion include eliminating the requirement for the general aviation reliever airport to be in a fast growing county and incorporating an objective approach to evaluating industry activity by measuring key industry employment including a lower threshold for general aviation reliever airports located in Rural Areas of Critical Economic Concern. Table 2 describes the criteria and thresholds for general aviation reliever airports incorporating the implementation guidance for the economic connectivity related criterion with the revisions highlighted.

Table 2. Revised SIS and Emerging SIS Criteria and Thresholds for General Aviation Reliever Airports

SIS Component*[t]	**Emerging SIS Component*[t]**
Identified by FAA as a General Aviation Reliever Airport, and the airport it relieves is designated on the SIS?	Identified by FAA as a General Aviation Reliever Airport, and the airport it relieves is designated on the SIS?
AND	AND
Handles at least 75,000 itinerant (nonlocal) operations per year	Handles at least 75,000 itinerant (nonlocal) operations per year
AND	AND
Has a runway length exceeding 5,500 linear feet	Has a runway length exceeding 5,500 linear feet
AND	AND
Capable of handling aircraft weighing 60,000 pounds with a dual wheel configuration which is served by at least one precision instrument approach?	Capable of handling aircraft weighing 60,000 pounds with a dual wheel configuration which is served by at least one precision instrument approach?
AND	AND
Service to clusters of industries dependent on air? *Implementation Guidance* *Key industry employment* (must meet one of the following) • ≥0.05% of U.S. total – employment of industries dependent on aviation transportation** (within 50 miles) • Located in a county or city within a designated Rural Area of Critical Economic Concern *and* ≥0.01% of U.S. total – employment of industries dependent on aviation transportation** (within 50 miles)	Service to clusters of industries dependent on air? *Implementation Guidance* *Key industry employment* (must meet one of the following) • ≥0.05% of U.S. total – employment of industries dependent on aviation transportation** (within 50 miles) • Located in a county or city within a designated Rural Area of Critical Economic Concern *and* ≥0.01% of U.S. total – employment of industries dependent on aviation transportation** (within 50 miles)

* The designation of a General Aviation Reliever Airport (SIS or Emerging SIS) is the same as the airport it relieves.

[t] General aviation reliever airports are only considered for designation upon *the request* of the general aviation airport, as provided in law.

** Industries dependent on aviation transportation include high technology businesses (North American Industry Classification System [NAICS] codes 334, 3359, 3364, 5112, 517, 518, 51913, 5415, 5417, 927); finance and professional services (NAICS codes 52, 54, 55); tourism (NAICS codes 71, 72); and universities (including employment and enrollment)

Chapter 3: Spaceports

This chapter reviews the spaceport criterion and threshold adopted in 2005 and documents changes made to this designation criterion and threshold as a result of the 2010 SIS Strategic Plan. Changes made to the spaceport designation criterion and threshold in this document include:

- Clarification of the SIS spaceport criteria and threshold; and
- Revisions to implementation guidance for the spaceport criteria.

Previously Adopted Criterion and Threshold

The criterion and threshold for spaceports were originally documented in the 2005 SIS Strategic Plan. There have been no changes to the criterion and threshold for spaceports since 2005. Table 1 describes the previously adopted criterion and threshold.

Table 1. Previously Adopted SIS and Emerging SIS Criterion and Threshold for Spaceports

SIS Component	Emerging SIS Component
Capable of handling civil, commercial, or military payloads	Not applicable

Revised Criterion and Threshold

As part of the implementation of the 2010 SIS Strategic Plan, FDOT is clarifying the description of the SIS spaceport criterion. As worded in the 2005 SIS Strategic Plan, the criterion allows for designation of spaceports capable of handling payloads, even if they do not actually record a launch. It also is not clear that the wording applies to crew launches as well as payload launches.[2] The revised criterion clarifies a designated spaceport must handle regularly scheduled civil, military, or commercial launches resulting in suborbital or orbital flights. The revisions are highlighted below in Table 2.

[2] The Federal Aviation Administration/Office of Commercial Space Transportation (FAA/AST) uses the terms "crew" and "payload" to refer to what in aviation terms would be "passengers" and "cargo."

Table 2. Revised SIS and Emerging SIS Criterion and Threshold for Spaceports

SIS Component	Emerging SIS Component
Regularly scheduled[3] civil, commercial, or military launches resulting in suborbital or orbital flights	Not applicable at this time

The criteria are applied to "spaceport territory" as defined in Florida Statutes Section 331.304 or by Space Florida. Using the spaceport territory definition, the area at Cape Canaveral Spaceport - which includes the National Aeronautics and Space Administration (NASA), the United States Air Force, Space Florida, and private commercial space transportation operator launch and payload activities - is considered a single spaceport with multiple launch sites and support infrastructure. The Cape Canaveral Spaceport is the only spaceport in operation in Florida today.

For the purposes of applying the criterion to additional spaceport territories in the future:

- *Civil* launches occur at federal or state agency owned and operated sites, such as at the Cape Canaveral Spaceport, for space exploration and related civil purposes.

- *Military* launches occur at U.S. Department of Defense (DOD) contractor leased and operated sites on DOD land, for national defense purposes. These launch sites would be identified by the Department of Defense as part of its Operationally Responsive Space Program.

- *Commercial* launches are handled by private, for profit enterprises associated with crew and payloads. For the purposes of planned commercial spaceports, site, launch, and re-entry licensing by the Federal Aviation Administration/Office of Commercial Space Transportation (FAA/AST) generally would serve as evidence of partner consensus. The FAA/AST issues a commercial space transportation site operator or launch operator license when the agency determines the application for site or launch operations will not jeopardize public health and safety, property, U.S. national security or foreign policy interests, or international obligations of the United States. The licensing process includes a policy, safety, and environmental review as well as post licensing compliance activities. The FAA/AST definitions of space launch can be used to differentiate space and air transportation activities.

The criterion specifies civil, military, or commercial launches to focus designation on spaceports which are of national or global significance, rather than those which may play more limited roles for particular types of activities, such as educational or research activities. The criterion also specifies launches resulting in suborbital or orbital flights. It is anticipated that orbital flights will play a greater role in launches of statewide significance in the future. While market research shows a potential demand for suborbital flights, these flights in the long term may not reach levels of statewide significance typically associated with designation on the SIS. To ensure spaceports are evaluated at this level of statewide significance, these criteria will be refined based on initial experience during the next few years and informed by the completion of the Spaceport System Master Plan in 2013 and the next SIS Strategic Plan update.

[3] Suborbital and orbital launches are scheduled in advance. For the purposes of SIS, a regularly scheduled launch is one that has been scheduled in a launch manifest or planned contract by the provider of the service.

In addition, separate Emerging SIS criteria are not defined at this time given the limited number of spaceports in operation or being planned today as well as current demand and launch site requirements. However, as Space Florida moves forward with plans to create a statewide Space Transportation System, within which FAA/AST sites and operator licensed activities will be conducted connecting point-to-orbit, it may be necessary to introduce a threshold based on the number of launches or to further differentiate between the roles of specific spaceports. As future aviation and space technologies evolve, criteria may need to be developed to recognize airports which are also FAA/AST site and operator licensed spaceports.

Spaceports in the planning stage are subject to the additional criteria required for "Planned Add" facilities for any mode, including the ability to meet the applicable criteria and thresholds within three years of designation, financial feasibility, and partner consensus. If an additional spaceport is designated "Planned Add," the desired window for handling regularly scheduled launches should occur within three years of designation.

Given the current number of FAA/AST site operator licensed sites in Florida, the revised criterion is anticipated to be sufficient until the next comprehensive update of the SIS Strategic Plan, which must take place by January 2015. Any planned spaceports designated SIS during this time may be reclassified as Emerging SIS if the comprehensive update determines the need for two tiers of spaceport designations, similar to other modes.

Chapter 4: Seaports

This chapter reviews the seaport criteria and thresholds adopted in 2005 and revised in 2010, and documents additional changes made to these designation criteria and thresholds as a result of the 2010 SIS Strategic Plan. Changes made to seaport designation criteria and thresholds in this document include:

- Revised economic connectivity criteria and thresholds

Previously Adopted Criteria and Thresholds

The criteria and thresholds for seaports were originally documented in the 2005 SIS Strategic Plan. Minor revisions to these criteria and thresholds were adopted in January 2010 in conjunction with the 2010 SIS Strategic Plan. Revisions included increasing the size threshold for home-port cruise passengers from 250,000 to 500,000 passengers for SIS seaports and from 50,000 to 250,000 passengers for Emerging SIS seaports. There were no changes at that time to the size criteria and thresholds related to freight tonnage and container volume for SIS or Emerging SIS seaports. Table 1 describes these adopted criteria and thresholds.

Table 1. Previously Adopted SIS and Emerging SIS Criteria and Thresholds for Seaports

SIS Component	Emerging SIS Component
Deep-water port as defined in Chapter 311, Florida Statutes AND Size Criteria (must meet one of the following) • ≥0.25% of U.S. total – annual freight volume measure in tons • ≥0.25% of U.S. total – annual container volume measured in 20-foot equivalent units (TEUs) • ≥500,000 annual home-port cruise ship passengers	Deep-water port as defined in Chapter 311, Florida Statutes AND ≥ 50 miles from the closest SIS seaport AND (must meet either size *OR* economic connectivity criteria) Size Criteria (must meet one of the following) • ≥0.05% of U.S. total – annual freight volume measure in tons • ≥0.05% of U.S. total – annual container volume measured in TEUs • ≥250,000 annual home-port cruise ship passengers Economic Connectivity Criteria Service to industries within 50 miles dependent on waterborne transportation service located in or adjacent to fast-growing county that ranks among the top 25% statewide in terms of population growth over the next 20 years. This is measured by proximity to one or more of the following: • Counties with annual agricultural production valued at more than $100 million. • Clusters of major mines with more than 100 employees. • Clusters of warehouses and distribution centers with more than 100 employees.

Revised Criteria and Thresholds

The revisions adopted as part of the implementation of the 2010 SIS Strategic Plan include changes to the economic connectivity criteria and thresholds. There were no other changes to size criteria for seaports beyond the changes in the home-port cruise passenger threshold already described. The revised approach for economic connectivity criteria and thresholds eliminates the requirement for the seaport to be in a fast growing county, adds a minimum activity floor, and incorporates an objective approach to evaluating industry activity by measuring key industry employment including a lower threshold for seaports located in Rural Areas of Critical Economic Concern. Table 2 describes the revised criteria and thresholds for seaports with revisions highlighted.

Table 2. Revised SIS and Emerging SIS Criteria and Thresholds for Seaports

SIS Component	Emerging SIS Component
Deep-water port as defined in Chapter 311, Florida Statutes AND Size Criteria (must meet one of the following) • ≥0.25% of U.S. total – annual freight volume measure in tons • ≥0.25% of U.S. total – annual container volume measured in 20-foot equivalent units (TEUs) • ≥500,000 annual home-port cruise ship passengers	Deep-water port as defined in Chapter 311, Florida Statutes AND ≥ 50 miles from the closest SIS seaport AND (must meet either size *OR* economic connectivity criteria) Size Criteria (must meet one of the following) • ≥0.05% of U.S. total – annual freight volume measure in tons • ≥0.05% of U.S. total – annual container volume measured in 20-foot equivalent units (TEUs) • ≥250,000 annual home-port cruise ship passengers Economic Connectivity Criteria (must meet both minimum activity floor and key industry employment criteria) *Minimum activity floor* (must meet one of the following) • ≥0.01% of U.S. total – annual freight volume measure in tons • ≥0.01% of U.S. total – annual container volume measured in 20-foot equivalent units (TEUs) • ≥50,000 annual home-port cruise ship passengers *Key industry employment* (must meet one of the following) • ≥0.05% of U.S. total – employment of industries dependent on waterborne transportation* (within 50 miles) • Located in a county or city within a designated Rural Area of Critical Economic Concern and ≥0.01% of U.S. total – employment of industries dependent on waterborne transportation* (within 50 miles)

* Industries dependent on waterborne transportation include agricultural and forestry (North American Industry Classification System [NAICS] code 11); mining (NAICS code 21); and trade and logistics (NAICS codes 42, 48, 49)

Chapter 5: Interregional Passenger Terminals

This chapter reviews the interregional passenger terminal criteria and thresholds adopted in 2005 and revised in 2010, and documents additional changes as a result of the 2010 SIS Strategic Plan. Changes made to interregional passenger terminal designation criteria and thresholds in this document include:

- Revised economic connectivity criteria and thresholds

Previously Adopted Criteria and Thresholds

The criteria and thresholds for interregional passenger terminals were originally documented in the 2005 SIS Strategic Plan. Minor revisions to these criteria and thresholds were adopted in January 2010 in conjunction with the 2010 SIS Strategic Plan. Revisions included changing the thresholds from a fixed number of passengers to a percentage of national ridership with a minimum floor of activity. Table 1 describes these adopted criteria and thresholds.

Table 1. Previously Adopted SIS and Emerging SIS Criteria and Thresholds for Interregional Passenger Terminals

SIS Component	Emerging SIS Component
Serves interstate OR interregional passengers AND provides on-site ticketing and support services? AND Size Criteria (must meet one of the following) • ≥0.25% of U.S. total – interregional bus passengers with a minimum floor of 100,000 passengers per year • ≥0.25% of U.S. total – interregional rail passengers with a minimum floor of 100,000 passengers per year • ≥0.25% of U.S. total – interregional bus or rail passengers with a minimum floor of 100,000 passengers per year	Serves interstate OR interregional passengers AND provides on-site ticketing and support services? AND ≥ 50 miles from the closest SIS interregional passenger terminal of the same type AND (must meet either size *OR* economic connectivity criteria) Size Criteria (must meet one of the following) • ≥0.125% of U.S. total – interregional bus passengers per year with a minimum floor of 50,000 passengers per year • ≥0.125% of U.S. total – interregional rail passengers per year with a minimum floor of 50,000 passengers per year • ≥0.125% of U.S. total – interregional bus or rail passengers per year with a minimum floor of 50,000 passengers per year Economic Connectivity Criteria Service to industries within 50 miles dependent on interregional passenger transportation and located in or adjacent to a fast-growing county that ranks among the top 25% statewide in terms of population growth over the next 20 years. This is measured by proximity to one or more of the following: • Clusters of tourist attractions and related hospitality businesses with more than 100 employees • Four-year colleges and universities

Revised Criteria and Thresholds

The revisions adopted as part of the implementation of the 2010 SIS Strategic Plan include changes to the economic connectivity criteria. There were no other changes to size criteria for interregional passenger terminals beyond those already documented. The revised approach for economic connectivity criteria eliminates the requirement for the passenger terminal to be in a fast growing county, adds a minimum activity floor (see technical notes for explanation of this floor), and incorporates an objective approach to evaluating industry activity by measuring key industry employment including a lower threshold for terminals located in Rural Areas of Critical Economic Concern. Table 2 describes the revised criteria and thresholds for interregional passenger terminals with revisions highlighted.

Table 2. Revised SIS and Emerging SIS Criteria and Thresholds for Interregional Passenger Terminals

SIS Component	Emerging SIS Component
Serves interstate OR interregional passengers AND provides on-site ticketing and support services? AND Size Criteria (must meet one of the following) • ≥0.25% of U.S. total – interregional bus passengers with a minimum floor of 100,000 passengers per year • ≥0.25% of U.S. total – interregional rail passengers with a minimum floor of 100,000 passengers per year • ≥0.25% of U.S. total – interregional bus or rail passengers with a minimum floor of 100,000 passengers per year	Serves interstate OR interregional passengers AND provides on-site ticketing and support services? AND ≥ 50 miles from the closest SIS passenger terminal of the same type AND (must meet either size *OR* economic connectivity criteria) Size Criteria (must meet one of the following) • ≥0.125% of U.S. total – interregional bus passengers per year with a minimum floor of 50,000 passengers per year • ≥0.125% of U.S. total – interregional rail passengers per year with a minimum floor of 50,000 passengers per year • ≥0.125% of U.S. total – interregional bus or rail passengers per year with a minimum floor of 50,000 passengers per year Economic Connectivity Criteria (must meet both minimum activity floor and key industry employment criteria) *Minimum activity floor* (must meet one of the following) • ≥0.063% of U.S. total – interregional bus passengers per year with a minimum floor of 25,000 passengers per year *Key industry employment* (must meet one of the following) • ≥0.05% of U.S. total – employment of industries dependent on interregional passenger transportation* (within 50 miles) • Located in a county or city within a designated Rural Area of Critical Economic Concern and ≥0.01% of U.S. total – employment of industries dependent on interregional passenger transportation* (within 50 miles)

* Industries dependent on interregional passenger transportation include finance and professional services (North American Industry Classification System [NAICS] codes 52, 54, 55); tourism (NAICS codes 71, 72); and universities (including employment and enrollment).

Technical Notes

The minimum activity floor for interregional passenger terminals represents one-half of the minimum threshold for the Emerging SIS size criteria (0.125%/2=0.063%). The rationale for setting the threshold at 0.063 percent is to match the ratio used for the difference between SIS and Emerging SIS size criteria for interregional passenger terminals (see below).

SIS Size Threshold	Emerging SIS Size Threshold	Emerging SIS Minimum Activity Floor
0.25% of national total or 100,000 passengers	0.125% of national total or 50,000 passengers	0.063% of national total or 25,000 passengers

Chapter 6: Urban Fixed Guideway Transit Terminals

This chapter reviews the urban fixed guideway transit terminal criteria and thresholds adopted in 2010 and documents implementation guidance provided for these designation criteria and thresholds as a result of the 2010 SIS Strategic Plan. Changes made to urban fixed guideway terminal designation criteria and thresholds in this document include:

- Further guidance for applying the criteria and thresholds

Previously Adopted Criteria and Thresholds

The 2005 SIS Strategic Plan did not consider urban fixed guideway transit terminals such as those for heavy rail, light rail, and bus rapid transit in the designation of interregional passenger terminals as shown in Table 1. Although the South Florida Rail Corridor was included, its designation was based on the criteria set for interregional or interstate passenger terminals and their connectivity with Amtrak, which provides intercity rail passenger service.

New Criteria and Thresholds

A new category for criteria and thresholds was created in the 2010 SIS Strategic Plan for urban fixed guideway transit corridors (i.e. commuter rail, heavy rail, light rail, and bus rapid transit) and adopted on January 29, 2010. All stations of the designated urban fixed guideway transit corridor are included in the corridor designation, making the stations eligible for infrastructure and general access improvements. This concept is similar to the inclusion of interchanges along highway corridors. Certain stations are designated as hubs if they meet a new set of criteria and thresholds as identified in Table 1. SIS intermodal connectors would be designated to link these urban fixed guideway hubs to the nearest or most appropriate SIS corridor or hub, and from there to other regions and states. The designation of urban fixed guideway stations as hubs is independent of the volume of passengers served by the station.

Table 2. New SIS and Emerging SIS Criteria and Thresholds for Urban Fixed Guideway Terminals

SIS Component	Emerging SIS Component
All qualifying urban fixed guideway system terminals will be included as part of the corridor designation. Terminals will be treated as SIS hubs and associated with an intermodal connector if they meet one or more of the following criteria: • Are located at or near the termini of the urban fixed guideway corridor • Serve a SIS airport, seaport, or spaceport • Are integrated with other SIS and Emerging SIS passenger rail or bus systems providing connections to other regions or states	Not applicable

The following guidance is provided in applying the above criteria.

- Urban fixed guideway stations located at or near the termini of an urban fixed guideway corridor will be treated as SIS hubs. These stations are at or near the endpoint of the urban fixed guideway corridor, and function as collector points for passengers from other parts of the region or other regions to access the urban fixed guideway corridor.
- Urban fixed guideway stations serving a SIS airport, seaport, or spaceport also will be considered hubs. These stations will provide passengers a connection to other regions, states, nations, and in the future, to space
- Urban fixed guideway stations co-located with other passenger rail, bus or multimodal terminals meeting size or economic connectivity criteria and thresholds for SIS or Emerging SIS interregional or interstate passenger terminals also will be considered hubs. These types of hub offer a same-location link to other SIS or Emerging SIS passenger terminals providing connections to other regions or states.

Chapter 7: Freight Rail Terminals

This chapter reviews the freight rail terminal criteria and thresholds adopted in 2005 and revised in 2010, and documents the additional changes made to these designation criteria and thresholds as a result of the 2010 SIS Strategic Plan. Changes made to freight rail terminal designation criteria and thresholds in this document include:

- Revised economic connectivity criteria and thresholds

Previously Adopted Criteria and Thresholds

The criteria and thresholds for freight rail terminals were originally documented in the 2005 SIS Strategic Plan. Minor revisions to these criteria and thresholds were adopted in the 2007 SIS Data and Designation Update and in conjunction with the 2010 SIS Strategic Plan. In 2007, the term 'bulk rail' was changed to 'carload' and in 2010, the measurement of the size criteria for intermodal freight rail terminals was changed from tons to units. Both changes were made to more accurately reflect industry standards. Table 1 describes these previously adopted criteria and thresholds.

Table 1. Previously Adopted SIS and Emerging SIS Criteria and Thresholds for Freight Rail Terminals

SIS Component	Emerging SIS Component
Size Criteria (must meet one of the following) • ≥0.25% of U.S. total – intermodal rail units per year • ≥0.25% of U.S. total – carload rail tonnage per year	≥ 50 miles from the closest SIS freight rail terminal of the same type AND (must meet either size *OR* economic connectivity criteria) Size Criteria (must meet one of the following) • ≥0.05% of U.S. total – intermodal rail units per year • ≥0.05% of U.S. total – carload rail tonnage per year Economic Connectivity Criteria (must meet one of the following) • Service to industries within 50 miles dependent on *intermodal* freight rail transportation service located in or adjacent to county with top 25% employment growth rate over the next 20 years. This is measured by proximity to clusters of warehouses and distribution centers with more than 100 employees • Service to industries within 50 miles dependent on *carload* freight rail transportation service located in or adjacent to county with top 25% employment growth rate over the next 20 years. This is measured by proximity to one or more of the following: ➢ Counties with annual agricultural production valued at more than $100 million ➢ Clusters of major mines with more than 100 employees ➢ Clusters of wood and paper industry producers with more than 100 employees

	➢ Coal-burning utility facilities

Revised Criteria and Thresholds

The revisions adopted as part of the implementation of the 2010 SIS Strategic Plan include changes to the economic connectivity criteria and thresholds. There are no additional changes to the size criteria. The revised approach for economic connectivity criteria and thresholds eliminates the requirement for the freight rail terminal to be in a fast growing county, adds a minimum activity floor, and incorporates an objective approach to evaluating industry activity by measuring key industry employment including a lower threshold for terminals located in Rural Areas of Critical Economic Concern. Table 2 describes the revised criteria and thresholds for freight rail terminals with the revisions highlighted.

Table 2. Revised SIS and Emerging SIS Criteria and Thresholds for Freight Rail Terminals

SIS Component	Emerging SIS Component
Size Criteria (must meet one of the following) • ≥0.25% of U.S. total – intermodal rail units per year • ≥0.25% of U.S. total – carload rail tonnage per year	≥ 50 miles from the closest SIS freight rail terminal of the same type AND (must meet either size *OR* economic connectivity criteria) Size Criteria (must meet one of the following) • ≥0.05% of U.S. total – intermodal rail units per year • ≥0.05% of U.S. total – carload rail tonnage per year Economic Connectivity Criteria (must meet both minimum activity floor and key industry employment criteria for intermodal or carload movement) *Minimum activity floor* (must meet one of the following) • ≥0.01% of U.S. total – intermodal rail units per year • ≥0.01% of U.S. total – carload rail tonnage per year *Key industry employment* (must meet one of the following) *Intermodal* • ≥0.05% of U.S. total – employment of industries dependent on intermodal freight rail transportation* (within 50 miles) • Located in a county or city within a designated Rural Area of Critical Economic Concern and ≥0.01% of U.S. total – employment of industries dependent on intermodal freight rail transportation* (within 50 miles) *Carload (Facility owner must apply; see Technical Notes)* • ≥0.05% of U.S. total – employment of industries dependent on carload freight rail transportation** (within 50 miles) • Located in a county or city within a designated Rural Area of Critical Economic Concern and ≥0.01% of U.S. total – employment of industries dependent on carload freight rail transportation** (within 50 miles)

* Industries dependent on intermodal freight rail transportation include manufacturing (North American Industry Classification System [NAICS] codes 32, 33) and trade and logistics (NAICS codes 42, 48, 49)
**Industries dependent on carload freight rail transportation include agriculture and forestry (NAICS code 11); mining (NAICS code 21); and utilities (NAICS code 22)

Technical Notes

For the purposes of designation, the terms 'intermodal' and 'carload' are defined below:

- Intermodal terminals – terminals handling trailer-on-flat-car or container-on-flat-car traffic, which is transferred between rail and another mode (such as highway or water).
- Carload terminals – terminals handling all non-container traffic including bulk shipments, merchandise in box cars, chemicals, assembled autos, and other large shipments.

Carload Size Criteria

In prior designation reviews, only intermodal facilities have been designated. While Surface Transportation Board (STB) waybill data for carload terminals were available, the process for summarizing the data in a manner which could be disclosed while protecting confidential business information had not been developed. Since the 2010 SIS Strategic Plan update, FDOT has developed an approach to summarize carload data allowing FDOT to better assess and designate carload facilities based on activity. Application of this methodology results in the eligibility for designation of one SIS and 19 Emerging SIS carload terminals. Five of these terminals are already designated as SIS or Emerging SIS because the intermodal traffic meets the designation criteria and thresholds. The difference is 15 potential Emerging SIS freight rail terminals.

Carload Economic Connectivity Criteria

The railroad reporting requirements mean STB waybill data are useful only for identifying the location of large carload terminal facilities. Because of this, FDOT is unable to measure activity levels needed to assess the economic connectivity criteria. A carload facility could be considered for designation based on economic connectivity criteria if the facility owner submits data verifying terminal activity.

Intermodal Logistics Centers

The 2010 SIS Strategic Plan additionally called FDOT to work with partners to develop criteria to address new types of facilities to be developed in the next few years. Intermodal logistics centers (ILCs) were specifically called out as one type of new facility. Designation criteria have been developed for these types of facilities and are detailed in a separate chapter.

Chapter 8: Intermodal Logistics Centers

This chapter reviews the proposed definition for Intermodal Logistics Centers (ILC) and examines the proposed criteria for SIS designation.

Previously Adopted Criteria and Thresholds

No SIS designation criteria or thresholds previously existed for Intermodal Logistics Centers.

Proposed Definition and Criteria

Background

In 2012, the Florida Governor and Legislature established an Intermodal Logistics Center (ILC) Infrastructure Support Program within the Florida Department of Transportation.

Florida Statutes, Section 311.101 Intermodal Logistics Center Infrastructure Support Program.

(1) There is created within the Department of Transportation the Intermodal Logistics Center Infrastructure Support Program. The purpose of the program is to provide funds for roads, rail facilities, or other means for the conveyance or shipment of goods through a seaport, thereby enabling the state to respond to private sector market demands and meet the state's economic development goal of becoming a hub for trade, logistics, and export-oriented activities. The department may provide funds to assist with local government projects or projects performed by private entities that meet the public purpose of enhancing transportation facilities for the conveyance or shipment of goods through a seaport to or from an intermodal logistics center.

(2) For the purposes of this section, the term "intermodal logistics center," including, but not limited to, an "inland port," means a facility or group of facilities serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport where activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by conveyance or shipping through one or more seaports listed in s. 311.09.

(3) The department must consider, but is not limited to, the following criteria when evaluating projects for Intermodal Logistics Center Infrastructure Support Program assistance:
(a) The ability of the project to serve a strategic state interest.
(b) The ability of the project to facilitate the cost-effective and efficient movement of goods.
(c) The extent to which the project contributes to economic activity, including job creation, increased wages, and revenues.
(d) The extent to which the project efficiently interacts with and supports the transportation network.
(e) A commitment of a funding match.
(f) The amount of investment or commitments made by the owner or developer of the existing or proposed facility.
(g) The extent to which the owner has commitments, including memoranda of understanding or memoranda of agreements, with private sector businesses planning to locate operations at the intermodal logistics center.
(h) Demonstrated local financial support and commitment to the project.

(4) The department shall coordinate and consult with the Department of Economic Opportunity in the selection of projects to be funded by this program.

(5) The department[4] is authorized to administer contracts on behalf of the entity selected to receive funding for a project under this section.

(6) The department shall provide up to 50 percent of project costs for eligible projects.

(7) Beginning in fiscal year 2012-2013, up to $5 million per year shall be made available from the State Transportation Trust Fund for the program. The Department of Transportation shall include projects proposed to be funded under this section in the tentative work program developed pursuant[5] to s. 339.135(4).

(8) The Department of Transportation is authorized to adopt rules to [6]implement this section.

[4] Note.—As created by s. 12, ch. 2012-174. Section 311.101 was also created by s. 7, ch. 2012-128, and that version uses the word "may" instead of the words "is authorized to."

[5] Note.—The word "to" was substituted for the word "so" by the editors.

In 2012 the Governor and Legislature also directed the Florida Department of Transportation to create criteria for adding ILCs to the Strategic Intermodal System (SIS) – a recommendation also included in the 2010 SIS Strategic Plan.

Florida Statutes, Section 339.63 (5)(a)

The Secretary of Transportation shall designate a planned facility as part of the Strategic Intermodal System upon request of the facility if it meets the criteria and thresholds established by the department pursuant to subsection (4), meets the definition of an "intermodal logistics center" [7]as defined in s. 311.101(2), and has been designated in a local comprehensive plan or local government development order as an intermodal logistics center or an equivalent planning term. [8]For the purpose of this section, the term "intermodal logistics center" means a facility or group of facilities, including, but not limited to, an inland port, serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport whose activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by one or more seaports, as provided in s. 311.09, or an airport whose activities and services are designed to support the transport, logistics, goods distribution, consolidation, or value-added activities related to airborne cargo.

To implement the ILC Infrastructure Support Program, and to guide the designation of ILCs as part of the Strategic Intermodal System in a manner consistent with statute, FDOT has developed two sources of guidance:

1. Definitions for what types of functions and facilities qualify as ILCs; and
2. Criteria for designation of ILCs as SIS or Emerging SIS facilities.

ILC Definition

Section 311.101, Florida Statutes, establishes a definition of an ILC that is limited to "a facility or group of facilities serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport where activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by conveyance or shipping through one or more seaports listed in s. 311.09." In other words, for purposes of funding under the ILC Infrastructure Support program, only facilities whose functions are directly related to Florida seaports are eligible; such facilities may not be located on-port; and such facilities must provide transport, logistics, distribution, consolidation, or value-added activities.

Section 339.63, Florida Statutes, uses a similar definition for an ILC, but also provides that an ILC designated as part of the SIS may include a facility serving but physically separated from "an airport whose activities and services are designed to support the transport, logistics, goods distribution, consolidation, or value-added activities related to airborne cargo."

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[6] Note.—As created by s. 12, ch. 2012-174. Section 311.101 was also created by s. 7, ch. 2012-128, and that version uses the word "administer" instead of the word "implement."

[7] [1]Note.—As created by s. 58, ch. 2012-174. Subsection (5) was also created by s. 35, ch. 2012-128, and that version did not include the words "as defined in s. 311.101(2)."

[8] [1]Note.—As created by s. 58, ch. 2012-174. Subsection (5) was also created by s. 35, ch. 2012-128, and that version did not include the words "as defined in s. 311.101(2)."

ILCs are commonly understood to have a substantially broader range of functions and linkages than either of these definitions. They may link to and support international or domestic rail or trucking operations in addition to international or domestic airport and seaport operations. Besides "ILCs," they may be known by a variety of names, including: Inland Ports, Freight Villages, Transport Hubs, and Logistics Parks. For planning purposes, over and above the specific intent to allocate funds under the ILC Infrastructure Support Program and to designate ILCs as part of this SIS, the following general definition of an ILC has been developed.

Intermodal Logistics Center Definition

An Intermodal Logistics Center has the following characteristics:

1. It must provide for the transfer of freight from one vehicle or vessel (aircraft, ship, railcar, or truck) to another, allowing for freight to be exchanged between different modes, or between different vehicles or vessels of the same mode as part of an overall intermodal logistics chain;
2. It may provide, as part of the intermodal transfer operation, value-added logistics activities such as consolidation/deconsolidation, warehousing/distribution, assembly/customization/finishing, packaging and labeling, cold storage, and fumigation;
3. It must be located physically outside the boundaries of a deepwater seaport/private marine terminal or commercial service airport, but may include or be co-located with a rail terminal or truck terminal; and
4. It may consist of a single property accessible to multiple users; of a master planned development of multiple properties; or of independent properties or contiguous industrial land uses within a designated industrial development zone, provided that ILC functions are provided by the included properties.

This definition may be used to help identify which facilities could apply for funding under the ILC Infrastructure Support Program; to determine which facilities could be eligible for SIS designation, assuming they meet additional criteria outlined below; and to provide a common definition of ILCs for use in statewide, modal, regional, and metropolitan freight planning projects.

Seaports and airports often provide some or all of the functions that an ILC provides. However, seaports and airports both are distinct from ILCs, because ILCs by definition (both by Florida Statute and common use of the term) are facilities that are outside the boundaries of seaports or airports. Privately owned marine terminals or cargo airports, which are not within public seaport or airport boundaries, also may provide ILC functions, but they are not themselves ILCs.

This definition does not limit the types of modal transfers that are permissible within an ILC, nor does it specify that an ILC must support or have a functional linkage to Florida's seaports or airports, nor does it require that an ILC be publicly owned or provide value-added logistics activities. These factors do not determine whether or not a facility is an ILC. However, these factors can be considered in determining the eligibility of ILCs for SIS designation and state funding or to set the priorities for funding projects supporting ILCs.

ILC SIS Designation Criteria

The SIS already includes designation criteria for seaports, airports, and intermodal and carload freight rail terminals. These criteria measure the transportation functions of these hubs. New designation criteria for ILCs would augment these existing criteria and enable designation of ILCs located adjacent or in close proximity to these designated SIS hubs, or in other parts of Florida. Examples of potentially eligible facilities include the ILC under development by Florida East Coast Industries adjacent to Florida East Coast Railway's Hialeah Yard; the future ILC component of CSX's Winter Haven facility; the international cargo distribution district near the Miami International Airport; Jacksonville's Cecil Commerce Center; and the various inland port options proposed for South Central and North Central Florida.

To be designated as a SIS ILC, a facility must meet the basic definition of an ILC, as described previously and, like other SIS facilities, meet certain criteria for statewide significance. The SIS designation criteria are:

Table 1. SIS and Emerging SIS Intermodal Logistics Center Designation Criteria

SIS Component (must meet all 4 criteria)	**Emerging SIS Component** (must meet 1st 3 criteria and either the 4th or 5th criterion**)**
Meets the definition of an ILC	Meets the definition of an ILC
AND	AND
Provides ability to accommodate and support, within a logistics chain that may span multiple modes and handling steps, domestic or international trade moving to or from a SIS seaport or airport	Provides ability to accommodate and support, within a logistics chain that may span multiple modes and handling steps, domestic or international trade moving to or from a SIS seaport or airport
AND	AND
Is identified in a local comprehensive plan or local government development order as an intermodal logistics center or equivalent planning term	Is identified in a local comprehensive plan or local government development order as an intermodal logistics center or equivalent planning term
AND	AND
Meets minimum size thresholds for cargo throughput, consistent with existing SIS hub criteria for the type of intermodal movement primarily handled by the ILC (e.g., air cargo-to-truck tonnage, waterborne container-to-truck or –rail TEUs, intermodal rail terminal units; thresholds set at 0.25 percent of U.S. total)	Meets minimum size thresholds for cargo throughput, consistent with existing SIS hub criteria for the type of intermodal movement primarily handled by the ILC (e.g., air cargo-to-truck tonnage, waterborne container-to-truck or –rail TEUs, intermodal rail terminal units; thresholds set at 0.05 percent of U.S. total)
	OR
	Meets economic connectivity criteria consistent with other Emerging SIS hub criteria (i.e., proximity to industries dependent on freight transportation).

The rationale and guidance for these criteria are as follows:

- The first criterion is self-evident: for consideration as a SIS ILC, a facility must meet the general definition of an ILC.
- The second criterion speaks to the intent of Legislature that public investment in ILCs should support Florida's seaports and airports. The criterion requires cargo moving in and out of an ILC to move

through a SIS seaport or airport at some point in the logistics chain. However, recognizing that cargo can be handled multiple times in transit, the criterion do not require that the move be directly from tarmac to ILC or wharf to ILC – intermediate stops and handling are possible and acceptable, as long as the ILC is clearly part of an overall multimodal logistics chain generated by a seaport or airport. The criterion also does not limit the types of modal connections or transfers that are acceptable. For example, a significant amount of value-added processing associated with airports and seaports actually takes place between truck-to-truck transfers. Cargo is moved from airports or seaports to intermediate handling facilities by truck, undergoes value-added processing, and leaves by truck. If the intent of planning for ILCs is to support Florida's seaports and airports, it is important to include these types of facilities. Therefore the criterion allows that ILCs may accommodate transfers between different modes (air-truck, water-rail, etc.) as well as between the same modes (rail-rail, truck-truck) – provided there is either an entry or exit through a SIS seaport or airport. Warehousing and distribution centers near and serving Florida's seaports and airports will have no trouble meeting this requirement, nor will rail terminals with direct links to seaport activity like Hialeah Yard. However, a mixed use facility like the CSX Winter Haven Intermodal Terminal, which will handle a combination of domestic and international traffic, will need to demonstrate its linkage to SIS seaports and airports to qualify as a SIS ILC. The linkage to a seaport or airport could be demonstrated through available data on drayage patterns, or through development of memoranda of understanding between ILCs and seaports or airports.

- The third criterion is consistent with the statutory requirement and reflects the intent that development of major ILCs also be reflected in local government plans. Incorporation in the local government plans allows for local land use, economic development, and transportation decisions that support the development and growth of an ILC and a cluster of freight-intensive industries in the specific jurisdiction. This criterion could be expanded to allow for identification of the ILC in other regional or local plans such as a MPO Long Range Transportation Plan or a Comprehensive Economic Development Strategy.
- The fourth criterion ensures that SIS ILCs accommodate trade and transportation activity of statewide significance, using similar thresholds as for other types of SIS hubs. The criteria initially would use transportation flows that already are measured for other SIS hubs, such as air cargo tonnage, waterborne containers, and rail terminal intermodal units. FDOT will work with ILC developers to explore alternative criteria and data sources, such as value of shipments or square footage at buildout. FDOT will use flexibility in applying these criteria in the initial period prior to the next update of the SIS Strategic Plan.
- The fifth criterion allows for designation of Emerging SIS ILCs in fast growing or rural areas. Similar to the approach used for other types of SIS hubs, this criterion designates ILCs that do not yet meet the minimum size activity thresholds, but are located near clusters of industries dependent on freight transportation and therefore may be able to meet these thresholds over time.

In addition, the following implementation guidance should be noted:

- As specified in statute, designation is made upon request by the specific facility and a technical review by FDOT. FDOT will work with ILC owners and developers to develop an application process that reflects generally available and verifiable data.
- The criteria allow for designation of existing ILCs as well as for the designation of planned ILCs that can demonstrate they would meet the above criteria within three years of completing construction and becoming operational; have partner consensus on their development plans; and are financially feasible.

- The criteria are anticipated to be refined following the next SIS Strategic Plan update, which must be completed by 2015. This initial period could be viewed as a pilot during which longer-term data sources and approaches can be developed, such as potential use of value of shipments or square footage rather than transportation activity levels.
- FDOT will apply criteria for designating intermodal connectors between the designated ILCs and SIS highway or rail corridors as appropriate. The connector designation will focus on overall connectivity to the ILC, and not on access to each specific property within a designated industrial zone.
- FDOT will develop specific work program eligibility requirements for use of statewide managed SIS funds for projects at designated ILCs. Generally, it is assumed the ILCs will function similar to other types of freight terminals, where SIS funding is used for connectivity to SIS corridors, including projects on designated intermodal connectors to the ILC as well the extensions of these connectors on ILC property to the actual terminal. SIS funding would not be used on-site terminal capacity expansions. Similar to other modes, SIS funding could be used for privately owned ILCs in cases where the public benefits exceed the public costs. Similar to other non-highway modes and partner-owned facilities, match funds generally will be required for the use of statewide managed SIS funds at an ILC.
- FDOT also will develop guidance for setting priorities for the use of statewide managed SIS funds for eligible projects. This guidance might consider factors such as the number of modes served by the ILC, the number of jobs anticipated to be created by the investment, and the return on investment to the people of Florida.

Chapter 9: Urban Fixed Guideway Transit Corridors

This chapter reviews the urban fixed guideway transit corridor criteria and thresholds adopted in 2010 and documents implementation guidance provided for these designation criteria and thresholds as a result of the 2010 SIS Strategic Plan. Changes made to urban fixed guideway transit corridor designation criterion and threshold in this document include:

- Further guidance for applying the criterion and threshold

Previously Adopted Criterion and Threshold

The 2005 SIS Strategic Plan did not consider urban fixed guideway transit corridors such as those for heavy rail, light rail, and bus rapid transit in the designation of interregional passenger rail corridors. Although the South Florida Rail Corridor was designated, its designation was based on the criteria set for interregional or interstate passenger terminals and their connectivity with Amtrak, which provides intercity rail passenger service.

New Criterion and Threshold

A new category of criteria and thresholds was created for urban fixed guideway transit corridors (i.e. commuter rail, heavy rail, light rail, and bus rapid transit) and adopted on January 29, 2010 as shown in Table 1.

Table 2. New SIS and Emerging SIS Criterion and Threshold for Urban Fixed Guideway Corridors

SIS Component	Emerging SIS Component
Urban fixed guideway transit corridors connecting multiple urbanized area counties and serving as a regionally significant facility within a single economic region.	Not applicable

Technical Notes

It is the intent for urban fixed guideway transit corridors to connect multiple urbanized area counties and serve as a regionally significant facility within a single economic region. For the purposes of

designation, urbanized areas are defined by the U.S. Census. A regionally significant facility is identified based on its ability to connect urban or rural areas within multi-county regions, to provide connections from regional activity centers to the SIS/Emerging SIS, or to otherwise serve important regional travel. The economic regions are currently defined by Enterprise Florida.

In addition, FDOT will apply the criterion to individual transit corridors rather than entire regional transit systems. Proposed corridors also will be subject to the adopted criteria and thresholds. If a corridor is proposed for development in segments of independent utility, the individual segments may be evaluated in the context of the ultimate corridor.

Chapter 10: Rail Corridors

This chapter reviews the rail corridor criteria and thresholds adopted in 2005 and documents changes made to these criteria and thresholds as a result of the 2010 SIS Strategic Plan. Changes made to corridor designation criteria and thresholds in this document include:

- Revised size criteria for freight rail corridors; and
- Revised economic connectivity criteria for freight rail corridors.

Previously Adopted Criteria and Thresholds

The criteria and thresholds for rail corridors were originally documented in the 2005 SIS Strategic Plan. There have been no changes to criteria and thresholds for rail corridors since 2005. The current criteria are listed in Table 1.

Table 1. Previously Adopted SIS and Emerging SIS Criteria and Thresholds for Rail Corridors

SIS Component	Emerging SIS Component
Passenger Rail Provides scheduled interregional or interstate passenger service Freight Rail Size Criteria • ≥10 million gross ton miles per mile in freight density	Passenger Rail Not applicable Freight Rail **Must meet either size or economic connectivity criteria** Size Criteria • ≥5 million gross ton miles per mile in freight density Economic Connectivity Criteria Service to industries within 1 mile of the corridor dependent on rail transportation located in or adjacent to a fast-growing county that ranks among the top 25% statewide in terms of employment growth over the next 20 years. This is measured by proximity to one or more of the following: • Counties with annual agricultural production valued at more than $100 million • Clusters of major mines with more than 100 employees • Clusters of wood and paper industry producers with more than 100 employees • Clusters of warehouses and distribution centers with more than 100 employees • Coal-burning utility facilities

Revised Criteria and Thresholds

The revisions adopted as part of the implementation of the 2010 SIS Strategic Plan include changes to both the size and economic connectivity criteria and thresholds.

The revised approach for the size criteria and thresholds for freight rail corridors grandfathers in the existing SIS and Emerging SIS rail corridors and adopts revised criteria for future designation changes. The revised criteria would designate freight rail corridors as SIS or Emerging SIS when the freight rail corridor owner applies with data verifying freight rail corridor activity. This change was made to facilitate objective analysis through data collection directly from the freight rail industry.

The revised approach for economic connectivity criteria and thresholds eliminates the requirement for the freight rail corridor to be in a fast growing county and incorporates an objective approach using facility owner supplied freight station activity data and industry activity by measuring key industry employment including a lower threshold for rail corridors located in Rural Areas of Critical Economic Concern. Table 2 describes the revised criteria and thresholds for rail corridors with revisions highlighted.

Table 2. Revised SIS and Emerging SIS Criteria and Thresholds for Rail Corridors

SIS Component	Emerging SIS Component
Passenger Rail Provides scheduled interregional or interstate passenger service	Passenger Rail Not applicable
Freight Rail Size Criteria (must meet one of the following) • Existing SIS freight rail corridor designated prior to 2010 • ≥10 million gross ton miles per mile in freight density (facility owner must apply)	Freight Rail **Must meet either size or economic connectivity criteria** Size Criteria (must meet one of the following) • Existing Emerging SIS freight rail corridor designated prior to 2010 • ≥5 million gross ton miles per mile in freight density (facility owner must apply) Economic Connectivity Criteria (must meet *both* minimum activity floor and key industry employment criteria) *Minimum activity floor* • ≥2.5 million gross ton miles per mile in freight density (facility owner must apply) *Key industry employment (must meet one of the following)* • Provides service to a county with ≥0.05% of U.S. total – employment of industries dependent on freight rail transportation* • Provides service to a county or city within a designated Rural Area of Critical Economic Concern and ≥0.01% of U.S. total – employment of industries dependent on freight rail transportation*

* Industries dependent on freight rail transportation include agriculture and forestry (North America Industry Classification System [NAICS] code 11); mining (NAICS code 21); utilities (NAICS code 22); manufacturing (NAICS codes 32, 33); and trade and logistics (NAICS codes 42, 48, 49)

Chapter 11: Waterway Corridors

This chapter reviews the waterway criteria and thresholds adopted in 2005 and revised in 2007, and documents additional changes made to these criteria and thresholds as a result of the 2010 SIS Strategic Plan. Changes made to waterway corridor designation criteria and thresholds in this document include:

- Revised economic connectivity criteria and thresholds

Previously Adopted Criteria and Thresholds

The criteria and thresholds for waterway corridors were originally documented in the 2005 SIS Strategic Plan. Minor revisions to these criteria and thresholds were adopted as part of the 2007 SIS Data and Designation Update. This change included consideration of the draft depth of inland waterways when comparing activity levels to the U.S. total; deep draft waterways are assessed based on total tonnage and shallow draft waterways are assessed based on domestic tonnage only. Table 1 describes these adopted criteria and thresholds.

Table 1. Previously Adopted SIS and Emerging SIS Criteria and Thresholds for Waterways

SIS Component	Emerging SIS Component
Coastal Shipping Lanes and Intracoastal Waterway Designated intracoastal waterways or coastal shipping lanes handling international waterborne trade? OR Inland Waterway: Deep Draft Size Criteria (must meet both of the following) • Authorized depth of waterway ≥ 12 feet • >0.25% of U.S. total – annual total waterway freight tonnage Inland Waterway: Shallow Draft Size Criteria (must meet both of the following) • Authorized depth of waterway < 12 feet • ≥0.25% of U.S. total – annual domestic waterway freight tonnage	**Must meet either size or economic connectivity criteria** Inland Waterway: Deep Draft Size Criteria (must meet both of the following) • Authorized depth of waterway ≥ 12 feet • >0.05% of U.S. total – annual total waterway freight tonnage Inland Waterway: Shallow Draft Size Criteria (must meet both of the following) • Authorized depth of waterway < 12 feet • ≥0.05% of U.S. total – annual domestic waterway freight tonnage Economic Connectivity Criteria Inland interregional service to industries within 5 miles of the corridor dependent on water transportation located in or adjacent to a fast-growing county that ranks among the top 25% statewide in terms of employment growth over the next 20 years. This is measured by proximity to one or more of the following: • Counties with annual agricultural production valued at more than $100 million • Clusters of major mines with more than 100 employees • Clusters of wood and paper industry producers with more than 100 employees • Coal-burning utility facilities

Revised Criteria and Thresholds

The revisions adopted as part of the implementation of the 2010 SIS Strategic Plan include changes to the economic connectivity criteria. There were no changes to the size criteria and thresholds for SIS or Emerging SIS waterway corridors during the 2010 SIS Strategic Plan. The revised approach for economic connectivity criteria eliminates the requirement for the waterway corridor to be in a fast growing county and incorporates an objective approach to evaluating industry activity by measuring key industry employment including a lower threshold for waterway corridors located in Rural Areas of Critical Economic Concern. Table 2 describes the revised criteria and thresholds for waterway corridors with the revisions highlighted.

Table 2. Revised SIS and Emerging SIS Criteria and Thresholds for Waterways

SIS Component	Emerging SIS Component
Coastal Shipping Lanes and Intracoastal Waterway Designated intracoastal waterways or coastal shipping lanes handling international waterborne trade? OR Inland Waterway: Deep Draft Size Criteria (must meet both of the following) • Authorized depth of waterway ≥ 12 feet • >0.25% of U.S. total – annual total waterway freight tonnage Inland Waterway: Shallow Draft Size Criteria (must meet both of the following) • Authorized depth of waterway < 12 feet • ≥0.25% of U.S. total – annual domestic waterway freight tonnage	**Must meet either size or economic connectivity criteria** Inland Waterway: Deep Draft Size Criteria (must meet both of the following) • Authorized depth of waterway ≥ 12 feet • >0.05% of U.S. total – annual total waterway freight tonnage Inland Waterway: Shallow Draft Size Criteria (must meet both of the following) • Authorized depth of waterway < 12 feet • ≥0.05% of U.S. total – annual domestic waterway freight tonnage Economic Connectivity Criteria *Key industry employment* (must meet one of the following) • ≥0.05% of U.S. total – employment of industries dependent on waterborne transportation* (within 1 mile) • Located in a county or city within a designated Rural Area of Critical Economic Concern and ≥0.01% of U.S. total – employment of industries dependent on waterborne transportation* (within 1 mile)

* Industries dependent on waterborne transportation include agricultural and forestry (NAICS 11); mining (NAICS 21); and trade and logistics (NAICS 42, 48, 49)

Chapter 12: Highway Corridors

This chapter reviews the highway criteria adopted in 2005 and documents changes and additions made to these designation criteria as a result of the 2010 SIS Strategic Plan. Changes made to highway corridor designation criteria and thresholds in this document, which were adopted on March 16, 2011, include:

- Revised size criteria and thresholds

Previously Adopted Criteria and Thresholds

The criteria for highway corridors were originally documented in the 2005 SIS Strategic Plan. FDOT committed at the adoption of the 2005 SIS Strategic Plan to work with partners to assess the need for designation criteria for these types of highway corridors in the future by monitoring the flow of people or freight to determine their interregional significance. Table 1 describes the previously adopted highway corridor criteria prior to March 16, 2011.

Table 1: Previously Adopted SIS and Emerging SIS Adopted Criteria and Thresholds for Highway Corridors

SIS Component	Emerging SIS Component
Existing Florida Intrastate Highway System (FIHS) corridors with 9,000 Average Annual Daily Traffic (AADT) on at least 75% of corridor length	Existing FIHS corridors with 6,000 AADT on at least 50% of corridor length
OR	OR
Existing Florida Intrastate Highway System (FIHS) corridors with 20% truck traffic on at least 75% of corridor length	Existing FIHS corridors with 13% truck traffic (minimum 800 trucks per day) on at least 50% of corridor length
OR	OR
National Highway System facilities providing connections to major markets in Alabama and Georgia	Existing State Highway System (SHS) interregional corridors serving designated Rural Areas of Critical Economic Concern with 6,000 AADT on at least 50% of corridor length
	OR
	Existing State Highway System (SHS) interregional corridors serving designated Rural Areas of Critical Economic Concern with 13% truck traffic (minimum 1,000 trucks per day) on at least 50% of corridor length

Revised Criteria and Thresholds – Adopted March 16, 2011

The changes, **adopted March 16, 2011** as part of the implementation of the 2010 SIS Strategic Plan, include revised language for highway corridors allowing for more flexibility in addressing the varying functions of specific mobility and safety issues. Table 2 describes the revised criteria and thresholds for highway corridors with the revisions highlighted.

Table 2: Revised (Adopted) SIS and Emerging SIS Criteria and Thresholds for Highway Corridors

SIS Component	Emerging SIS Component
Designated Interstate facility OR Designated National Highway System facility AND serves as a connection to major markets in another state not already served by other SIS facilities OR Designated State Highway System facility AND • connects two or more Economic Regions as defined by Enterprise Florida, with each end at a SIS facility AND • must be a limited access facility meeting the limited access definition in S. 334.03(13), Florida Statutes	Designated State Highway System AND • Connects two or more Economic Regions as defined by Enterprise Florida with each end at a SIS facility AND • Facility meeting controlled access definition as defined in the Florida Administrative Code with classification 2 or 3 OR Designated State Highway System AND • Provides service to at least one county or city within a designated Rural Area of Critical Economic Concern; that are interregional corridors; and that are bounded by existing SIS highway corridors AND • ≥6,000 Annual Average Daily Traffic (AADT) on 50% of component length OR • >13% trucks on 50% of component length AND • ≥1,000 Annual Average Daily Truck Traffic (AADTT) on 50% of component length

Chapter 13: Intermodal Connectors

This chapter reviews the intermodal connector criteria and thresholds adopted in 2005, the criteria and thresholds for military access facilities adopted in 2010, and documents changes to these connector designation criteria as a result of the 2010 SIS Strategic Plan. Changes made to connector designation criteria and thresholds in this document include:

- Revised hub-to-corridor connector criteria to provide greater flexibility in addressing the varying function of specific hubs;
- New criteria for hub-to-hub connectors for passenger and freight; and
- Further guidance for applying the criteria and thresholds for military access facilities.

Previously Adopted Criteria and Thresholds

As of the 2005 SIS Strategic Plan, the hub-to-corridor connector was the only connector type eligible for SIS designation. Since the adoption of the 2010 SIS Strategic Plan, two additional types of connectors have been identified as eligible for designation on the SIS. These include hub-to-hub connectors and military access facilities.

- **Hub-to-corridor connector**: The criteria for hub-to-corridor connectors originally were documented in the 2005 SIS Strategic Plan. There have been no changes to criteria for these connectors since 2005. Table 1 describes the previously adopted hub-to-corridor criteria.

- **Hub-to-hub connector**: There were no adopted criteria and thresholds for hub-to-hub connectors in the 2005 SIS Strategic Plan because these types of connectors generally were considered of regional significance and did not serve the interregional or interstate nature of the SIS. At the adoption of the 2005 SIS Strategic Plan, FDOT committed to work with partners to assess the need for designation criteria for these types of connectors in the future by monitoring the flow of people or freight to determine their interregional significance. A description of the criteria and threshold for this type of connector is provided in the next section.

- **Military installation-to-corridor connectors (military access facilities)**: There were no adopted criteria and thresholds for military access facilities linking SIS corridors to strategic military installations in the 2005 SIS Strategic Plan because military installations do not function as transportation hubs as defined in the SIS Strategic Plan at the time, and the SIS connector criteria and implementation guidance did not permit the designation of SIS connectors to non-SIS facilities. A description of the criteria and threshold for this type of connectors is provided in the next section.

Table 1. Previously Adopted Criteria and Thresholds for Hub-to-Corridor Connectors

- Connects to the nearest or most appropriate SIS or Emerging SIS corridor?
- Choose among multiple potential connectors based on:
  - Frequency of use for interregional passengers or freight?
  - Ability to provide high-speed, high-capacity, limited access service?
  - Ability to provide the most direct access?
  - Ability to provide two-way directional movement?
- Designate more than one connector to a single hub when any of the following conditions are met:
  - Hub meets both freight and passenger thresholds, and freight and passenger handling facilities have discrete access points at different locations?
  - Hub has multiple terminals or terminal areas with discrete access points?
  - Existing interregional flows of people or goods are divided significantly among more than one mode?
- Connector has potential community and environmental impacts, and will require more detailed study with resource agencies and community partners?

Revised and New Criteria and Thresholds

With the adoption of the 2010 SIS Strategic Plan, revised and new criteria and thresholds are listed below for the three types of connectors eligible for SIS designation. Connectors are not distinguished as either SIS or Emerging SIS like hubs and corridors; rather, all designated connectors are considered SIS.

The changes adopted as part of the implementation of the 2010 SIS Strategic Plan include revised language for hub-to-corridor connectors allowing for more flexibility in addressing the varying functions of specific hubs. Table 2 describes the revised criteria and thresholds for hub-to-corridor connectors with the updates highlighted.

Table 2. SIS Criteria for Hub-to-Corridor Connectors

- Connects to the nearest or most appropriate SIS or Emerging SIS corridor to facilitate interregional, interstate, or international trips?
- Meets the following conditions where possible:
  - Ability to accommodate significant flows of interregional, interstate, or international trips to/from a hub?
  - Ability to provide high-speed, high-capacity, limited access service?
  - Ability to provide the most direct access?
  - Ability to provide two-way directional movement?
  - Meets Community and Environmental Screening criteria established for SIS facilities (required for all connectors)?
- It is assumed that a single hub is associated with a single intermodal connector. However, more than one connector to a single hub can be designated if any of the following conditions are met:
  - Hub meets both freight and passenger thresholds, and freight and passenger handling facilities have discrete access points at different locations?
  - Hub has multiple terminals or terminal areas with discrete access points?
  - Existing interregional flows of people or goods are divided significantly among more than one mode or more than one major geographic flow?
  - Separating passenger and freight connections improves overall mobility to/from the hub?
  - Allowing multiple options provides needed redundancy and resiliency?

The 2010 SIS Strategic Plan also called for refinement of criteria to allow for designation of hub-to-hub connectors. New criteria and thresholds have been added to designate two types of hub-to-hub connectors:

- Intermodal freight drayage routes for public roads primarily used for moving freight over short distances between two SIS hubs, such as between a deep-water seaport and an intermodal freight rail terminal.

- Intermodal passenger transfer facilities for hub-to-hub transit corridors and other fixed guideway facilities directly connecting two SIS hubs, such as a passenger connector between a commercial service airport and a major cruise passenger port of origin.

Table 3 describes the new criteria and thresholds for hub-to-hub connectors.

Table 3. SIS Criteria for Hub-to-Hub Connectors

Intermodal freight drayage route
• Route provides direct connection from one SIS hub to another SIS hub?
• Route's primary purpose is to move freight from one SIS hub to another SIS hub via public access facilities?
Intermodal passenger transfer facility:
• Route provides exclusive-use service with no intermediate stops?
• Majority of trips on route are for interregional or interstate passengers?

New criteria and thresholds were created for military access facilities adopted on January 29, 2010. The purpose of these connectors is to designate transportation facilities linking SIS corridors to the state's strategic military installations. The criteria and thresholds for these connectors were developed as part of the 2010 SIS Strategic Plan. Table 4 describes the new criteria and thresholds for connectors linking military installations to SIS corridors.

Table 4. SIS Adopted Criteria and Thresholds for Military Installation-to-Corridor Connectors (Military Access Facilities)

Provides military installations with access to the Strategic Intermodal System
AND
Criteria (must meet one of the following):
• Designate as "Military Access Facilities" Strategic Highway Network (STRAHNET) roads and Strategic Rail Corridor Network (STRACNET) rail lines serving main entrance(s) of U.S. Department of Defense military installations with at least 0.25% of total U.S. military and civilian personnel.
• Designate as "Military Access Facilities" Strategic Highway Network (STRAHNET) roads and Strategic Rail Corridor Network (STRACNET) rail lines serving main entrance(s) of military installations designated as the Governor's Continuity of Government site(s).

Implementation Guidance for Revised and New Criteria and Thresholds

Hub-to-Corridor Connectors

Based on input from partners and FDOT's review of hub-to-corridor connectors in the 2007 SIS Data and Designation Review, the 2010 SIS Strategic Plan called for revisions to hub-to-corridor connector criteria to provide more flexibility in designation. The following guidance is provided in applying the revised criteria:

- SIS hubs generally are connected to the nearest SIS corridor, while Emerging SIS hubs are connected to the nearest SIS or Emerging SIS corridor. To ensure the strategic nature of the connector, this connection should be to the corridor which will best facilitate interregional, interstate, or international trips. For example, if the nearest corridor is an arterial and the second closest corridor is a limited access highway, the connector to the limited access highway may be preferable.

- Of the multiple potential access routes for each hub, potential connectors are evaluated based on their ability to meet the five factors below.

    - Ability to accommodate significant flows of interregional, interstate, or international trips to/from a hub?
    - Ability to provide high-speed, high-capacity, limited access service?
    - Ability to provide the most direct access?
    - Ability to provide two-way directional movement?
    - Meets Community and Environmental Screening criteria established for SIS facilities?

  A connector's ability to provide significant flows of interregional, interstate, or international trips reflects its strategic role. The connector's ability to provide high-speed, high-capacity, limited access service reflects the desired operating conditions for most SIS connectors. The directness of the connection (e.g., a single road compared to multiple streets with multiple turns) and the ability to provide two-way directional movement reflects the desire to facilitate flows for long distance trips. These four conditions are desirable and are considered in the designation process, but to provide flexibility in addressing varying functions of specific hubs and in recognition of the unique constraints faced by some connectors, a connector is not required to meet all four factors. Input from FDOT District staff and local officials will be critical in evaluating potential alternatives. The only required factor is the ability to meet the community and environment screening criteria.

- The revised criteria continue to assume one intermodal connector is designated per SIS hub. However, more than one connector may be appropriate in some cases to reflect the functions and constraints of specific hubs and surrounding areas. The five conditions below have been identified for the purpose of allowing more than one connector to be designated at a specific hub if warranted. The application of these conditions is used to provide the greatest flexibility for moving people and freight when determining the most strategic connector or connectors for a specific hub.

- Hub meets both freight and passenger thresholds, and freight and passenger handling facilities have discrete access points at different locations?
- Hub has multiple terminals or terminal areas with discrete access points?
- Existing interregional flows of people or goods are divided significantly among more than one mode or more than one major geographic flow?
- Separating passenger and freight connections improves overall mobility to and from the hub?
- Allowing multiple options provides needed redundancy and resiliency?

Hub-to-Hub Connectors

Examples of transportation facilities providing connectivity for freight or passengers between two SIS hubs include intermodal freight drayage routes and intermodal passenger transfer facilities.

Intermodal freight drayage routes.

For the purposes of the SIS, intermodal freight drayage routes are defined as routes which handle freight movement from pick up to drop off directly between two SIS hubs. Drayage routes are roadways and typically do not include rail lines or waterways. The majority of drayage routes eligible for designation connect a SIS seaport with a SIS rail terminal. For example, the intermodal rail transfer facilities at certain seaports are located outside the property boundaries of the port. Trucks make short trips along a combination of roadways to shuttle containers or bulk cargo between the seaport and the rail transfer facility. The primary function of these routes is to facilitate transfers of freight from the SIS seaport to the SIS rail corridor via the rail terminal, which is consistent with the principles for designating SIS connectors. Other potential pick up and drop off drayage route combinations might include seaport to seaport; seaport to spaceport; spaceport to rail; airport to airport; or airport to spaceport. There is no accepted industry standard or national standard to help determine which of these facilities would be of strategic importance. The following guidance is provided in applying the above criteria:

- Intermodal freight drayage routes providing a direct connection from one SIS hub to another SIS hub will be considered for designation as a hub-to-hub connector. This direct connection ensures the connector functions as a strategic component of the system preventing gaps in the supply chain in the movement of goods between regions, states, or nations.

- The primary purpose of the intermodal freight drayage route being considered for designation must be to move freight from one SIS hub to another SIS hub thereby providing a more direct and efficient mean of connecting the hub to the transfer point. Determination of the primary purpose will be accomplished through input provided by modal partners pertaining to activity moving along the connector. The route should be via public access facilities, consistent with the principles for designation of other connectors (e.g. a route on seaport property between a water terminal and rail transfer facility would not quality). FDOT district review and analysis also will be conducted to corroborate the modal partner's data.

Intermodal passenger transfer facilities

These facilities allow passengers to directly transfer between one or more designated SIS hubs and are designed primarily to carry passengers between the hubs. The planned MIA Mover between the Miami International Airport and the Miami Intermodal Center and the proposed "Airport-Seaport Connector" that would provide high-speed transit between Fort Lauderdale-Hollywood International Airport and the

cruise facilities at Port Everglades are two examples of these exclusive-use hub-to-hub systems. There is no accepted industry or national standard to help determine which of these facilities would be of strategic importance. The following guidance is provided in applying the above criteria:

- Intermodal passenger transfer facilities providing exclusive use service with no intermediate stops will be considered for designation as a hub-to-hub connector. The requirement for exclusive use, direct service ensures the purpose of the connection is to move passengers from one SIS hub to another SIS hub. It also distinguishes this connection from traditional local bus or commuter rail service, or from highway routes carrying shuttles between two facilities.

- The majority of trips on the route being considered for designation must be for interregional or interstate passengers. This requirement is intended to designate facilities consistent with the overall purpose of the SIS, rather than those primarily used to facilitate employee access to the SIS hub. Data from the service provided will be collected to determine if the majority of the trips are interregional or interstate in nature. FDOT district review and analysis also will be conducted to corroborate the data supplied by the service provider.

Military Installation-to-Corridor Connectors (Military Access Facilities)

The 2010 SIS Strategic Plan called for criteria for designating transportation facilities linking SIS corridors to the state's strategic military installations. The 2005 Plan acknowledged the role of the military installations and their transportation impacts. However the 2005 Plan did not designate military installations as part of the SIS because they do not primarily serve as transportation hubs. The roads and rail serving the military bases were not explicitly designated as SIS corridors or connectors, although some of these facilities were designated for meeting other criteria.

The military access facility is distinct from other SIS connectors because they serve military installations without the installations themselves being designated as SIS hubs. The following guidance is provided in applying the criteria:

- The criteria designate federal Strategic Highway Network (STRANET) and/or the Strategic Rail Corridor Network (STRACNET) corridors. The STRANET is a network of highways identified by the U.S. Department of Defense to provide defense access, continuity, and emergency capabilities for defense purposes. The STRACNET is an interconnected and continuous rail line network, also identified by the U.S. Department of Defense, serving over 170 defense installations in the United States.

- The criteria consider the total military and civilian personnel at each installation, which is indicative of the mobility needs for the installations. The criteria designate STRAHNET or STRACNET facilities serving military installations with at least 0.25 percent of total U.S. military and civilian personnel. This threshold is similar to the threshold used for other modes when compared to national totals.

- The criteria also consider whether the installation serves as a Governor's Continuity of Government site. This allows FDOT to consider additional characteristics which might cause an installation to be of statewide significance, such as the emergency operations role played by Camp Blanding.

The application of the new military access facility criteria result in 14 of Florida's 23 military installations eligible for designation. While many of these eligible installations are already on the SIS or within close

proximity, approximately 80 miles of highway and 10 miles of rail corridors would be added with the designation of the connectors to these installations. Formal designation would occur upon application by the applicable District office.