# Florida's Strategic Intermodal System

# HANDBOOK 2016

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# SIS Handbook Internet Location

www.dot.state.fl.us/planning/systems/documents/brochures

# Introduction

The Florida Department of Transportation (FDOT) is the agency responsible for the designation, implementation, and management of the Strategic Intermodal System (SIS). The SIS is an intermodal network of transportation facilities that seamlessly flows from one mode to the next with the goal of providing the highest degree of mobility for people and goods traveling throughout Florida. The SIS is an integral piece of Florida's goal to enhance economic competitiveness and quality of life for its citizens and visitors.

The FDOT has determined the need for this SIS Handbook to provide a cursory overview of the many topics that affect SIS planning, designation, and implementation. This handbook provides the user with information for many SIS related topics and provides links that will allow the user to find more detailed information on the subject. This handbook is intended to serve as a valuable resource for the FDOT staff by consolidating information related to the SIS into a single reference document. While primarily intended for the FDOT staff use, the SIS Handbook is also available to other transportation professionals seeking information about the SIS.

The subjects covered in this document were compiled in coordination with FDOT District Offices. The SIS Handbook includes key information on SIS history, existing facilities, policy guidance, Work Program coordination, planning and prioritization, functions of related FDOT offices, and SIS contact information. The handbook contents were determined through a series of meetings with the FDOT Central Office staff and subsequent coordination with the FDOT District SIS coordinators to ensure the handbook includes the most accurate and relevant information available for each topic area. For the FDOT Central Office and District Office SIS personnel contact information, please refer to Section 7 of this handbook.

# Section 1: Strategic Intermodal System Background

## Strategic Intermodal System Background and Overview

In 2003, the Florida Legislature and Governor established the Strategic Intermodal System (SIS) to enhance Florida's transportation mobility and economic competitiveness. The SIS is a statewide network of high-priority transportation facilities, including Florida's largest and most significant airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, highways, military access facilities, intermodal logistics centers, and fixed guideway transit corridors. These facilities represent the state's primary means for moving people and freight between Florida's diverse regions, as well as, between Florida and other states and nations.

SIS facilities are designated through the use of objective criteria and thresholds based on quantitative measures of transportation and economic activity. These facilities meet high levels of people and goods movement and generally support major flows of interregional, interstate, and international travel and commerce. Facilities that do not yet meet the established criteria and thresholds for SIS designation, but are expected to in the future, are referred to as Emerging SIS. These facilities experience lower levels of people and goods movement but demonstrate strong potential for future growth and development.

The designated SIS and Emerging SIS includes 19 airports, two spaceports, 11 deepwater seaports, over 2,300 miles of rail corridors, over 2,200 miles of waterways, 34 passenger terminals, seven rail freight terminals, and over 4,600 miles of highways.

## Strategies to Ensure the Success of the SIS

Florida's investment in an intermodal transportation system will improve economic competitiveness, provide infrastructure improvements, and ensure sound stewardship of the environment for Floridians and our guests. For example, FDOT studies indicate that every dollar invested in Florida's transportation system generates approximately five dollars of user and economic benefits statewide.

Florida's SIS was established to enhance the state's economic competiveness through strategic investment of the limited resources available. Transportation facilities designated as SIS are FDOT's highest priority and serve as critical links between the state's major urban centers. Specific strategies for improving the SIS include:

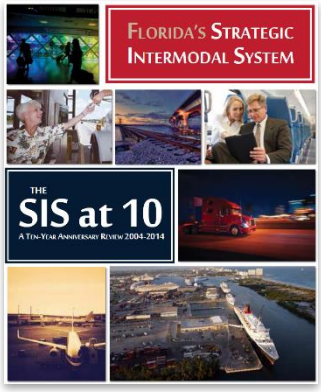
- Continuing the substantial investment in SIS capacity projects on all modes to promote trade and tourism;
- Strengthening the linkage between transportation and economic development;

- Strengthening the linkage between transportation and land use planning;
- Providing a safer and more secure transportation system for residents, businesses, and visitors;
- Ensuring adequate and cost-efficient maintenance and preservation of SIS transportation facilities;
- Assisting Rural Areas of Opportunity (RAO) in developing transportation plans which provide connectivity;
- Ensuring that the SIS protects or improves community livability and environmental quality;
- Strengthening the linkage between transportation and freight movement.

# Accomplishments of the SIS

## Investing in Florida's Future

The Investing in Florida's Future (IIFF) brochure was published in September 2012. The IIFF brochure contains descriptions, photos, and status updates for both SIS highway and SIS modal projects within each District. The brochure highlights a few of the many projects financed by the FDOT since the SIS began in 2003.




## The SIS at 10

This 10-year anniversary document, The SIS at 10, was published in December 2014. It contains a program timeline, quotes, project descriptions, photos, and facts on each of the SIS modes highlighting the accomplishments of the investments made during the past decade.

# Section 2: Strategic Intermodal System Policy

## Strategic Intermodal System in Florida Law

Four main Sections of the Florida Statutes (F.S.) define the FDOT's responsibility for the SIS. Section 339.61 relates to the creation of the SIS. The SIS was determined necessary due to the "increasing demands continuing to be placed on the state's transportation system by a fast-growing economy, continued population growth, and projected increases in freight movement, international trade, and tourism." The "designation of a strategic intermodal system, composed of facilities and services of statewide and interregional significance, will efficiently serve the mobility needs of Florida's citizens, businesses, and visitors and will help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship." The funds for SIS projects come from an allocation of the State Transportation Trust Fund, and additional sources.

Section 339.62 defines the system components. Those components include:

- Highway corridors established under s. 339.65;
- The National Highway System;
- Airport, seaport, and spaceport facilities;
- Rail lines and rail facilities;
- Selected intermodal facilities; passenger and freight terminals; and appropriate components…that serve as existing or planned connectors between components;
- Other existing or planned corridors that serve a statewide or interregional purpose.

Section 339.63 discusses the facilities to be designated. This section of the Florida Statutes defined the five components of the SIS discussed in Section 3 of this handbook: hubs, corridors, connectors, military access facilities, and "facilities that significantly improve the state's competitive position to compete for the movement of additional goods into and through this state." Any planned intermodal logistics center that requests designation and meets the definition in s. 311.101 may be added to the SIS under this last component.

Section 339.64 requires FDOT in coordination with metropolitan planning organizations (mpo), regional planning councils, local governments, and other transportation providers, to develop a Strategic Plan. The plan shall be consistent with the Florida Transportation Plan (FTP) developed pursuant to s. 339.155 and shall be updated at least once every five years, subsequent to updates of the FTP.

These statutes were not written and enacted all at once; it has taken time to create the SIS as it is today. Legislation passed over the course of the last decade has given FDOT the authority to designate facilities and services based on a set of criteria and thresholds. Key milestones that created the Florida Statutes discussed previously include:

- 2003 legislation established the SIS and authorized the designation of the initial facilities and services included in the system, incorporating the criteria and thresholds developed by the 41 member SIS Steering Committee. See sections 46-49, Ch. 2003-286, Laws of Florida;

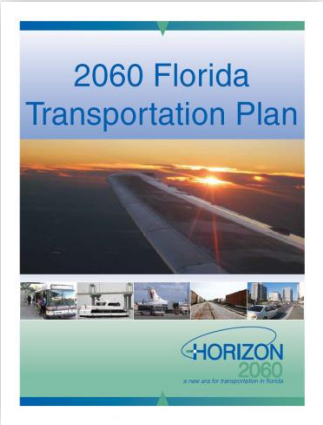
- 2004 legislation provided the framework for funding future SIS improvements. This legislation identified the SIS as the state's highest priority for transportation capacity, identified initial funding sources, and made all SIS facilities eligible for state funding, regardless of ownership. See sections 4, 8, 9, 11, and 12, Ch. 2004-366, Laws of Florida;

- 2005 legislation authorized additional funding for SIS projects supporting growth management goals and directed FDOT to evaluate the connectivity between the SIS and military facilities and the impact of SIS investments on military facilities. See section 7, Ch. 2005-281 and section 26, Ch. 2005-290, Laws of Florida;

- 2007 legislation clarified SIS designation criteria and updated processes, expanded the potential role of public-private partnerships in advancing SIS projects, and added a new category of criteria for general aviation airports serving as relievers to SIS airports. See section 45, Ch. 2007-196, Laws of Florida.

- 2012 legislation repealed the definition of "Florida Intrastate Highway System," amended the definition of "State Highway System," increased the dollar thresholds which trigger gubernatorial and legislative notification of amendments to FDOT's Work Program, included military access facilities and intermodal logistics centers (ILCs) to the types of facilities included in the SIS. See sections 57-60, Ch. 2012-174, Laws of Florida and section 7, Ch. 2012-128, Laws of Florida.

# Florida Transportation Plan (FTP)



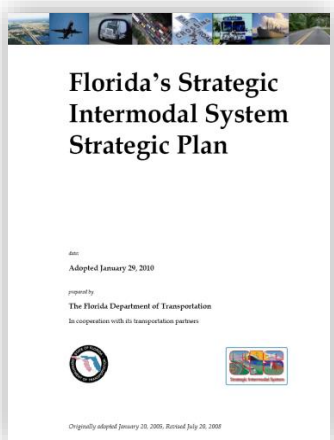

The Florida Transportation Plan (FTP) defines Florida's future transportation vision and identifies goals, objectives, and strategies to guide transportation decisions over the next 50 years. The FDOT updates this plan every five years through a statewide partner and public outreach. The FTP will be achieved through specific actions by government, private, and civic partners at the state, regional, and local levels. State law requires the FDOT to develop and annually update a statewide transportation plan, as well as implement its responsibilities under the FTP, and to use the FTP as a framework to guide its investment decisions. The latest FTP identifies long-range goals that will steer Florida's transportation policy decisions both on and off of the SIS. Three of the goals place greater focus on how transportation supports Florida's quality of life and future prosperity and three goals focus on the performance of the transportation system itself:

**Quality of Life**
- Economic Competitiveness
- Livable Communities
- Environmental Stewardship

**Performance**
- Safety and Security
- Maintenance and Operations
- Mobility and Connectivity

The FDOT Policy Planning, Systems Planning, Statistics, and Environmental Management offices use these goals to set appropriate SIS policies, select projects, measure performance, and execute project development.

# Strategic Intermodal System Strategic Plan




FDOT is required by Florida Statute to produce a Strategic Intermodal System (SIS) Strategic Plan consistent with the Florida Transportation Plan at least once every five years. While the FTP addresses the whole of the state's transportation system, regardless of ownership, the SIS Strategic Plan addresses only SIS designated facilities. As the SIS represents only the most strategic facilities, they make up a small percentage of all facilities in the state. The SIS Strategic Plan takes the goals of the FTP and applies them to the SIS. It sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding.

The SIS Strategic Plan strengthens strategies for improving mobility, increasing intermodal connectivity, and supporting economic development. This plan sets the stage for the SIS to be more strategic and more intermodal, and will include more partnerships.

# SIS Designation Criteria and Change Requests

As discussed previously, Section 339.63, F.S. lists the facilities to be designated as part of the SIS. The Legislature intended that the SIS include only the transportation facilities that meet a strategic and essential state interest. By limiting the system to only those facilities that are most critical, improvement projects should have a greater impact statewide.

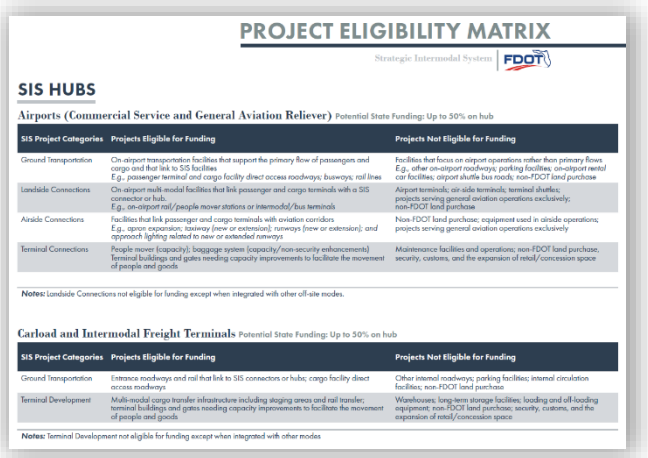
The initial SIS included all facilities that met the criteria recommended by the SIS Steering Committee. They also recommended the criteria be reviewed annually. The SIS Systemwide Data and Designation Review was the second published statewide review of SIS data and designations since the SIS was created. Facilities with SIS funds programmed in the Department's Work Program are reviewed annually to ensure required designation has been accomplished.

All Designation Change Requests (DCR) are processed through the Enterprise Strategic Intermodal System (eSIS). Please see the section on eSIS, page 14, for further information.

# Strategic Intermodal System Project Eligibility

Section 339.61, F.S. requires money from the State Transportation Trust Fund be set aside for SIS projects. This is one of a number of sources for SIS projects. However, in the realm of costly transportation infrastructure, there are not nearly enough resources to address all needs. Initial Department investments go toward preservation, maintenance, and safety. Any remaining funds are used for capacity. Therefore only critical facilities are to be designated as SIS. In addition, only certain types of projects are eligible for SIS funding. Many of the restrictions on SIS funding are related to the definition of a capacity project.

The SIS Funding Eligibility Guidance Document (Eligibility Matrix) includes a list of the types of projects that can and cannot use SIS funding. The tables are separated by modal component and provide project examples. The Eligibility Matrix is a guideline and is updated as needed.



PROJECT ELIGIBILITY MATRIX

Strategic Intermodal System | FDOT

SIS HUBS

Airports (Commercial Service and General Aviation Reliever) Potential State Funding: Up to 50% on hub

| SIS Project Categories | Projects Eligible for Funding | Projects Not Eligible for Funding |
|---|---|---|
| Ground Transportation | On-airport transportation facilities that support the primary flow of passengers and cargo and that link to SIS facilities<br>*E.g., passenger terminal and cargo facility direct access roadways; busways; rail lines* | Facilities that focus on airport operations rather than primary flows<br>*E.g., other on-airport roadways; parking facilities; on-airport rental car facilities; airport shuttle bus roads; non-FDOT land purchase* |
| Landside Connections | On-airport multi-modal facilities that link passenger and cargo terminals with a SIS connector or hub.<br>*E.g., on-airport rail/people mover stations or intermodal/bus terminals* | Airport terminals; air-side terminals; terminal shuttles; projects serving general aviation operations exclusively; non-FDOT land purchase |
| Airside Connections | Facilities that link passenger and cargo terminals with aviation corridors<br>*E.g., apron expansion; taxiway (new or extension); runways (new or extension); and approach lighting related to new or extended runways* | Non-FDOT land purchase; equipment used in airside operations; projects serving general aviation operations exclusively |
| Terminal Connections | People mover (capacity); baggage system (capacity/non-security enhancements) Terminal buildings and gates needing capacity improvements to facilitate the movement of people and goods | Maintenance facilities and operations; non-FDOT land purchase, security, customs, and the expansion of retail/concession space |

**Notes:** Landside Connections not eligible for funding except when integrated with other off-site modes.

Carload and Intermodal Freight Terminals Potential State Funding: Up to 50% on hub

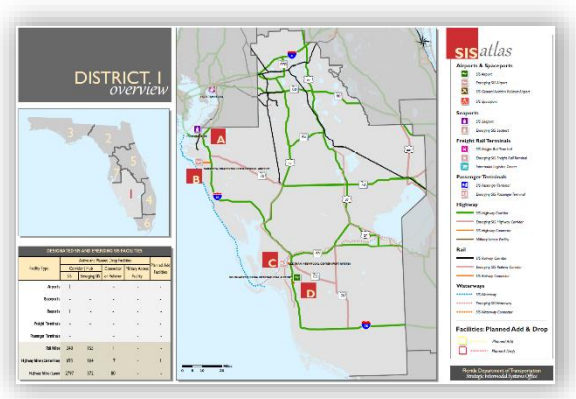
| SIS Project Categories | Projects Eligible for Funding | Projects Not Eligible for Funding |
|---|---|---|
| Ground Transportation | Entrance roadways and rail that link to SIS connectors or hubs; cargo facility direct access roadways | Other internal roadways; parking facilities; internal circulation facilities; non-FDOT land purchase |
| Terminal Development | Multi-modal cargo transfer infrastructure including staging areas and rail transfer; terminal buildings and gates needing capacity improvements to facilitate the movement of people and goods | Warehouses; long-term storage facilities; loading and off-loading equipment; non-FDOT land purchase; security, customs, and the expansion of retail/concession space |

**Notes:** Terminal Development not eligible for funding except when integrated with other modes

# Section 3: Strategic Intermodal System Facilities

## Strategic Intermodal System Map

The current designated Strategic Intermodal System (SIS) includes the state's largest and most significant commercial service airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, fixed guideway transit corridors, and highways. These facilities are all shown on the Statewide Map.




## Strategic Intermodal System Atlas

The SIS Atlas provides maps, lists, and facility summary data on the SIS. It also includes SIS Highway Connector route descriptions, SIS Designation Criteria, and summaries by individual mode and by the FDOT district. Refer to the SIS Atlas for the most up to date listing of SIS facilities.

## Strategic Intermodal System Facilities

The SIS includes facilities and services of statewide or interregional significance. Objective criteria and thresholds were established based on recommendations by the SIS Steering Committee to designate the system. The criteria and thresholds are adjusted as needed.

Two tiers of facilities are collectively known as "The SIS":

- SIS facilities meeting high levels of people and goods movement, generally supporting major flows of interregional, interstate, and international trips;
- Emerging SIS facilities meeting lower levels of people and goods movement, generally serving small but fast growing economic regions and Rural Areas of Critical Economic Concern, and indicating their potential for future growth.

### SIS Hubs

SIS Hubs represent SIS designated ports and terminals. This includes airports, seaports, passenger terminals, spaceports, and intermodal freight rail terminals.

## SIS Corridors

Corridors are the highway, railroad, waterway, and urban fixed guideway facilities that connect major origin destination markets.

## SIS Connectors

Connectors are the highways, railroads, or waterways that connect the SIS Hubs to the SIS Corridors.

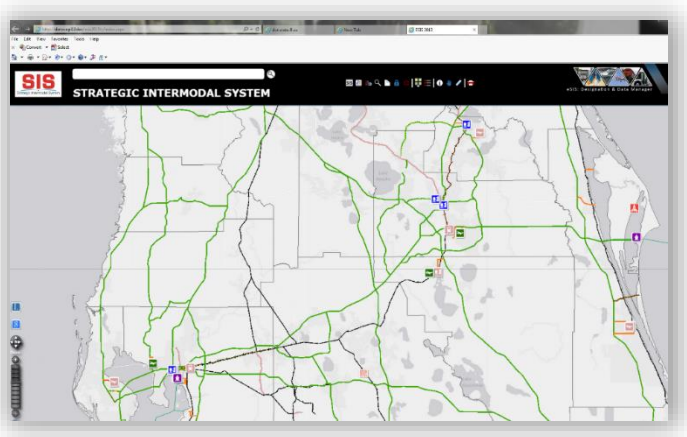
## SIS Military Access Facilities

Military Access Facilities (MAFs) are the connectors specifically between SIS Corridors and the state's strategic military installations. These are based on criteria recommended by the SIS 2010 Leadership Committee. MAFs are considered SIS; however, the military installation is not designated on the system.

## SIS Intermodal Logistics Centers

Intermodal Logistic Centers (ILC) were created as a type of SIS facility to aid in the shipment of goods. An identified facility must be physically separated from a seaport, marine terminal, or commercial airport and serve as a point of intermodal transfer of freight. It must carry out activities relating to transport, logistics, goods distribution, consolidation, or value-added activities. ILCs are included under "Other existing or planned corridors that serve a statewide or interregional purpose" in s. 339.62.

# Enterprise Strategic Intermodal System (eSIS)



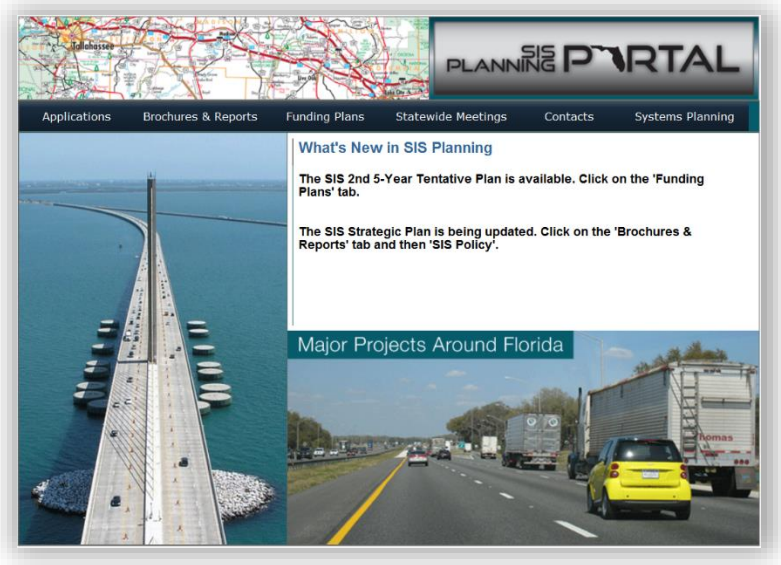

The Enterprise Strategic Intermodal System (eSIS) designation and data manager is an interactive database and mapping system capable of showing both SIS facility attributes, geographic location, and conduct SIS designation change requests (DCRs). In order for a facility to be eligible to receive SIS funds, it must be designated as SIS. The FDOT Districts would need to perform a DCR for a new facility or service, prepare for a planned facility or service (not yet operational), or to update data for an existing facility or service.

# ArcGIS Online

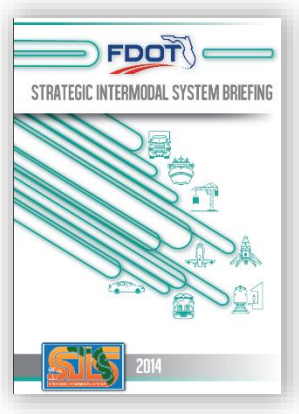
The SPO has developed an online mapping tool, ArcGIS Online, to overlay multiple data sources and SIS plans in ready to view maps.

# SIS Planning Portal

The SIS Planning Portal is an internal FDOT Systems Planning Office (SPO) Website intended to be a gateway for all SPO and SIS files and applications. The menu bar across the top of the page includes 'Applications' menu with links to numerous tools both maintained by SPO and by other offices in FDOT. The 'Brochures and Reports' menu links to SIS policy and SIS project implementation brochures and reports, which many are discussed further in this handbook. The 'Funding Plans' menu link to publicly available adopted and approved SIS funding plans, and also to the non-public tentative and technical plans. The 'Statewide Meetings' menu links to a list of recent and upcoming meetings and the corresponding presentations given at those meetings. The 'Contacts' menu link provides lists of names for SIS and SPO staff. The last menu link, 'Systems Planning', provides a switch to the sister SPO section of Systems Management, as well as, the Transportation Modeling section in Statistics. The main page also maintains a link to the FDOT 'Major Projects' list, which in turn links to specific project Webpages.



# Section 4: Strategic Intermodal System Planning, Prioritization, and Project Selection




The FDOT SPO has the responsibility for the production and maintenance of the SIS capacity plans, known collectively as the SIS Funding Strategy. Included in the SIS Funding Strategy is the SIS Work Program (1st Five-Year Plan), SIS 2nd Five-Year Plan, SIS Cost Feasible Plan, and the SIS Multimodal Unfunded Needs Plan. The combination of the 1st Five-Year and 2nd Five-Year Plans may also be referred to as the SIS 10-Year Plan. The SPO has produced a variety of graphics to assist with the understanding of how SIS capacity projects are prioritized and selected including a SIS Briefing pamphlet.

## SIS Highway Strategic Investment Tool (SIT)

The SIT is an interactive tool used by the FDOT in the project prioritization and selection process for SIS highway capacity projects. The SIT allows users to calculate and report performance measures relating to each of the six goals of the 2060 FTP.

The 2060 FTP goals which direct the SIT include:

- Economic Competitiveness;
- Quality of Life;
- Quality Places;
- Safety and Security;
- Maintenance and Operations;
- Mobility and Connectivity.

### SIT Components

The SIT includes three main components: System Viewer, Analyzer, and Reporter. Each component was developed to provide specific functions and operate through an online network interface. The centralized database and network interface gives the FDOT Central Office the ability to keep data and information in the SIT up-to-date and permits the FDOT staff, located throughout the state, access to the same data with the most recent updates. The three components that make up the SIT are:

System Viewer:

- Provides the user the ability to observe and identify background data on all SIS highway segments statewide;
- Provides users with SIS projects included in the existing Work Program, 2nd Five-Year Plan, Cost Feasible Plan, and Unfunded Needs Plan;
- Includes the SIT Document Library, which allows users to view and download historical studies and reports for SIS highways;

Analyzer:

- Different measures are used to evaluate and score projects with respect to the FTP goals/SIS objectives;
- Calculates scores for each project by both individual measures and overall FTP goal/SIS objectives;

Reporter:

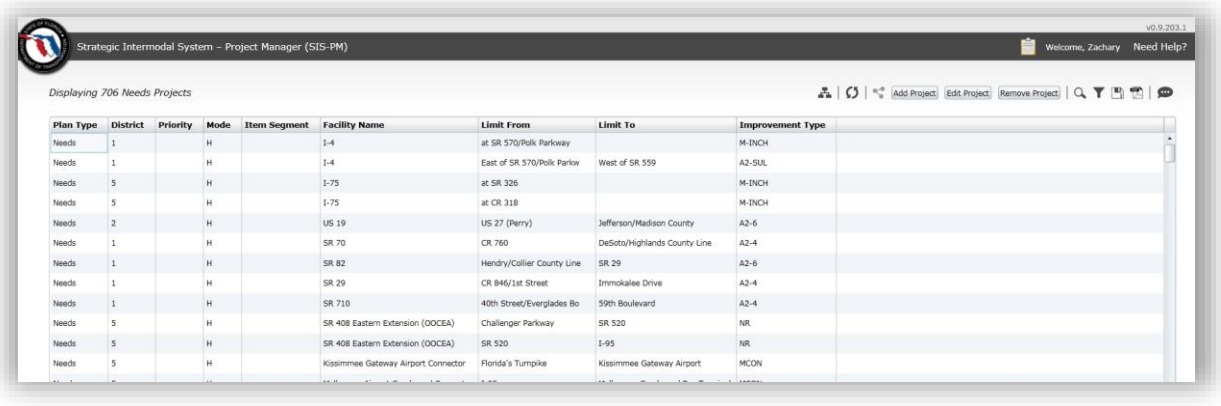
- Provides the user with SIT Analyzer results displayed in various tabular formats for each scenario or grouping of proposed projects;
- The Measure Mapper application provides the user with a graphical interface to map and view specific results of the SIT Analyzer;
- Allows the user to view various project grouping scenarios and change the FTP goal/SIS objective weighting factors instantly.

To access the SIT, please visit the applications section of the SIS Planning Portal. For an informational overview on the SIT, please read the Informational Flyer. For more in-depth information on the SIT, including specific information on SIT measures, please read the SIT Measures Handbook.

# SIS Project Manager

The SIS Project Manager (PM Tool) was designed as an interactive database of all SIS projects across all SIS Funding Strategy Plans. The first icon in the menu bar allows the user to toggle between the different SIS plans. Project details vary slightly depending on the plan that is being examined, but the information may include costs, years, limits, descriptions, and SIT scores. Projects in the CFP and Needs Plan list are editable, however projects in the 1st and 2nd Five-Year plans are tied to the Work Program FM and are not editable. There is the ability to export and print the search results as needed. The PM Tool allows for projects to be added to the CFP and Needs Plan through the 'Add Project' feature on the top of the menu bar. The 'SIS

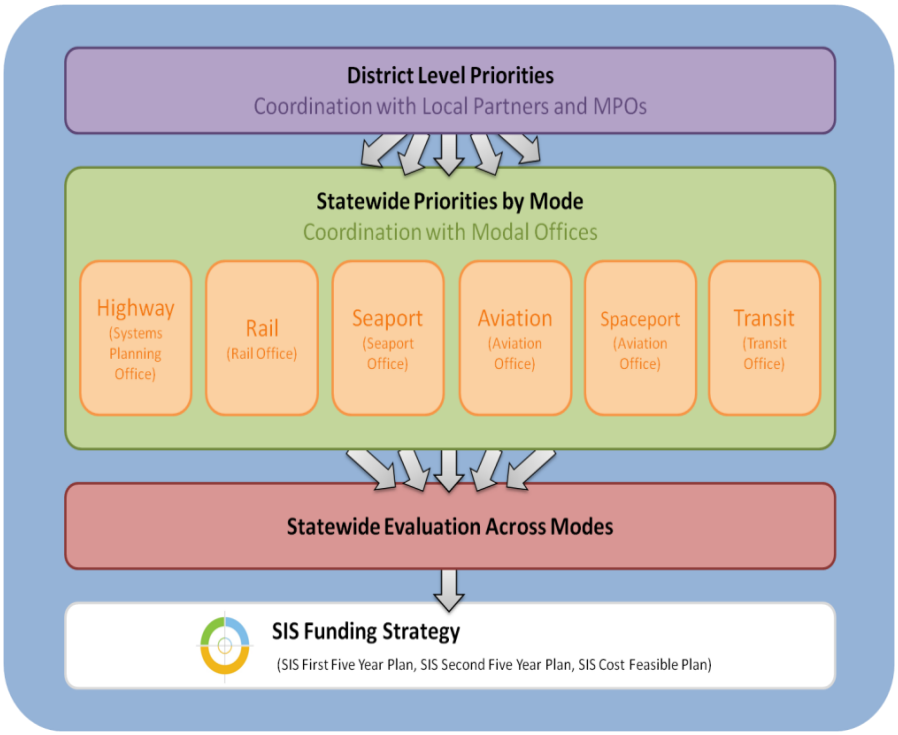
Project Application' icon at the very top allows SIS eligible projects to be submitted to the SPO for consideration in the 1st or 2nd Five-Year plans.




| Plan Type | District | Priority | Mode | Item Segment | Facility Name | Limit From | Limit To | Improvement Type |
|---|---|---|---|---|---|---|---|---|
| Needs | 1 | | H | | I-4 | at SR 570/Polk Parkway | | M-INCH |
| Needs | 1 | | H | | I-4 | East of SR 570/Polk Parkw | West of SR 559 | A2-SUL |
| Needs | 5 | | H | | I-75 | at SR 326 | | M-INCH |
| Needs | 5 | | H | | I-75 | at CR 318 | | M-INCH |
| Needs | 2 | | H | | US 19 | US 27 (Perry) | Jefferson/Madison County | A2-6 |
| Needs | 1 | | H | | SR 70 | CR 760 | DeSoto/Highlands County Line | A2-4 |
| Needs | 1 | | H | | SR 82 | Hendry/Collier County Line | SR 29 | A2-6 |
| Needs | 1 | | H | | SR 29 | CR 846/1st Street | Immokalee Drive | A2-4 |
| Needs | 1 | | H | | SR 710 | 40th Street/Everglades Bo | 59th Boulevard | A2-4 |
| Needs | 5 | | H | | SR 408 Eastern Extension (OOCEA) | Challenger Parkway | SR 520 | NR |
| Needs | 5 | | H | | SR 408 Eastern Extension (OOCEA) | SR 520 | I-95 | NR |
| Needs | 5 | | H | | Kissimmee Gateway Airport Connector | Florida's Turnpike | Kissimmee Gateway Airport | MCON |

# Systems Planning Office Prioritization Process

The FDOT process for SIS project selection considers many different factors to ensure the projects selected address the greatest state needs. The SIS prioritization begins with the FDOT Districts and Office of Freight Logistics and Passenger Operations (FLP) project priorities. The FDOT District and the FLP priorities take into account metropolitan planning organization (MPO), local government, and modal partner priorities, and serve as the basis for the statewide SIS prioritization process. Each modal office has its own process for ranking their projects and submits selected projects to the SPO for consideration to receive SIS funding. For highways, once a list of priority highway projects have been identified by the Districts and delivered to the FDOT Systems Planning Office, the projects are entered into the SIT where they are scored and ranked based on the project's ability to meet the goals of the FTP.

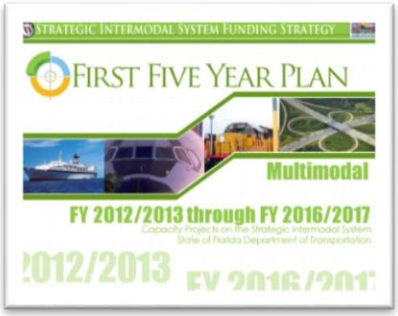


The next step is to examine statewide managed SIS fund availability, project funding stipulations, and timing of the project phases to determine when the top priority projects are feasible for funding. It should be noted that all of the above mentioned factors together constitute the existing statewide SIS project prioritization process, but more emphasis may be placed on one or more particular factors when prioritizing projects, if specific direction calls for it. For example, additional Federal National Highway (NH) funding may become available to advance projects within the Tentative Work Program; however, NH funds can only be used on highways that are on the designated National Highway System (NHS). The project prioritization process used in this scenario would place a greater emphasis on the funding stipulation factor (i.e. funds can only be used on NH eligible facilities), thereby, reducing the overall list of projects eligible for advancement to only those facilities on the NHS. Once a list of NH eligible projects is determined, the remaining prioritization factors would be applied and projects would be chosen for advancement.

## SIS Funding Strategy

The FDOT SPO produces a document set known as the SIS Funding Strategy, which includes four inter-related sequential documents that identify potential SIS projects in various stages of development. They are the Adopted and Tentative Work Program, 2nd Five-Year Plan, Cost Feasible Plan, and the Multimodal Unfunded Needs Plan. All of the projects identified within the SIS Funding Strategy (except those in the Unfunded Needs Plan) are considered financially feasible for implementation within the next 25-year period.

## SIS Adopted and Tentative Work Program (1st Five-Year Plan)




As required in Section 339.135, F.S., the FDOT maintains an Adopted Work Program, which is adopted July 1 annually for the ensuing five-year period. The Adopted Work Program or 1st Five-Year Plan is the foundation of the entire FDOT planning process, and by statute the Department cannot undertake any project prior to its inclusion in the Adopted Work Program. In order for a project to be included in the Adopted Work Program for the following five-year period, it must be programmed in the FDOT Financial Management (FM) system as part of the Tentative Work Program prior to July 1. The current year of the Adopted Work Program may be amended at any time throughout the year, with major changes requiring approval from the Executive Office of the Governor. Major changes include the deletion of a project or phase estimated to cost over $150,000, or an advance/deferral of project development and environment/preliminary engineering phase over $500,000, or right-of-way/construction phases over $1.5 million. The Adopted Work Program is a financially feasible planning document which consists of all the

FDOT projects for the current fiscal year and the following four years. It comprises a multitude of transportation projects, from routine maintenance to the construction of new roads. However, the majority of discretionary funding in the Adopted Work Program is on SIS capacity projects. The SIS 1st Five-Year Plan highlights just those capacity projects on SIS facilities.

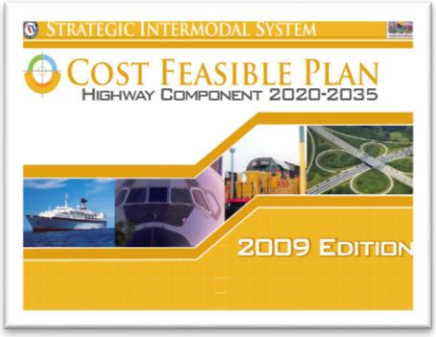
Following the annual approval of the Adopted Work Program, the FDOT begins its next planning effort through the formation of the Tentative Work Program. The Tentative Work Program is a five-year plan that is used to build the "next" Adopted Work Program. Like the Adopted Work Program, the Tentative Work Program contains SIS capacity projects for all modes. Projects included in the Tentative Work Program are entered into the FDOT FM system by the FDOT District or Central Office Work Program staff during what is called the "work program development cycle." FDOT's "work program development cycle" refers to the period of time between mid-July and mid-January, in which the FDOT financial management system is open to District staff, enabling them to build their respective Tentative Work Programs. In order to ensure that the Tentative Work Program is financially feasible and accurately represents Florida's highest priorities for SIS capacity project funding, the FDOT SPO staff continuously reviews and maps the Tentative Work Program throughout the "work program development cycle" and coordinates with the District SIS coordinators to resolve any discrepancies in the program. The Legislature also reviews and approves the Department's Tentative Work Program before it becomes adopted. See Section 5 for more details.

## SIS 2nd Five-Year Plan

The SIS 2nd Five-Year Plan comprises projects that are scheduled to be funded in the five years following the Tentative Work Program. The 2nd Five-Year Plan is developed during the FDOT "work program development cycle" in the same manner as the Tentative Work Program. Upon annual commencement of the FDOT "work program development cycle," the first year of the previous 2nd Five-Year Plan becomes the new fifth year of the Tentative Work Program and the 2nd Five-Year Plan is shifted accordingly. An "Approved" plan is published for the public consumption typically in the fall following the publication of the Adopted 1st Five-Year Plan.

## SIS Cost Feasible Plan

The FDOT SIS Cost Feasible Plan (CFP) is a long-range transportation plan that chronologically follows the 2nd Five-Year Plan. The CFP does not specify the exact year in which a project will be funded, rather it is broken into multi-year bands to which projects are assigned. The SPO conducts an update to the CFP every 3 to 5 years to move the horizon out, and also conducts an annual adjustment to account for projects moving into the 2nd Five-Year Plan. The CFP also provides long range SIS projects and revenue information to Florida's MPOs for inclusion in their Long Range Transportation Plans (LRTP).

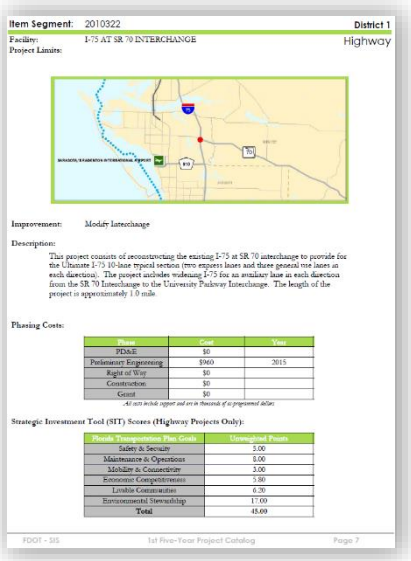


## SIS Multimodal Unfunded Needs Plan

The FDOT SIS Multimodal Unfunded Needs Plan identifies all transportation projects on the SIS regardless of cost which help meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy. This plan is typically updated every 3-5 years before undergoing a CFP update process. Projects in the SIS Multimodal Unfunded Needs Plan could move forward into the SIS Cost Feasible Plan as funds become available. A Needs Plan Executive Summary is available, as well as, a detailed plan Appendix outlining all projects in tables and maps.

## Project Catalog

The SPO has developed a book of projects detailing information on every SIS capacity project. This document known as the SIS Project Catalog, provides a map, descriptions, Work Program financial management information, and SIT scores.



Item Segment: 2010322 District 1
Facility: I-75 AT SR 70 INTERCHANGE Highway
Project Limits:

Improvement: Modify Interchange

Description:
This project consists of reconstructing the existing I-75 at SR 70 interchange to provide for the Ultimate I-75 10-lane typical section (two express lanes and three general use lanes in each direction). The project includes widening I-75 for an auxiliary lane in each direction from the SR 70 Interchange to the University Parkway Interchange. The length of the project is approximately 1.0 mile.

Phasing Costs:

| Phase | Cost | Year |
|---|---|---|
| PD&E | $0 | |
| Preliminary Engineering | $960 | 2015 |
| Right of Way | $0 | |
| Construction | $0 | |
| Grant | $0 | |

*All costs include support and are in thousands of as programmed dollars*

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

| Florida Transportation Plan Goals | Unweighted Points |
|---|---|
| Safety & Security | 5.00 |
| Maintenance & Operations | 8.00 |
| Mobility & Connectivity | 3.00 |
| Economic Competitiveness | 5.80 |
| Livable Communities | 6.20 |
| Environmental Stewardship | 17.00 |
| Total | 45.00 |

FDOT - SIS 1st Five-Year Project Catalog Page 7

# SIS Multimodal Planning

The FDOT SPO provides state managed SIS funding matches for eligible multimodal capacity projects on SIS facilities. The SIS multimodal projects are prioritized and selected through close coordination between the SPO and the individual Central Office modal offices within the Office of Freight, Logistics, and Passenger Operations (Aviation, Rail, Seaport, Spaceport, and Transit).

## Aviation

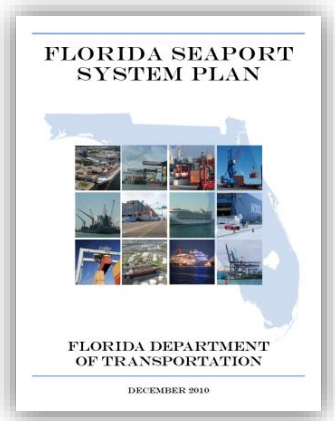
The Aviation capacity projects funded with state managed SIS funds are prioritized by the Central Office Aviation planning staff and provided to the SPO for inclusion in the SIS prioritization process. The Central Office Aviation Office provides the SPO staff with SIS aviation capacity project priorities, which are factored into the SIS project prioritization and selection process. For information on the types of aviation projects eligible for state managed SIS funding, see the SIS Eligibility Guidance Document.

## Rail

SIS rail includes both freight and passenger rail. The Central Office Rail Office provides the Systems Planning staff with SIS rail capacity project priorities, which are factored into the SIS project prioritization and selection process. Rail Office planning is based on the Rail System Plan, which includes both policy and investment elements, and reflects the input of a broad range of stakeholders. It includes not only a description of the existing rail system and projects, but also identifies and prioritizes long-range needs and discusses how to fund many of those needs. For information on the types of rail projects eligible for state managed SIS funding, see the SIS Eligibility Guidance Document.

## Seaport

The Central Office Seaport Office provides the Systems Planning staff with seaport capacity project priorities, which are factored into the SIS project prioritization and selection process. The Seaport System Plan provides specific policy guidance for development, enhancement, and preservation of Florida's seaport system. It builds on established transportation goals and objectives as laid out in the FTP and SIS policy. For information on the types of seaport projects that are eligible for state managed SIS funding, see the SIS Eligibility Guidance Document.



## Spaceport

The process for spaceport capacity projects to receive SIS state managed funding is facilitated through coordination between the FDOT SPO, the FDOT Aviation Office, and Space Florida. Projects listed in the Spaceport Master Plan are reviewed by the FDOT Aviation Office to determine if a project is eligible for SIS state managed funding. If a project is deemed eligible for SIS funding, the FDOT Aviation Office will work closely with the FDOT SPO to have the project included in the state managed SIS funding prioritization process. For information on the types of spaceport projects eligible for state managed SIS funding, see the SIS Eligibility Guidance Document.

## Transit

SIS Transit projects are identified from the FDOT corridor and master plans, as well as regional transportation plans. The Central Office Transit Office provides the SPO staff with SIS Transit capacity project priorities, which are factored into the SIS project prioritization and selection process. For information on the types of transit projects eligible for state managed SIS funding, see the SIS Eligibility Guidance Document.

# Section 5: Strategic Intermodal System and the FDOT Work Program

Section 4 discussed the Work Program as part of the SIS Funding Strategy, and this section provides more detail. The FDOT is responsible for the development and maintenance of the state's transportation system. Section 339.135, F.S., authorizes the FDOT to develop the State Transportation Five-Year Work Program (Work Program), which consists of a project specific list of transportation related improvements intended to further the Department's goals and objectives outlined in the FTP. The Work Program is developed through a collaborative effort which includes the Department's Central Office and decentralized District Offices, the Turnpike Enterprise, MPOs, and local government partners.

With such a large portion of the Work Program dedicated to funding projects to enhance the SIS, it is vital to understand how to accurately determine which portions of the Department's Work Program apply to the planning processes of the SIS and distinguish those processes from the remainder of the Work Program.

## Schedule for Work Program Development (Work Program Calendar)

The Work Program Calendar is developed and maintained by the FDOT Office of Work Program Development. The calendar is an excellent resource to keep up-to-date with the activities that will affect the Work Program. The Work Program Calendar includes meeting dates, notification of the FDOT Financial Management (FM) system closures, deadlines for the finalization of statewide programs, FM snapshot dates, and the deadline for submission of the Work Program to the Office of the Governor. The Work Program Calendar is updated on an as-needed basis throughout the year. The Work Program Calendar is not published on the Department's Website, but is available for viewing on the Office of Work Program SharePoint site (available only to users with access to the FDOT Intranet).

# Work Program Instructions

The FDOT Office of Work Program Development annually produces a document titled the Work Program Instructions. The instructions communicate funding and policy directives from the Federal government, the Executive Office of the Governor, the Legislature, and the Department's executive management. The Work Program Instructions consist of five parts with each having numerically arranged chapters.

**PART I - INTRODUCTION** – This section outlines the organizational structure of the instructions, explains the purpose of and authority by which the instructions are developed.

**PART II - GENERAL INSTRUCTIONS** – This section describes the overall process of developing, reviewing and adopting the Work Program; and provides information regarding responsibilities for review, development, and submission of the Work Program.

**PART III - PROGRAMMING GUIDELINES** – This section provides programming guidelines and references for all programs and funds in the Work Program.

> Chapter 36: Strategic Intermodal System – This section is an overview of how to program SIS projects successfully into the Work Program.

**PART IV - FEDERAL AID PROGRAM AND PROCESSES** – This section provides detail instruction for federal programs and processes including, but not limited to, instructions for discretionary programs, the surface transportation program, and TIP/STIP Amendments.

**PART V - PRODUCTION MANAGEMENT** – This section provides information as it relates to the scheduling of all projects in the Adopted Work Program.

**APPENDIX DESCRIPTIONS -** This section contains the following:

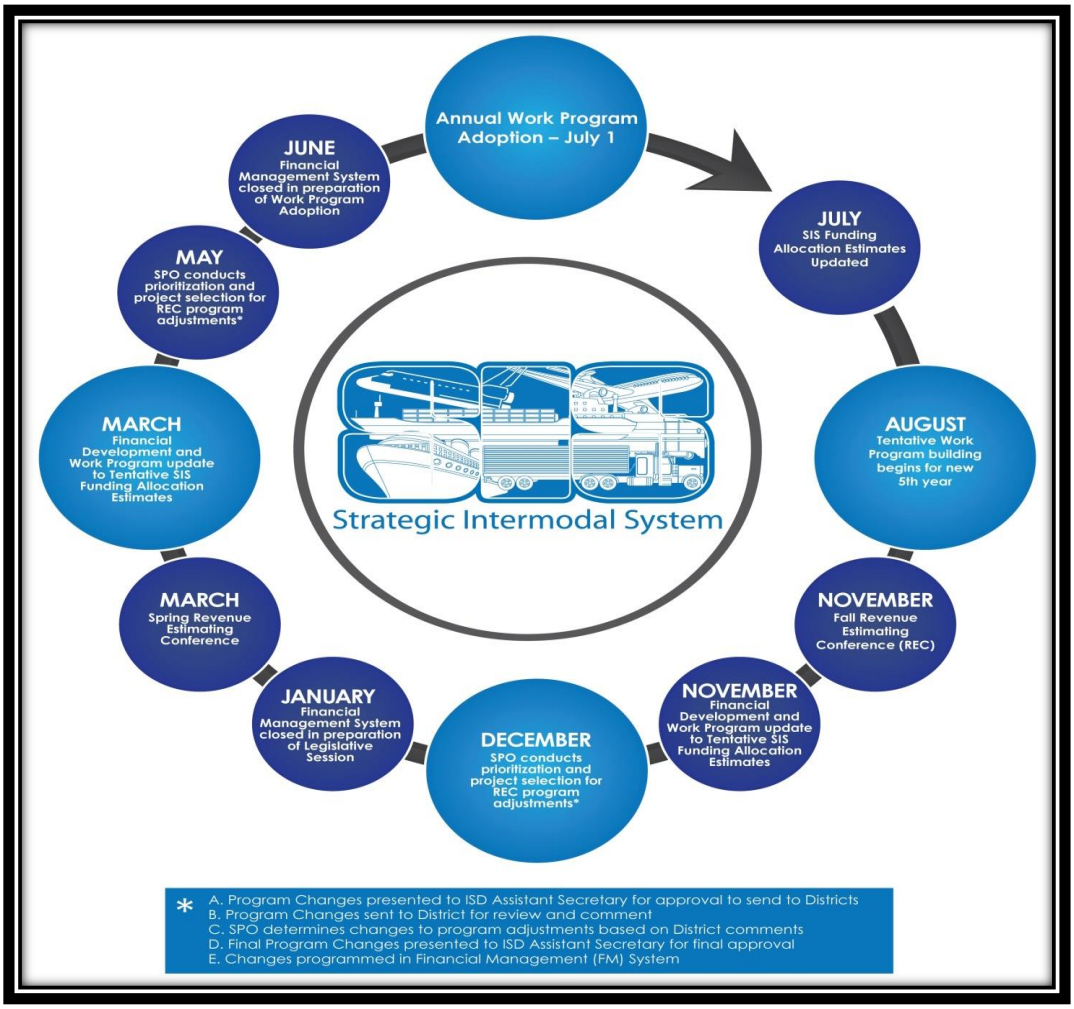
- Appendix A – Program Allocation Guide (Schedule A)
- Appendix B – Program Targets (Schedule B)
- Appendix C – District Map
- Appendix D – WPA Code Definitions
- Appendix E – Work Program Crosswalks

# Strategic Intermodal System Work Program Process Cycle

## Adopted Work Program and Tentative Work Program

Each year the Department adopts a new Five-Year Work Program. Concurrently, the Department begins developing a Tentative Work Program which will be adopted the following year. The Tentative Work Program removes the first year from the adopted Work Program and adds a new fifth year to the plan. In addition, circumstances arise throughout the year that require a modification of the Department's Tentative Work Program to more accurately align with updated forecasts in available revenue. Each fiscal year provides unique challenges making it difficult to predict the timing of the entire SIS Work Program process cycle. Notwithstanding, Figure 5.1 is intended to demonstrate the cyclical nature of the SIS Work Program process which begins and ends each fiscal year with the adoption of the Work Program.

**Figure 5.1 – SIS Work Program Annual Planning Cycle**



# SIS Work Program Exercises

Multiple times throughout the year the SPO will be required to recommend necessary changes to the SIS Tentative Work Program (1st Five) or 2nd Five-Year Plan. Figure 5.2 below represents a typical SIS Work Program Exercise process. Most often these exercises are the result of one of the following:

**Revenue Estimating Conference (REC)** – Held twice annually (spring and fall) the REC commonly causes the need for a re-shuffling of the SIS 1st Five and 2nd Five-Year Plans to align with new projections of funding availability;

**Availability of SIS Capacity Funding** – From time-to-time additional SIS capacity funding becomes available or is reduced;

> *Example* – contingency levels will rise beyond the optimum level (due to reduction in the cost of construction or other factors) – this will create a surplus of available funding causing the need to undergo a SIS Work Program exercise. If costs increase, an exercise could also be needed.

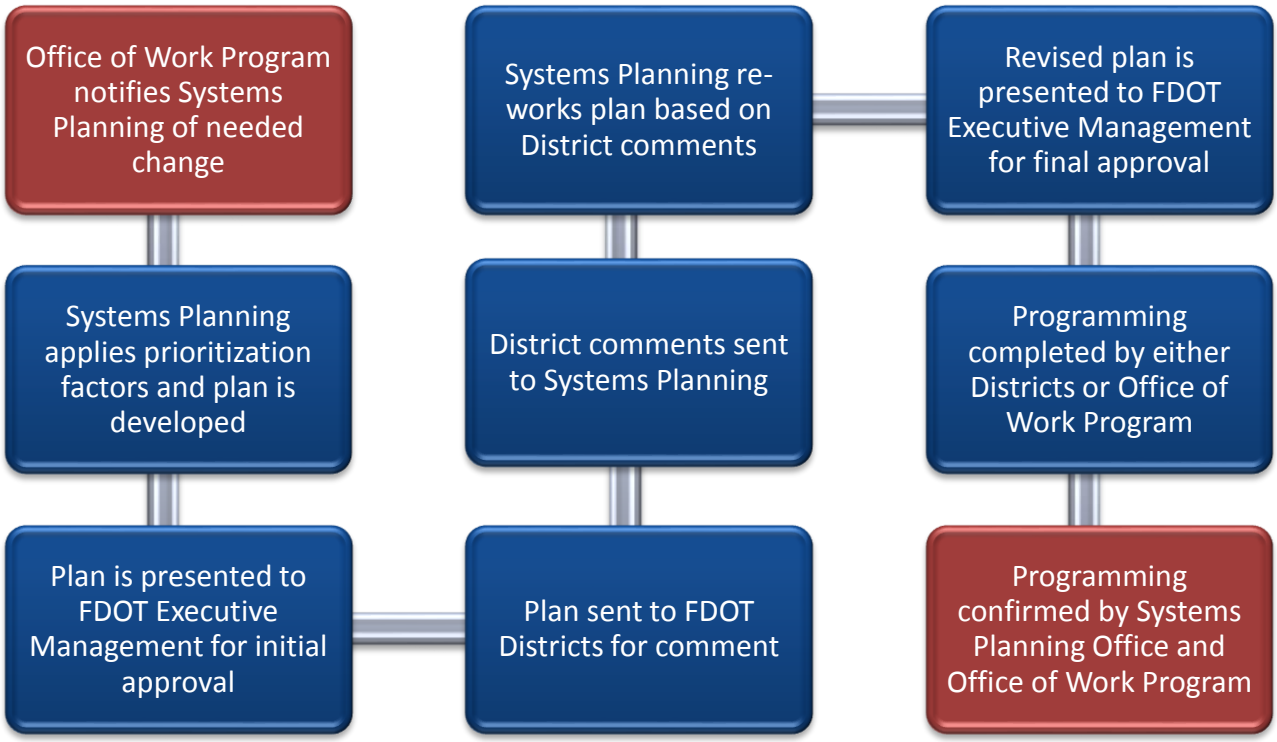
**Change in Statewide Priorities** – Shifts in policy or the economic climate may result in the need to re-evaluate priorities at the statewide level resulting in the need to re-work the SIS capacity plans;

**Annual Plan updates** – Addition of the New 5th Year (1st Five-Year Plan) or New 10th Year (2nd Five-Year Plan):

- New 5th Year - Following the July adoption of the Work Program and the beginning of a new fiscal year, it is necessary to begin building the tentative work program which includes the addition of the "New 5th year" to the 1st Five-Year Plan.

- New 10th Year – Once the projects for the New 5th year are set, work begins to backfill the 2nd Five-Year Plan, in particular the New 10th year which normally has no projects identified. This usually consists of a review of the SIS Cost Feasible Plan and coordination with the District SIS coordinators to determine the projects for the New 10th Year.

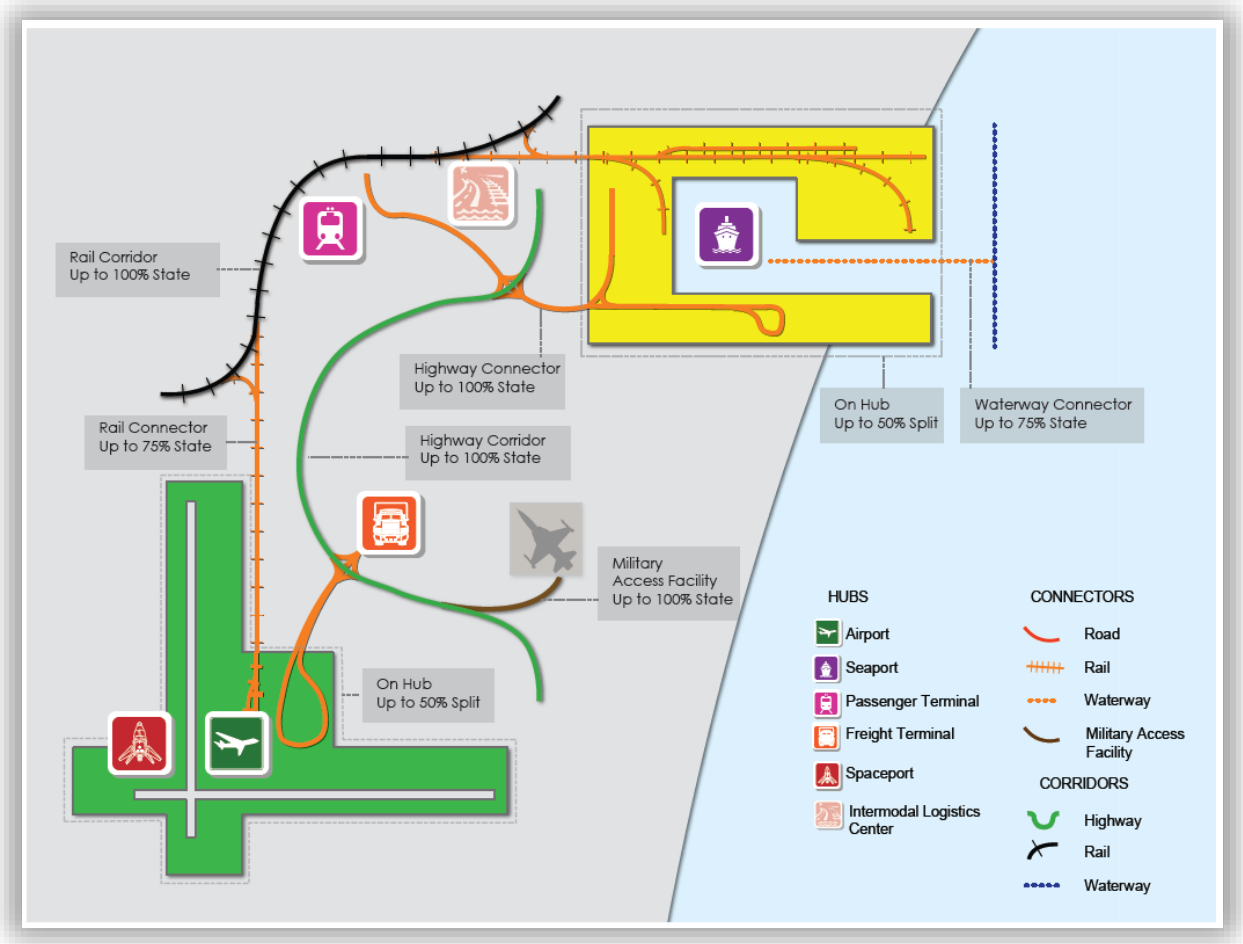
**Figure 5.2 – SIS Work Program Exercise Process**




## Strategic Intermodal System Work Program Funding

Due to the scope and costs of SIS capacity projects, multiple funding sources are often pooled together to fully fund improvements. The SPO differentiates between these multiple fund types by dividing them into three categories: statewide managed, district managed, and other/local. Depending on what type of SIS Facility is having a project being funded determines the percentage of the total that the FDOT will be able to contribute money towards. This funding determination is based on a combination of FDOT policy and Florida Statute. A reminder, a facility must first be designated SIS and a project must then be of a capacity nature. Figure 5.3, on the following page, shows the breakdown of state match percentages associated with a project location. In general, highway improvements are able to be fully funded by the FDOT. On hub improvements are eligible for up to 50% of the cost to be covered by the state, while non-highway connectors are eligible for up to 75% state funding. Figure 5.4, on page 29, provides a cursory overview of the fund types associated with each fund category.

**Figure 5.3 – SIS Funding Match Examples**




| SIS Facility Type | State Funding Match |
|---|---|
| Highway Corridors, Connectors, & MAFs | Up to 100% statewide funds |
| Railroads, Waterways, and Urban Fixed Guideway Corridors | Up to 100% state funds |
| Railroad and Waterway Connectors | Up to 75% state funds |
| On Hubs | Up to 50% state funds |
| Intermodal Logistic Centers | Up to 100% state funds on road connector only |

**Figure 5.4 – SIS Funding Matrix**

| | Fund Type | Fund Description | Fund Type Uses | Fund Source | Eligible Modes | Eligible Phases | Comments |
|---|---|---|---|---|---|---|---|
| State Managed Funds | BNIR | Interstate R/W and Bridge Bonds | Used for R/W acquisition on SIS Highway Facilities | State | Highway | Right of Way | Can be used on non-SIS projects |
| | DI | Statewide Inter/Intrastate Highway | Used for preservation projects, capacity improvements, and new or modified interchanges on the interstate system | State | Highway | All | Primarily used to fund project phases that do not qualify for Federal funding |
| | DIS | Strategic Intermodal System | Used for preservation projects, capacity improvements, and new or modified interchanges on the interstate system | State | All | All | SIS Only - Primarily used to fund project phases that do not qualify for Federal funding |
| | GMR | Growth Management for SIS | Used to fund projects on the SIS that meet Growth Management goals. | State | All | All | Primarily used to fund project phases that do not qualify for Federal funding |
| | ACNP | Advanced Construction - Principal Arterials - NHS | Used for construction projects on the National Highway System including preservation, capacity improvements, ITS; resurfacing, rehabilitating, or reconstructing interstate facilities; and new or modified interchanges on the interstate system | Federal | Highway | All | Used for projects on NHS - Principal Arterials |
| | NHPP | Advanced Construction - Principal Arterials - NHPP | Used for construction projects on the National Highway System including preservation, capacity improvements, ITS; resurfacing, rehabilitating, or reconstructing interstate facilities; and new or modified interchanges on the interstate system | Federal | Highway | All | Projects initially financed with state funds (ACNP) change to NHPP when they are converted to federal funds |
| | SIWR | Strategic Intermodal Systems - Wheels on the Road | "Wheels on Road" revenues will be deposited into the State Transportation Trust Fund (STTF) for use by the department. These revenues shall be used under the newly established fund code SIWR. | State | All | All | Primarily used to fund project phases that do not qualify for Federal funding. SB 2514A specifies how certain motor vehicle registration fees or "Wheels on the Road" revenues are used. SIS projects programmed with wheels on road funds will use the SIWR fund code |
| | STED | Strategic Economic Corridors | FS 339.0801 (Receipt of motor vehicle title fees redirected to STTF.) | State | Highway | All | Primarily used to fund project phases that do not qualify for Federal funding |
| District Managed Funds | DS | State Primary Highways and PTO | Used for resurfacing and "new construction" on all modes | State | Highway, Aviation, Transit, Rail Intermodal | All | 100% State Funds are comprised of needs-distributed components and the remainder is distributed by Statutory Formula |
| | DDR | District Dedicated Revenue | Used primarily for projects on the State Highway System, including resurfacing. May also be used for district public transportation projects | State | All | All | Tax Revenue that is distributed to the District in which it is collected. Also known as State Comprehensive Enhanced Transportation Systems Tax |
| | DIH | District-In-House | Used for in-house product support including preliminary engineering, R/W support, construction engineering inspection, materials testing, and traffic operations | State | All | All | State funds needed for product support |
| | ACSA | Advanced Construction - Surface Transportation Program (STP), Any Area | Used in any area of the state on "federal-aid roads" | Federal | Highway, Transit, Rail Intermodal | All | "Federal-aid road" is defined to be any road in the state except for roads that are functionally classified as local roads or rural minor collectors |
| | SA | Surface Transportation Program (STP), Any Area | Used in any area of the state on "federal-aid roads" | Federal | Highway, Transit, Rail Intermodal | All | Projects initially financed with state funds (ACSA) change to SA when they are converted to federal funds |
| | SU | Surface Transportation Program (STP), Urban Areas > 200K | Used in the federally designated Transportation Management Areas (TMAs). TMAs are designated areas with populations over 200,000 | Federal | Highway, Transit, Rail Intermodal | All | Projects programmed with SU must carry the appropriate distribution area code. Distribution area codes are listed in the FDOT Work Program Instructions |
| | SL | Surface Transportation Program (STP), Areas <= 200k | Used outside federally designated Transportation Management Areas (TMAs) where population is 200,000 and above 5,000 | Federal | Highway, Transit, Rail Intermodal | All | Effective July 1, 2011, SL funds are soft-matched |
| Other/Local Funds | LF | Local Funds | Used to program local funds that **are not** used as a match for Federal funding | Local | All | All | Can be used for items that are not eligible for federal funds |
| | LFF | Local Funds - for Matching F/A | Used to program local funds that **are** used as a match for Federal funding | Local | All | All | |
| | LFP | Local Funds for Participating | Used to program local funds that are not used as a match for Federal funding, such as additional local funds above the amount required to match Federal funding | Local | All | All | This fund code should be used when local funds are used on an item that would be federal aid eligible (regardless of whether federal funds are programmed initially) |
| | LFR | Local Funds - Reimbursable | Local funds used to advance a project in the Adopted Work Program | Local | All | All | Local entity will be reimbursed within 5 years of the Adopted Work Program |
| | LFRF | Local Funds Reimbursement - Future | Local funds used to advance a project **not** in the Adopted Work Program | Local | All | All | Local entity will be reimbursed within timeframe agreed upon |

Source: Work Program Instructions for fiscal years 2014-2018

# SIS Capacity Improvement Work Program Logic

The SPO periodically extracts Work Program data sets from the FDOT Financial Management (FM) system for purpose of producing reports and maps displaying planned capacity projects to the SIS. There are a wide variety of layouts and formats for the documents produced using the extracted FM data, but one common feature is the logic used when conducting the data extraction. The SIS capacity improvement Work Program logic has been established to ensure consistent interpretation of what constitutes a "SIS capacity project," as well as, which fund types are reported as SIS statewide managed funds. The SIS capacity Work Program logic includes specific parameters necessary for properly extracting FM data related to SIS capacity improvements. The parameters (listed below) include specific item group identifiers, work mixes, phase groups and types, fund types, item status codes, etc.

The logic outlined in this section of the handbook is provided with the intention of allowing users to produce reports consistent with the accepted procedure. The logic should also be shared with the FDOT District Work Program staff to assist in the initial programming of new SIS capacity projects. This will ensure newly programmed improvements are accurately captured in the SIS capacity reports produced by the Central Office.

Work Program ensures SIS funds are only placed on SIS facilities by completing a daily computer database routine. This routine checks the roadway or railroad ID associated with a project FM number and with the roadway and railroad characteristic databases maintained by the FDOT, which documents every mile of roadway and railroad that is SIS.

### *(A) Extract Logic:*

(1) Version: AD-Adopted;
G1-Tentative;
(2) Item Status from Candidate Line Item (000) to State Forces Construction (080);
(3) Item Group Identifier:

| | |
|---|---|
| SIS | STRATEGIC INTERMODAL SYSTEM |
| SISC | STRATEGIC INTERMODAL SYSTEM - CONNECTOR |
| SISE | STRATEGIC INTERMODAL SYSTEM - EMERGING |
| SISH | STRATEGIC INTERMODAL SYSTEM - HUBS |
| SISM | STRATEGIC INTERMODAL SYSTEM - MILITARY ACCESS FACILITIES |
| SISN | STRATEGIC INTERMODAL SYSTEM - NON-DESIGNATED |
| SISP | STRATEGIC INTERMODAL SYSTEM - PENDING |
| SISV | STRATEGIC INTERMODAL SYSTEM - VALIDATED BY WORK PROGRAM OFFICE |

(4) Work Mix: (Valid CAP+ Work Mixes excluding program numbers '39','52','61','78','SB')

| | |
|---|---|
| 0002 | NEW ROAD CONSTRUCTION |
| 0020 | NEW BRIDGE CONSTRUCTION |
| 0023 | BRIDGE-REPLACE AND ADD LANES |
| 0025 | BRIDGE-REHAB AND ADD LANES |
| 0026 | NEW RAIL BRIDGE CONSTRUCTION |
| 0037 | FERRY BOAT/WATER TAXI |
| 0213 | ADD LANES & RECONSTRUCT |
| 0218 | ADD LANES & REHABILITATE PVMNT |
| 0229 | INTERCHANGE RAMP (NEW) |
| 0230 | INTERCHANGE (NEW) |
| 0232 | INTERSECTION (NEW) |
| 0234 | ADD SPECIAL USE LANE |
| 0235 | ROUNDABOUT |
| 0236 | INTERCHANGE - ADD LANES |
| 0237 | ADD MANAGED LANES |
| 0547 | ADD THRU LANE(S) |
| 0548 | ADD AUXILIARY LANE(S) |
| 0549 | ADD LEFT TURN LANE(S) |
| 0550 | ADD RIGHT TURN LANE(S) |
| 0551 | ADD TURN LANE(S) |
| 0630 | INTERCHANGE JUSTIFICATION/MODIFICATION |
| 0750 | ITS COMMUNICATION SYSTEM |
| 0752 | ITS SURVEILLANCE SYSTEM |
| 0753 | TRAFFIC MANAGEMENT CENTERS |
| 0754 | ADV TRAVELER INFORMATION SYSTM |
| 0756 | ITS FREEWAY MANAGEMENT |
| 0760 | DYNAMIC MESSAGE SIGN |
| 2000 | RIGHT OF WAY - FUTURE CAPACITY |
| 8053 | PUBLIC TRANSPORTATION STATION |
| 8140 | PARK AND RIDE LOTS |
| 8165 | PTO STUDIES |
| 8207 | AVIATION CAPACITY PROJECT |
| 8350 | RAIL CAPACITY PROJECT |
| 8401 | SEAPORT CAPACITY PROJECT |
| 8420 | INTERMODAL HUB CAPACITY |
| 8883 | SPACEPORT CAPACITY PROJECT |
| 9982 | PRELIM ENG FOR FUTURE CAPACITY |
| 9999 | PD&E/EMO STUDY |
| **RETIRED/NO LONGER VALID CAP+ WORK MIXES** | |
| 0231 | INTERCHANGE IMPROVEMENT (No longer a CAP+ Work Mix – DO NOT USE) |
| 0233 | INTERSECTION IMPROVEMENT (No longer a CAP+ Work Mix – DO NOT USE) |
| 0545 | WIDEN BRIDGE AND ADD LANES (Retired/No longer a CAP+ Work Mix – DO NOT USE) |
| 8041 | BUS PREFERENCE LANE (Retired/No longer a CAP+ Work Mix – DO NOT USE) |

Work Program Numbers Exclusion:

39 LOCAL GOVT ADVANCE REIMB
52 AC CONVERSIONS
61 REPAYMENTS TO SIB
78 REIMBURSEMENTS TO TFRTF
SB SIB REPAYMENT TO SBA

(5) Contract Class: Exclude Boxes (8 – BOX ITEM);
(6) Estimated Status: Candidate, Unauthorized, Authorized, Closed, and Finalized;
(7) Fund Allocation Type: 1-Regular; 4-Non-Budgeted; 6-Fund Transfer;
(8) TOTAL PROGRAMMED AMOUNT (estimated) and TOTAL COMMITTED AMOUNT;
A calculated amount, which is determined by "if committed>estimated then committed else estimated", is included for report use;
(9) Phase Group 9 (Capital) is excluded for SIS Highway projects;
(10) Phase Type 9 (Indirect Support) is excluded.

### *(B) Reporting Logic:*

(1) Phase Group and Phase Type Roll-Up (typical consolidation of individual phase groups into general phases for simplicity in reporting):

| Roll-Up | Phase Group | Phase Type |
|---|---|---|
| PDE | 2 | All phase types except for 9; |
| PE | 3 & C | All phase types except for 9; |
| RW | 4 | All phase types except for 9; |
| CON | 5 & 6 | All phase types except for 9; |
| GRA | 8 | 2; (Highway projects); |
| GRA | 8 & 9 | All phase types except for 9; (Non-Highway projects); |
| GRA | A | 8; (Non-Highway projects); |

(2) Fund Type:

- Statewide Managed Funds for non-highway projects: DI, DIS, GMR, SIWR;
- Statewide Managed Funds (highway projects):

| | |
|---|---|
| ACBR | ADVANCE CONSTRUCTION (BRT) |
| ACBZ | ADVANCE CONSTRUCTION (BRTZ) |
| ACEN | ADVANCE CONSTRUCTION (EBNH) |
| ACIM | ADVANCE CONSTRUCTION (IM) |
| ACNH | ADVANCE CONSTRUCTION (NH) |
| ACNP | ADVANCE CONSTRUCTION NHPP |
| BNBR | AMENDMENT 4 BONDS (BRIDGES) |
| BNIR | INTRASTATE R/W & BRIDGE BONDS |
| BRAC | BRT (AC/REGULAR) |
| BRP | STATE BRIDGE REPLACEMENT |
| BRT | FED BRIDGE REPL - ON SYSTEM |
| BRTZ | FED BRIDGE REPL - OFF SYSTEM |
| BZAC | BRTZ (AC/REGULAR) |
| DIS | STRATEGIC INTERMODAL SYSTEM |

| | |
|---|---|
| EBNH | EQUITY BONUS SUPPLEMENTING NH |
| GMR | GROWTH MANAGEMENT FOR SIS |
| IM | INTERSTATE MAINTENANCE |
| IMAC | IM (AC/REGULAR) |
| MGNH | MINIMUM GUARANTEE FOR NH |
| NHAC | NH (AC/REGULAR) |
| NHEX | NH EXEMPT FRM OBLIGATING AUTH |
| NHIR | FIHS FROM NH FEDERAL FUND |
| NHPP | IM, BRDG REPL, NATNL HWY-MAP21 |
| SIB1 | STATE INFRASTRUCTURE BANK |
| SIWR | STRATEGIC INTMDL WHEELS ON ROAD |
| STED | STRATEGIC ECONOMIC CORRIDORS |
| TIFR | TIFIA FUNDS REDISTRIBUTED |
| | |

- District Managed Funds: Non-State Managed Funds (shown as above) for highway projects;
- Local funds (LF) are included for highway projects and for non-highway projects with DI, DIS, GMR;
- Other Funds are for non-highway projects with all funds except for DI, DIS, GMR and LF funds;
- Contractor Fund Advances (CFA) are excluded.

(3) Report Format: Executive and Technical format with cost being rounded to the thousands place and report projects that has a total cost for any phase that is greater than or equal to $10,000; Example: costs greater than or equal to $9,500 becomes $10 in the report.

(4) Reporting and Mapping District are based on the managing district of the project for Turnpike, and geographic district of the project for District 1 thru 7, if it is less than 9; otherwise, it is statewide;

(5) Executive Format (audience is the public):

- Project costs are summarized in year of expenditure and shown by year;
- Phase Groups and Types Roll-Up are used to indicate the project's phase;
- It is used for Adopted plan with AD version and G1 version for draft review before 07/01 adoption.

(6) Technical Format (audience is internal FDOT-project costs are shown by year and by amount in each phase by year):

- Table Set:
  - Project costs are summarized in year of expenditure and shown by year;
  - Project costs by phase uses the Phase Groups and Types Roll-Up logic.
- Map Set:
  - Project costs are rolled up based on the Phase Groups and Types Roll-Up logic;
  - Project year is rolled up to the highest phase year in the 5-year report period for PDE, PE, and GRA; while the earliest phase year for RW and CON.
- It is used for both Adopted with AD version and Tentative with G1 version plus the current year projects included in the tentative plan for reference.
- Project tags include Work Program details.

(7) Improvement Type definition:

| Improvement | Description | Improvement | Description |
|---|---|---|---|
| A1-2 | Add 1 Lane to build 10 Lanes | ACROAD | Access Road |
| A1-3 | Add 1 Lane to build 2 Lanes | AIP | Airport Improvement Project |
| A1-4 | Add 1 Lane to build 3 Lanes | AIRPOR | Airports |
| A1-5 | Add 1 Lane to build 4 Lanes | ALTERN | Transit Alternative Analyses |
| A1-6 | Add 1 Lane to build 5 Lanes | AMS | Access Management System |
| A1-7 | Add 1 Lane to build 6 Lanes | APRON | Apron |
| A1-8 | Add 1 Lane to build 7 Lanes | BERTH | Seaport Berth |
| A1-9 | Add 1 Lane to build 8 Lanes | BLANK | No Improvement Given |
| A1-10 | Add 1 Lane to build 9 Lanes | BOX | Boxed Funds |
| A1-AUX | Add 1 Auxiliary Lane | BRIDGE | Bridge |
| A1-BOL | Add 1 Bus Only Lane | BRT | Bus Rapid Transit |
| A1-RUL | Add 1 Reversible Use Lane | BYPASS | New Road around Urban Area |
| A1-TOL | Add 1 Truck Only Lane | DBLTRK | Double Track |
| A2-4 | Add 2 Lanes to Build 10 Lanes | DESIGN | Design/Eng. For New Airport |
| A2-5 | Add 2 Lanes to build 11 Lanes | DMS | Dynamic Message Signs |
| A2-6 | Add 2 Lanes to build 12 Lanes | DRBASI | Dredging Turn Basin |
| A2-7 | Add 2 Lanes to Build 14 Lanes | DRCHAN | DRCHAN |
| A2-8 | Add 2 Lanes to Build 4 Lanes | DRCORR | DRCORR |
| A2-9 | Add 2 Lanes to build 5 Lanes | DRHARB | DRHARB |
| A2-10 | Add 2 Lanes to Build 6 Lanes | ENVMT | Environmental |
| A2-11 | Add 2 Lanes to build 7 Lanes | FCORP | Finance Corporation |
| A2-12 | Add 2 Lanes to Build 8 Lanes | FXDGWY | Fixed Guideway |
| A2-14 | Add 2 Lanes to build 9 Lanes | GRACRX | Grade Crossing/Signal |
| A2-AUX | Add 2 Auxiliary Lanes | GRASEP | Grade Separation |
| A2-BOL | Add 2 Bus Only Lanes | H2H | Hub to Hub |
| A2-RUL | Add 2 Reversible Use Lanes | HANGAR | Airport Hangar |
| A2-SUL | Add 2 Special Use Lanes | HUB | Modal Hub Capacity |
| A2-TOL | Add 2 Truck Only Lanes | ICTF | Intermodal Container Transfer Facility |
| A3-AUX | Add 3 Auxiliary Lanes | INRAIL | Internal Rail |
| A3-RUL | Add 3 Reversible Use Lanes | INROAD | Internal Roadway |
| A3-SUL | Add 3 Special Use Lanes | ITI | Intermodal Transfer Improvement |
| A4-6 | Add 4 Lanes to Build 10 Lanes | ITS | Intelligent Transportation System |
| A4-7 | Add 4 Lanes to build 11 Lanes | LANDAQ | Land Acquisition |
| A4-8 | Add 4 Lanes to build 12 Lanes | LAUNCH | Launch Complex |
| A4-9 | Add 4 Lanes to Build 6 Lanes | M-CONR | Modify Rail Connector |
| A4-10 | Add 4 Lanes to build 7 Lanes | M-CONW | Modify Waterway Connector |
| A4-11 | Add 4 Lanes to Build 8 Lanes | M-INCH | Modify Interchange |

| Improvement | Description | Improvement | Description |
|---|---|---|---|
| INRAIL | Internal Rail | RE_SUR | Widen/Resurface Existing Lanes |
| INROAD | Internal Roadway | RESERV | Reserve |
| ITI | Intermodal Transfer Improvement | ROW | Right Of Way |
| ITS | Intelligent Transportation System | RUNWAY | Runways |
| LANDAQ | Land Acquisition | RYARD | Rail Yard |
| LAUNCH | Launch Complex | SAFETY | Safety |
| M-CONR | Modify Rail Connector | SEACP | Seaport Capacity Project |
| M-CONW | Modify Waterway Connector | SEAPB | Seaplane Bases |
| M-INCH | Modify Interchange | SEAPOR | Seaport |
| M-INT | Modify Intersection | SERVE | Add Service / Frontage / C-D System |
| MCON | Modify Connector | SIDING | Passing Track/Siding |
| MGLANE | Managed Lanes | SIGNAG | Signage |
| MODAL | Intermodal | SIGNAL | Signalization |
| N-CONR | New Rail Connector | SIGNTC | Signalization / Train Control |
| N-CONW | New Waterway Connector | SIGSTU | Signalization Study |
| N-INCH | New Interchange | SPACE | Spaceport Capacity Improvement |
| N-INT | New Intersection | SPACEP | Spaceport Improvement Project |
| NCON | New Connector | SPUR | Rail Spur |
| NEWAP | New Airports | STUDY | Study |
| NEWSP | New Spaceports | TAXI | Taxiways |
| NR | New Road | TAXIE | Taxiways (Extend) |
| NRAIL | New Rail Line | TAXIN | Taxiways (New) |
| OTHER | Other | TERM | Terminal Development |
| PARK | Parking Lot | TOLL | Toll Facility or Sunpass |
| PASS | Passenger Rail | TRKREH | Track / Tie Rehabilitation |
| PDE | Project Development & Environment | TRKREP | Track Replacement |
| PE | Preliminary Engineering | TRKUPG | Track Upgrade |
| PLAN | Planning | TRNSIT | Transit Capacity Improvement |
| PMOVER | Terminal People Mover | TSTWAY | Transit Way |
| PSERV | New Passenger Service | TUNNEL | Tunnel |
| PTERM | Passenger Terminal | TURN | Add Turn Lane |
| PVMT | Flexible Pavement Reconstruct | UP | Ultimate Plan |
| QUIETZ | Quiet Zone | VERTIP | Vertiport |
| RAIL | Rail | YARD | Seaport Container Yard |
| RAILBR | Rail Bridge | | |
| REHAB | Rehabilitate Pavement | | |
| RELOC | Relocation | | |

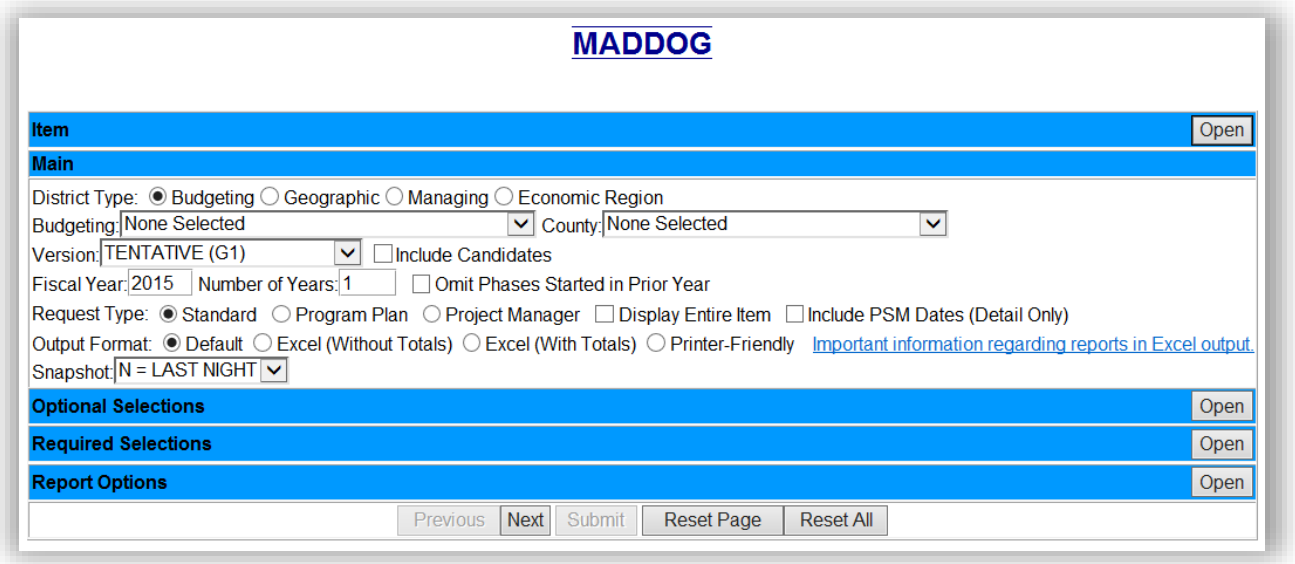
# Work Program MADDOG Reporting Application

The Office of Work Program Development maintains a financial management (FM) reporting application titled MADDOG which can be used to generate reports detailing financial data extracted from the FDOT FM system. MADDOG utilizes a series of user inputs and returns data sets specific user needs. This portion of the handbook will demonstrate the necessary steps needed to generate a SIS Capacity Work Program MADDOG report. Each entry required to generate the report is highlighted in yellow in the screen captures:

**Step 1:** Access the MADDOG system using the FDOT Intranet (available only to users with access to the FDOT Intranet);

**Step 2:** On the Main screen, enter the following information:

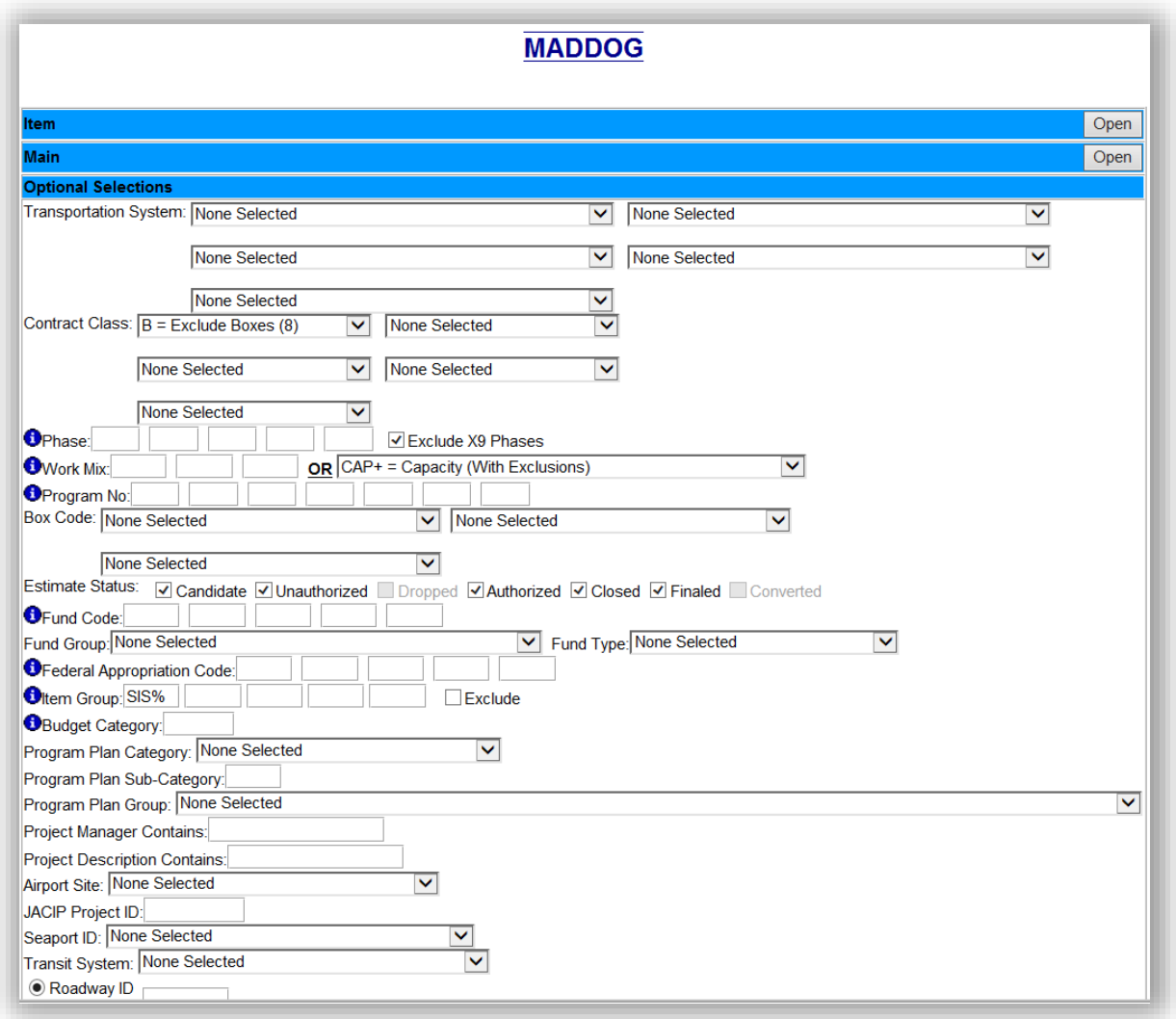
- Version: Select either Adopted (AD) or Tentative (G1), depending on which version of the Work Program preferred;
- Fiscal Year and Number of Years: Enter the desired base year and number of years preferred;




- Output Format and Snapshot: Select the preferred Output Format and Snapshot date.

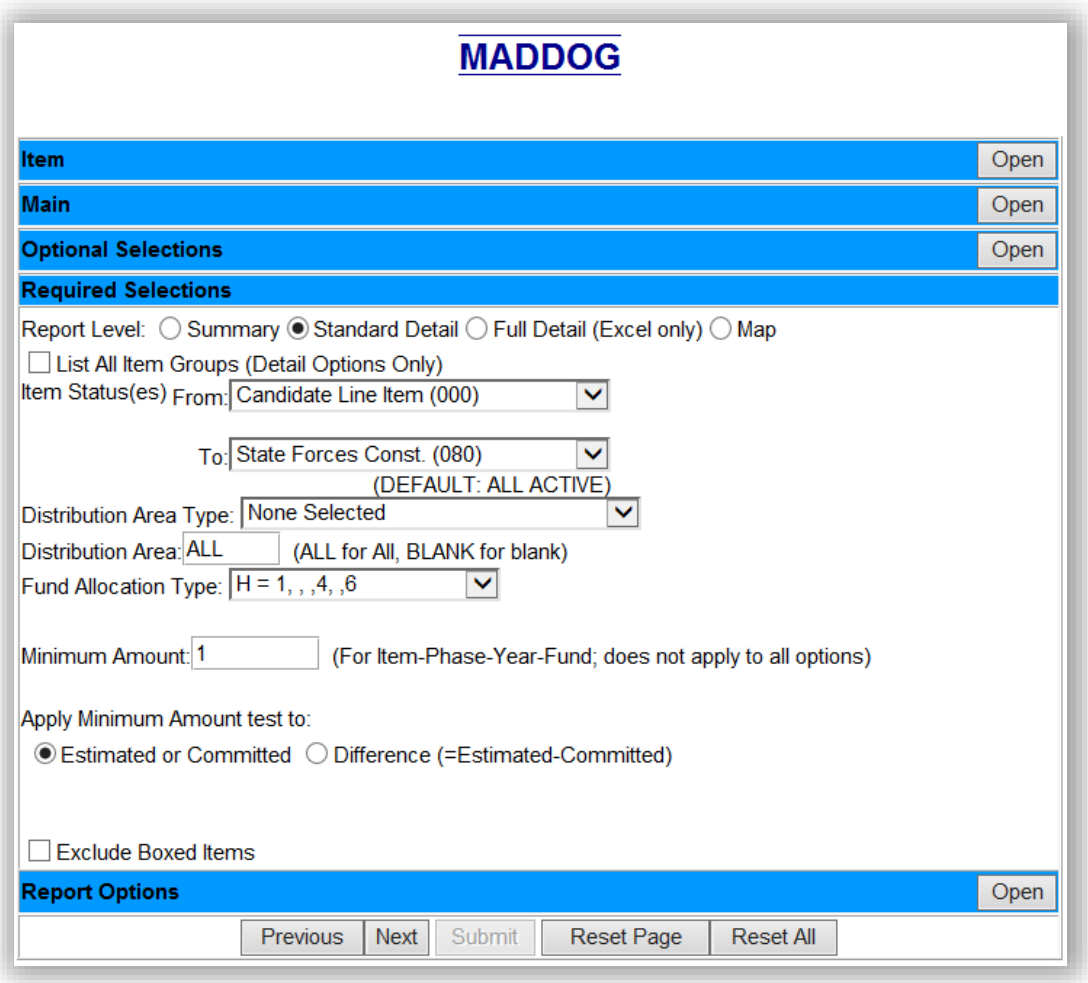
**Step 3:** On the Optional Selections screen, enter the following information:

- Contract Class: Select selection B = Excluded Boxes (8);
- Work Mix: Select CAP+ = Capacity (With Exclusions);
- Item Group: Enter selection SIS%.



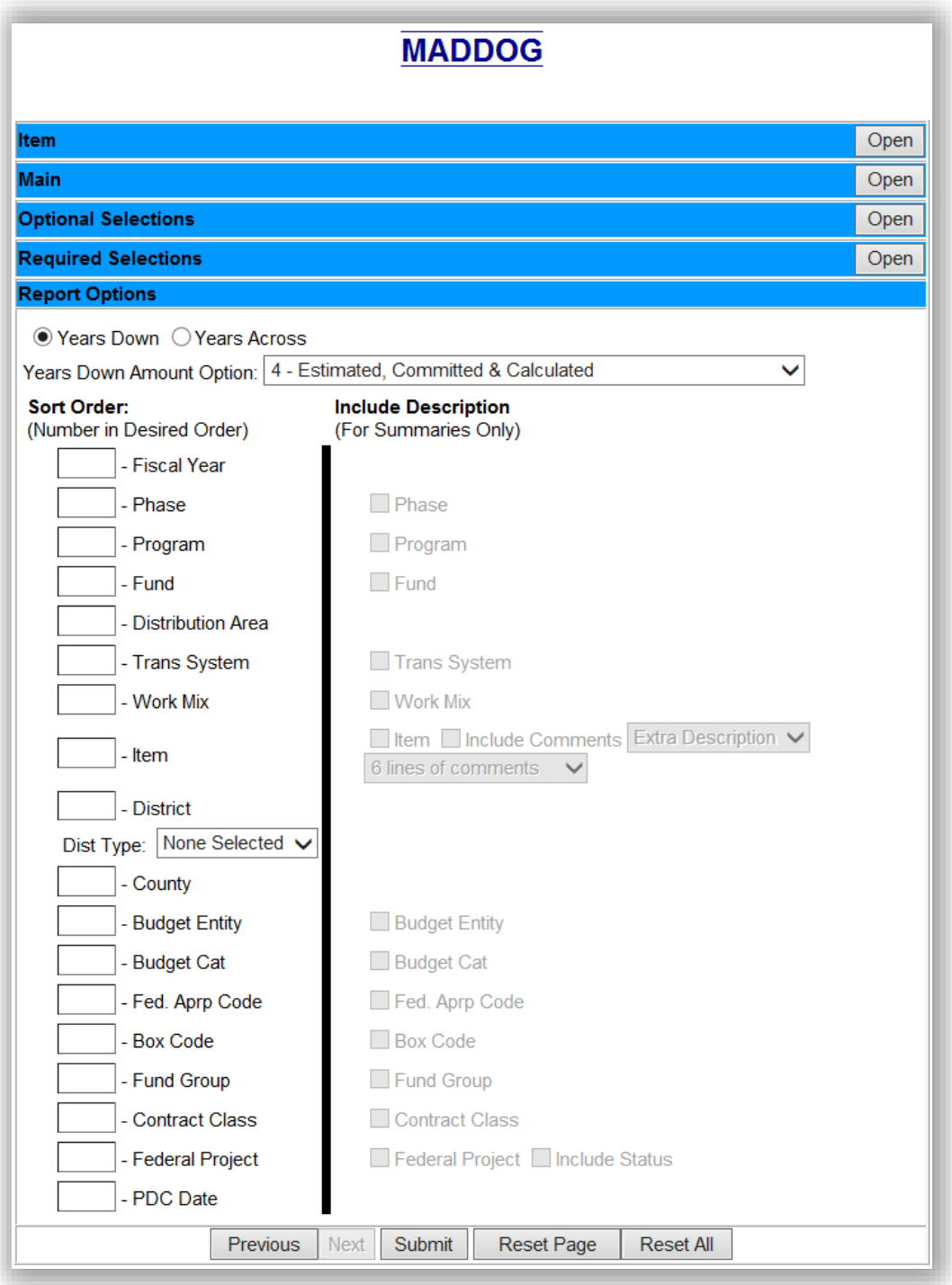
**Step 4:** On the Required Selections screen, enter the following information:

- Report Level: Select Standard Detail;
- Item Status(es): Select:
  - From: Candidate Line Item (000);
  - To: State Forces Const. (080).
- Fund Allocation Type: Select H = 1,,,4,,6.



**Step 5:** On the Report Options screen, enter the following information:

- Option: Select 4 – Estimated, Committed & Calculated;
- Click Submit.



# National Highway System and SIS Freight Connector Program

Commonly referred to as Operational Quick Fix funding is made available annually to small financial projects located on SIS and NHS facilities. These projects are intended to help with the movement of freight, into and out of the SIS hubs. The program has expanded to five years and is part of the annual SIS Work Program process.

# Project Suite Enterprise Edition (PSEE)

The Office of Information Systems maintains an enterprise application that provides a variety of information on each project in the FDOT's Work Program. Project Suite pulls information from the Work Program, Consultant Invoice Transmittal System (CITS), and the Enterprise Electronic Document Management System (EEDMS). Project Suite was developed internally to allow project managers to manage scope, schedule, and budget. Access to PSEE requires an Active FDOT Directory User ID and password. Users enter a project number or search. Basic project information is shown and all other information is sorted into the following modules:

**Manage**

- Address Book
- Commitments
- Design Approval Requests
- Environment
- External Agency
- Permits
- Project Status
- Survey Work Order

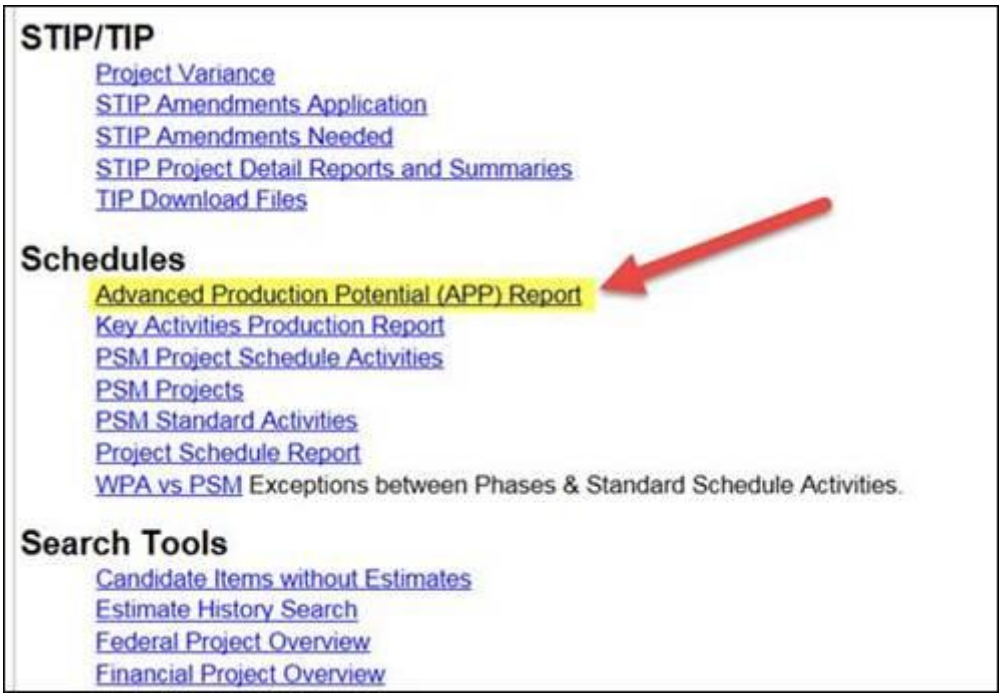
**View**

- Contracts
- Documents
- ERC
- Financial
- GIS
- Local Agency Program
- Project Impacts
- PSM
- Related Projects
- Video Log

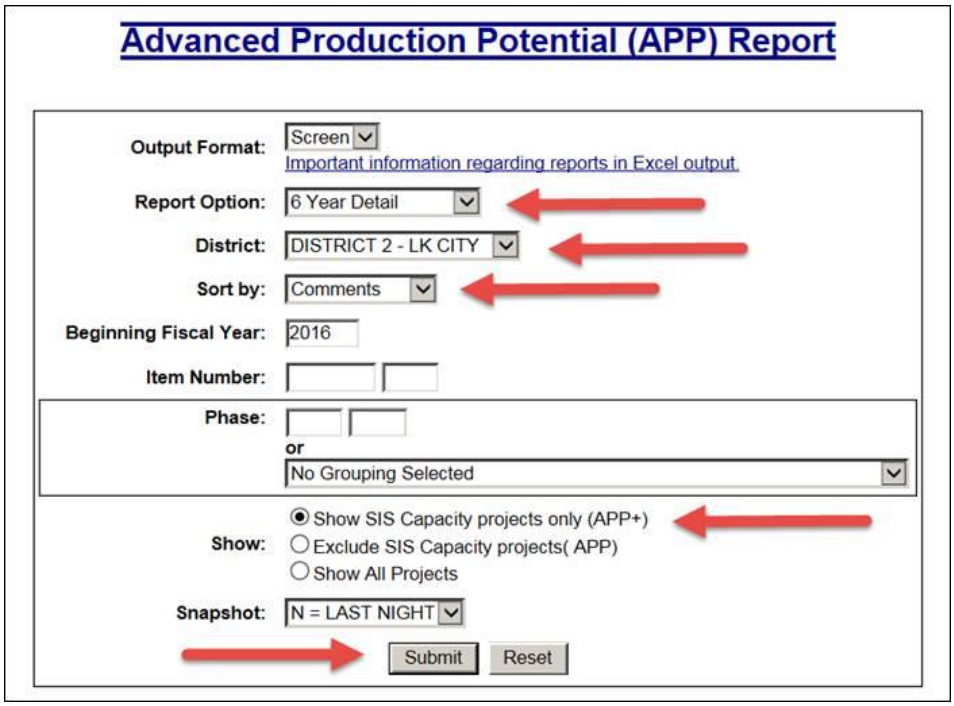
# Section 6: Strategic Intermodal System Advanced Production Potential (APP+)

## Instructions for running the APP+ Report

To run the APP+ report, visit the Financial Management Support Applications Website at http://webapp02.dot.state.fl.us/fmsupportapps/financeadministration/Applications.aspx?Office=Reports, then scroll down to **Schedules** and select Advanced Production Potential (APP)




**For the 6 Year Detail for APP+:** **Report Option:** 6 Year Detail, **District:** Use dropdown to select the district, **Sort by:** Use dropdown to select comments, **Show:** Select "Show SIS Capacity projects only (APP+)" and click **Submit** - see snapshot below




Output example for the 6 Year Detail for the APP+ - see snapshot below - monitor days to approve by date to ensure project list is maintained - the district priority is shown in the comments (green section). (To export this information into an Excel spreadsheet, choose Excel from the Output Format drop down menu.)

Advanced Production Potential (APP) Report - 6 Year Detail

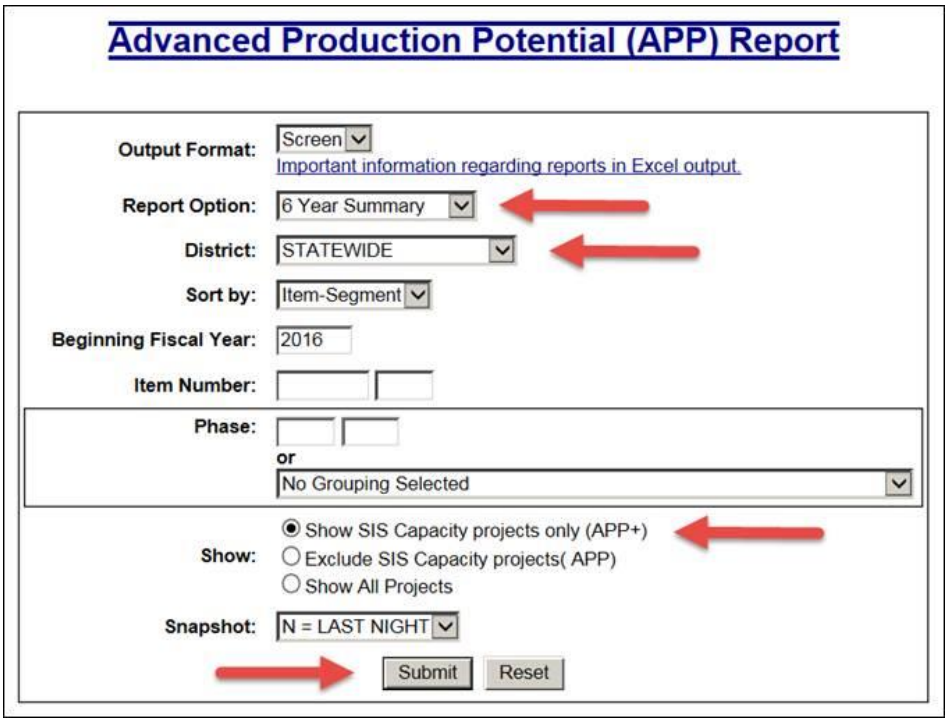
Selection Criteria
Managing District:DISTRICT 2 - LK CITY | Begin Fiscal Year:2016
Sort:Comments | Show SIS Capacity projects only (APP+)
As Of:N = LAST NIGHT

District: 02

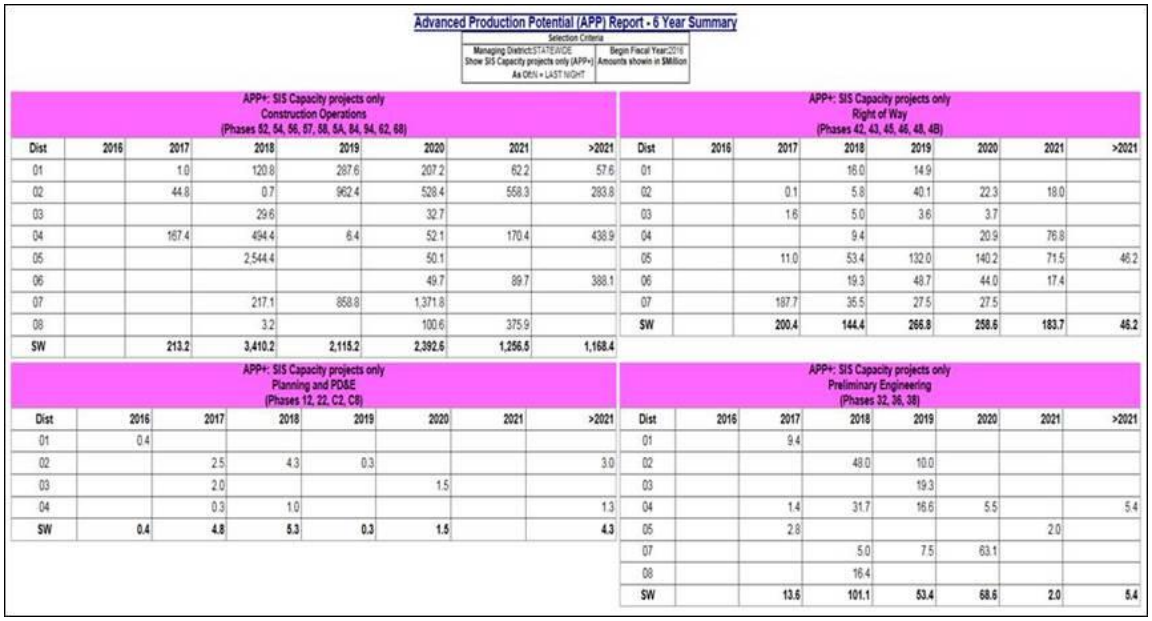
Item-Segment: 432259 2 - I-95 (SR 9) FROM SR 202 (J.T. BUTLER) TO ATLANTIC BLVD
Contract Class: 9 - Item Status: 010 - Project Manager: BH/SB - Work Mix: ADD MANAGED LANES
Comments: #01SIS Priority; Need $1M PD&E in FY17 for survey & R/W map; Need total $5M Design FY18 for Design Bid delivery

| Capacity SIS | Sequence | Fund Code | Program | Budget Category | Fiscal Year Programmed | Version | Days to Approve By Date | Approve By Date | Advance Date | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | >2021 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase: C2 | | | | | | | | | | | | | | | | | |
| Yes | 01 | ACNP | 70 | 088849 | 2019 | CA | 676 | 04/20/2018 | 12/31/2018 | | | | 300,000.00 | | | | 300,000.00 |
| Phase: 32 | | | | | | | | | | | | | | | | | |
| Yes | 01 | DI | 00 | 088849 | 2026 | G1 | 127 | 10/18/2016 | 07/28/2017 | | | 10,000,000.00 | | | | | 10,000,000.00 |
| Phase: 4B | | | | | | | | | | | | | | | | | |
| Yes | 01 | ACNP | 00 | 088853 | 2019 | CA | 584 | 01/18/2018 | 09/28/2018 | | | | 1,167,758.00 | | | | 1,167,758.00 |
| Phase: 43 | | | | | | | | | | | | | | | | | |
| Yes | 01 | ACNP | 00 | 088777 | 2019 | CA | 661 | 04/05/2018 | 12/14/2018 | | | | 25,748,469.00 | | | | 25,748,469.00 |
| Phase: 52 | | | | | | | | | | | | | | | | | |
| Yes | 01 | ACNP | 02 | 088716 | 2021 | CA | 1492 | 07/14/2020 | 03/24/2021 | | | | | | 191,980,600.00 | | 191,980,600.00 |
| Phase: 56 | | | | | | | | | | | | | | | | | |
| Yes | 01 | ACNP | 02 | 088716 | 2020 | CA | 1043 | 04/22/2019 | 12/31/2019 | | | | | 3,000,000.00 | | | 3,000,000.00 |
| Phase: 62 | | | | | | | | | | | | | | | | | |
| Yes | 01 | ACNP | 00 | 088718 | 2021 | CA | 1492 | 07/14/2020 | 03/24/2021 | | | | | | 38,464,400.00 | | 38,464,400.00 |
| | | | | | | | | | Item-Segment | | | 10,000,000.00 | 27,216,227.00 | 3,000,000.00 | 230,445,000.00 | | 270,661,227.00 |

**For the 6 Year Summary for APP+:** (this is the summary for the Performance Report) **Report Option:** 6 Year Summary, **District:** STATEWIDE, **Show:** Select "Show SIS Capacity projects only (APP+)" and click **Submit** - see snapshot below




Output example for the 6 Year Summary for APP+ - see snapshot below



Advanced Production Potential (APP) Report - 6 Year Summary

Selection Criteria

| Managing District:STATEWIDE<br>Show SIS Capacity projects only (APP+)<br>As Of:N = LAST NIGHT | Begin Fiscal Year:2016<br>Amounts shown in $Million |
|---|---|

APP+: SIS Capacity projects only
Construction Operations
(Phases 52, 54, 56, 57, 58, 5A, 84, 94, 62, 68)

| Dist | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | >2021 |
|---|---|---|---|---|---|---|---|
| 01 | | 1.0 | 120.8 | 287.6 | 207.2 | 62.2 | 57.6 |
| 02 | | 44.8 | 0.7 | 962.4 | 528.4 | 558.3 | 283.8 |
| 03 | | | 29.6 | | 32.7 | | |
| 04 | | 167.4 | 494.4 | 6.4 | 52.1 | 170.4 | 438.9 |
| 05 | | | 2,544.4 | | 50.1 | | |
| 06 | | | | | 49.7 | 89.7 | 388.1 |
| 07 | | | 217.1 | 858.8 | 1,371.8 | | |
| 08 | | | 3.2 | | 100.6 | 375.9 | |
| **SW** | | **213.2** | **3,410.2** | **2,115.2** | **2,392.6** | **1,256.5** | **1,168.4** |

APP+: SIS Capacity projects only
Right of Way
(Phases 42, 43, 45, 46, 48, 4B)

| Dist | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | >2021 |
|---|---|---|---|---|---|---|---|
| 01 | | | 16.0 | 14.9 | | | |
| 02 | | 0.1 | 5.8 | 40.1 | 22.3 | 18.0 | |
| 03 | | 1.6 | 5.0 | 3.6 | 3.7 | | |
| 04 | | | 9.4 | | 20.9 | 76.8 | |
| 05 | | 11.0 | 53.4 | 132.0 | 140.2 | 71.5 | 46.2 |
| 06 | | | 19.3 | 48.7 | 44.0 | 17.4 | |
| 07 | | 187.7 | 35.5 | 27.5 | 27.5 | | |
| **SW** | | **200.4** | **144.4** | **266.8** | **258.6** | **183.7** | **46.2** |

APP+: SIS Capacity projects only
Planning and PD&E
(Phases 12, 22, C2, C8)

| Dist | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | >2021 |
|---|---|---|---|---|---|---|---|
| 01 | 0.4 | | | | | | |
| 02 | | 2.5 | 4.3 | 0.3 | | | 3.0 |
| 03 | | 2.0 | | | 1.5 | | |
| 04 | | 0.3 | 1.0 | | | | 1.3 |
| **SW** | **0.4** | **4.8** | **5.3** | **0.3** | **1.5** | | **4.3** |

APP+: SIS Capacity projects only
Preliminary Engineering
(Phases 32, 36, 38)

| Dist | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | >2021 |
|---|---|---|---|---|---|---|---|
| 01 | | 9.4 | | | | | |
| 02 | | | 48.0 | 10.0 | | | |
| 03 | | | | 19.3 | | | |
| 04 | | 1.4 | 31.7 | 16.6 | 5.5 | | 5.4 |
| 05 | | 2.8 | | | | 2.0 | |
| 07 | | | 5.0 | 7.5 | 63.1 | | |
| 08 | | | 16.4 | | | | |
| **SW** | | **13.6** | **101.1** | **53.4** | **68.6** | **2.0** | **5.4** |

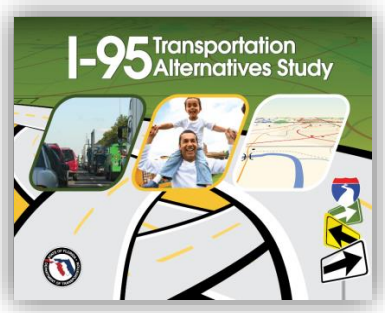
# Section 7: Partner Departments within the FDOT

## Systems Management Section

### Corridor Development

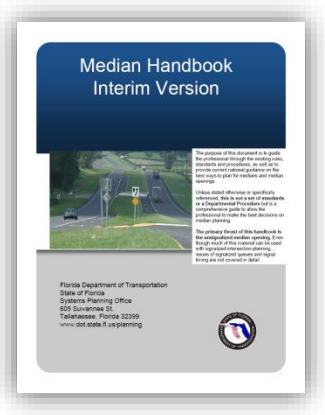
The FDOT plays an important role in maintaining mobility on the SIS corridors throughout the state. One key element in the effort is the development of strategic plans for corridors, incorporating a wide-range of alternative actions and modal opportunities. There are three basic types of corridor studies performed by the SPO: corridor transportation alternatives studies, sketch interstate plans, and corridor master/action plans.

- Corridor transportation alternative studies are the highest level of study covering a major transportation corridor. The transportation alternatives study identifies transportation issues and opportunities within the corridor for enhancing the movement of people and goods; improvements in emergency management and response; enhancing homeland security; and, ensuring opportunities for economic development.



- The sketch interstate plan (SIP) is intended to provide a baseline for the analysis of future needs for an interstate corridor. The study focuses on the highway corridor, evaluating potential for growth of traffic, particularly freight. Growth estimates are not constrained on a local basis and are intended to reflect total future potential demand. Consideration of potential alternative corridors and modal shifts are not separated from total demand as a part of this process.

- Master plans for limited access corridors and action plans for controlled access corridors are the initial consideration of the engineering design principals to be applied to corridor segments. These segments are typically up to 150 miles in length. The plans identify preliminary typical sections for the corridor and define the controlling design criteria, such as design speed. The studies also make initial identification of multimodal opportunities within the corridor. These studies are typically performed by the Districts. For specific studies, please visit the individual District Webpages.



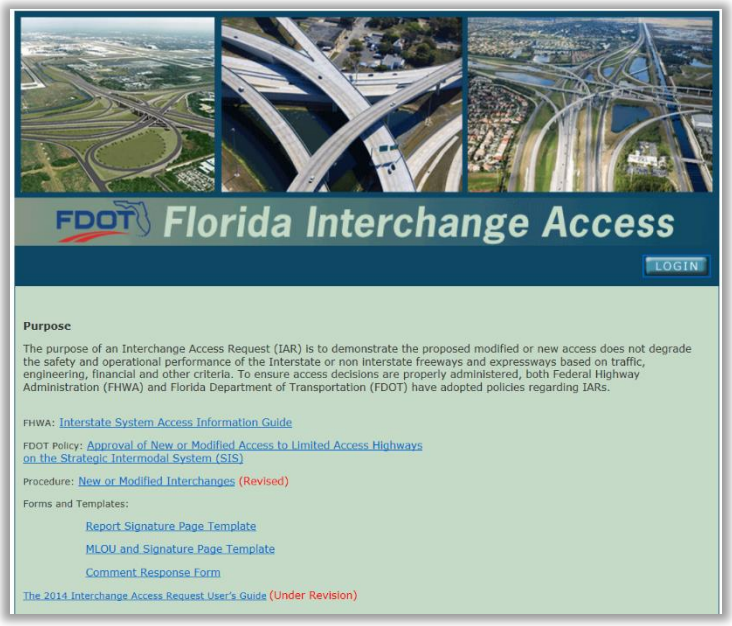

## Access Management

The purpose of access management is to provide access to land development in a manner that preserves the safety and efficiency of the transportation system. Access management involves the careful planning of the location, type, and design of access for driveways, medians, median openings, and interchanges. Resources on the Website include the Median Handbook, Driveway Information Guide, Access Management Brochure, and a variety of information on standards and forms.

Part of access management is limiting the number of new and modified interchanges on SIS limited-access facilities to only those that are most appropriate.

There are four primary types of interchange access request for limited-access facilities:

- Interchange Justification Report (IJR) - Applicants must prepare an IJR to request a new interchange to a limited-access facility;
- Interchange Modification Report (IMR) - Applicants may need to prepare an IMR to request a modification to an existing interchange;
- Systems Interchange Modification Report (SIMR) - Applicants may prepare an SIMR to request an interchange proposal for multiple interrelated interchanges. An SIMR can contain requests for new and modified interchanges;
- Interchange Operational Analysis Report (IOAR) - Applicants may need to prepare an IOAR where: the department has determined that an IMR was not needed for a particular proposal but documented analysis of some aspect of the operation was required for the next production phase or the Department requires additional information to assist in determining project feasibility or to examine any major flaws.



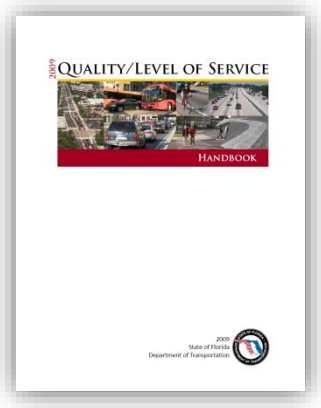

In order to make tracking interchange review submittals easier for both the Central Office and the Districts, a new website was created. The Florida Interchange Access site provides links to interchange resources.

# Congestion Management & Level of Service

Chapter 339.177, Florida Statutes requires a traffic congestion management process, and in Florida this process is called the Florida Mobility Management Process (MMP). An effective congestion management system is: "a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods."

The Systems Management Section and the SIS section work together to produce the SIS Heavily Congested Corridors brochure. It shows corridors with heavy traffic, both currently and projected into the future. Reducing delay and congestion is an important part of meeting the efficiency goals of the SIS.

Level of Service (LOS) has long been a measure of congestion on the SIS and overall State Highway System. LOS is a quantitative stratification of quality of service into six letter grade levels. LOS provides a planning and preliminary engineering technique to address multimodal service inside the roadway environment (essentially inside the right-of-way). Capacity conceptually relates to the maximum number of vehicles or persons that can pass a point on a roadway in a given amount of time under prevailing conditions.




Resources on the website include the Quality/Level of Service Handbook, LOSPLAN Software, Generalized Service Volume Tables, as well as contacts and training. The handbook and accompanying software are used for roadway planning and preliminary engineering analyses. It combines automobile, bicycle, pedestrian, and bus evaluation techniques into a common analysis process. The service volume tables are used for determining LOS based on average daily and peak hour volumes and road type.

## Managed Lanes

The Department has determined there is a need to consider managed lanes as a part of all added capacity projects on limited access facilities. A statewide action plan has been developed to guide managed lane implementation including policy for the planning and development process.

The SPO is responsible for developing and implementing managed lanes policies and procedures for Florida. Managed lanes are defined by the FDOT as highway facilities or sets of lanes within an existing highway facility where operational strategies are proactively implemented and managed in response to changing conditions with a combination of tools. These tools may include accessibility, vehicle eligibility, pricing, or a combination thereof.

# Systems Traffic Modeling Section

The Florida Standard Urban Transportation Model Structure (FSUTMS) is used to represent a formal set of traffic modeling steps, procedures, software, file formats, and guidelines established by the FDOT for use in travel demand forecasting throughout the state. This process relates to the SIS through these traffic forecasts, which are used at every stage of planning to ensure the impacts of future projects are taken into account.

The FDOT Central Office modeling staff use FSUTMS to determine traffic impacts of SIS projects currently under construction but not yet in the Roadway Characteristics Inventory (RCI), and the FDOT District Offices perform analyses to determine future volumes. Proposed SIS projects are prioritized on a wide variety of factors using the SIT, including these traffic forecasts. Travel demand forecasts created by modeling helps planners to take into account future projects, and therefore, better show where future needs may exist.

The SPO provides access to FSUTMS standards, modeling training, a newsletter detailing the latest techniques. Policy decisions and procedural guidelines for FSUTMS are established by the Florida Model Task Force, which includes representatives from local, state, and national agencies.

# Office of Policy Planning

## Transportation Policy Framework

The functions of the Office of Policy Planning (OPP) are to develop, document, and monitor a statewide and metropolitan planning process; develop, publish, and distribute the Florida Transportation Plan, including necessary support documents; develop transportation policy alternatives and recommendations; provide necessary coordination on transportation policy issues with other agencies and the public; and identify, analyze, and document long range trends and conditions, perform various economic and demographic analyses, and evaluate and report on transportation system performance. Part of these responsibilities includes developing the SIS Strategic Plan, and coordinating with the SPO on eligibility and designation.

## Growth Management

The OPP coordinates with the District Growth Management Coordinators and the Department of Economic Opportunity in the development of policies, procedures, and guidelines to assist the Districts and other review agencies in reviewing and assessing the transportation impacts associated with growth and development. This is a statewide concern, and it is important to maintain communication because without effective growth management the SIS may lose its effectiveness.

There have been significant changes in growth management and the role of the state in community planning in recent years. With this in mind, there are resources available to better understand these changes and their implications. Please see the Transportation and Community Planning website for tools such as the Growth Management Workshop presentation and the Proportionate Share Calculation Report. The page also has a number of resources on proportionate fair share, transportation concurrency exception areas (TCEAs), dense urban land areas (DULAs), and developments of regional impact (DRIs).

## Future Corridors

In addition to maintaining mobility on SIS Corridors through the Corridor Development program, FDOT also plays an important role in exploring potential re-use and new corridors. Some existing SIS facilities could be considered for re-use and would be transformed into multi-modal corridors. New corridors connect major regions that are not currently connected by a high-speed, high-capacity corridor today, or where existing corridors do not have the capacity to support anticipated growth in demand over the next 50 years. OPP is the lead office with this effort at the FDOT.

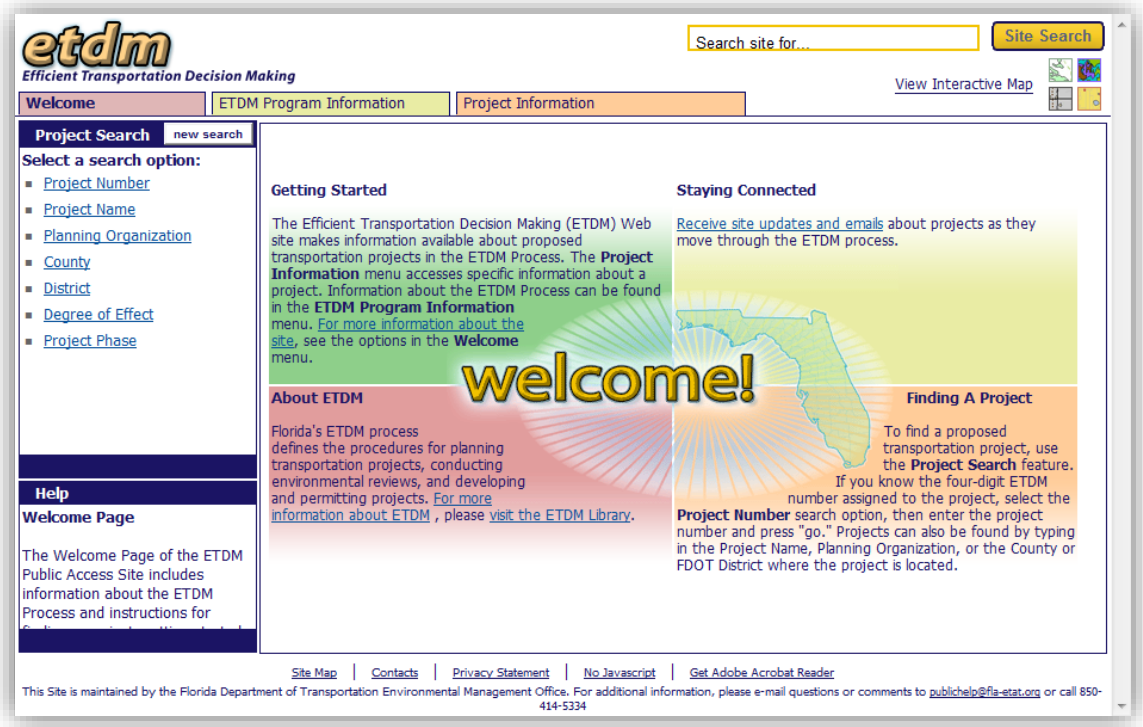
# Environmental Management Office

## Efficient Transportation Decision Making (ETDM)

Other partners have an impact on the SIS both before and after projects are programmed. The Environmental Management Office (EMO) helps the FDOT District Offices and MPOs with the ETDM process to determine the feasibility of proposed projects that may eventually be considered for SIS funding.

The fundamental goal of the ETDM process is to improve transportation decision-making in a way that preserves and protects the human, natural, and physical environments in Florida. Some key features of this process are:

- Effective and timely decision-making without compromising environmental quality;
- Early National Environmental Policy Act (NEPA) and Societal and Ethical Issues in Research (SEIR) reviews/approvals;
- Linking the planning process with the environmental review process and integrating land use, resource, and transportation planning;
- Integrating early environmental issue considerations with long-range transportation planning and project priorities;
- Early and continuous agency and public participation;
- Meaningful dispute resolution mechanisms;
- Problem-solving and collaborative decision-making at the project level;
- The use of geographic information systems (GIS) technology to review, evaluate, and document agency comments on projects for decision-making purposes and contained with and accessible through an online project diary;
- Resource agencies review projects from their own context with their specific GIS data and requested analyses;
- Performance measures are established by mutual agreement;
- Project solutions that are accepted by the resource agencies and the public.




The ETDM Website makes information available about proposed transportation projects in the ETDM process. The Project Diary and Project Effects menus access specific information about a project. For more information about the many menus and capabilities of ETDM, go to the 'welcome' menu at the top left and select 'online help.'

# Office of Freight, Logistics, and Passenger Operations

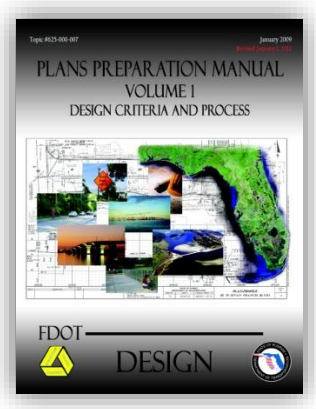
## Modal Offices

The Office of Freight, Logistics, and Passenger Operations will act as a unit to better connect, develop, and implement a freight planning process that will maximize the use of the existing facilities and integrate and coordinate the various modes of transportation, including the combined utilization of both government-owned and privately-owned resources.

As previously discussed, the modal offices do their own SIS planning and project prioritization before submitting SIS project selections to the SPO for statewide prioritization and programming. See Section 4 for more details.

# Roadway Design Office

## Plans Preparation Manual (PPM)




In addition to partners that are involved in the SIS process before programming, the FDOT Roadway Design Office has influence after projects are selected. The Plans Preparation Manual lists the process and criteria required to design a new roadway facility. Facilities on the SIS are subject to special standards and criteria for the number of lanes, design speed, access, level of service, and other requirements.

SIS Highway Connectors on the local or non-state highway system should also be designed in accordance with the SIS criteria contained in this manual, but the District Office may allow the use of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook).

# Section 8: SIS Contact Information

## FDOT Central Office

### Executive Contacts

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## Transit Office

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# FDOT District Office SIS Contacts

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# FDOT District Office Freight Contacts

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## District 7
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# FDOT and Transportation Partner Links

Federal Aviation Administration - http://www.faa.gov/

Federal Highway Administration - http://www.fhwa.dot.gov/

Federal Rail Administration - http://www.fra.dot.gov/

Federal Transit Administration - http://www.fta.dot.gov/

Florida Airports Council - http://www.floridaairports.org/

Florida Department of Economic Opportunity - http://www.floridajobs.org/

Florida Department of Transportation – www.dot.state.fl.us/

Florida Local Transit Agencies - http://www.dot.state.fl.us/transit/Pages/transitagenciesinflorida.shtm

Florida Metropolitan Planning Organizations - http://www.mpoac.org/mpos/index.shtml

Florida Ports Council - http://www.flaports.org/

Florida Public Transportation Association - http://www.floridatransit.org/

Florida Regional Planning Councils - http://flregionalcouncils.org/

Florida Transportation Commission - http://www.ftc.state.fl.us/

Florida Turnpike Enterprise - http://www.floridasturnpike.com/

Miami-Dade Expressway Authority - http://www.mdxway.com/

Orlando-Orange County Expressway Authority - http://www.cfxway.com/

Space Florida - http://www.spaceflorida.gov/

Tampa-Hillsborough Expressway Authority - http://www.tampa-xway.com/

United States Department of Transportation - http://www.dot.gov/

Florida Department of Transportation