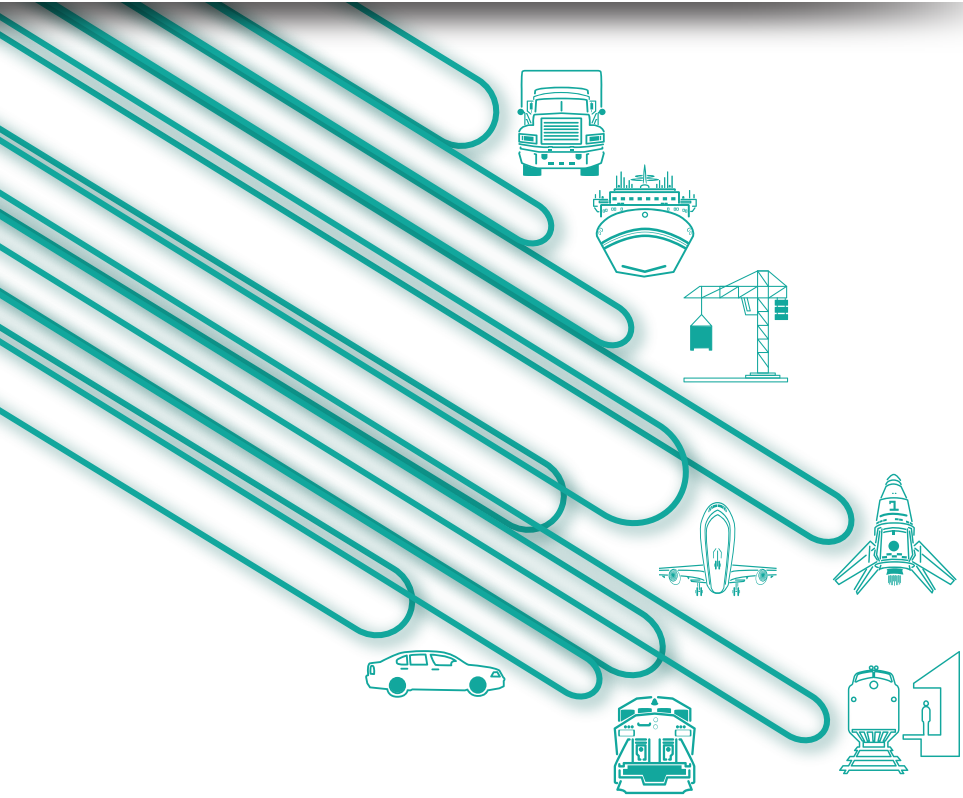




STRATEGIC INTERMODAL SYSTEM BRIEFING



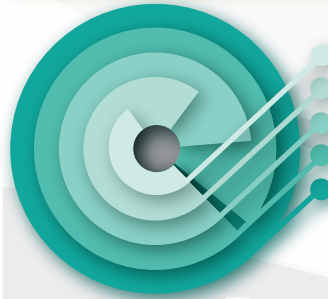
2014

WHAT IS THE SIS

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 the State's **LARGEST** and most **SIGNIFICANT** airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. 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.

COLLECTIVELY, SIS FACILITIES SERVE:



- 55% STATE HIGHWAY SYSTEM TRAFFIC
- 70% STATE HIGHWAY SYSTEM TRUCK TRAFFIC
- 89% INTERREGIONAL BUS & RAIL PASSENGERS
- 99% COMMERCIAL AIR PASSENGERS & CARGO
- 100% RAIL & WATERBORNE FREIGHT TONNAGE & CRUISE SHIP PASSENGERS

These connectors, corridors and hubs form the fundamental network which satisfies the transportation needs of travelers and visitors, supports the movement of freight, and provides transportation links to external markets.

TRANSPORTATION MODE BREAKDOWN

STATEWIDE SIS MILEAGE

HIGHWAYS

SIS HIGHWAY	3,535
EMERGING SIS HIGHWAY	760
SIS HIGHWAY CONNECTOR	254
SIS HIGHWAY CONNECTOR PLAN ADD	100
MILITARY ACCESS FACILITIES	39
TOTAL SIS HIGHWAY MILEAGE	4,688



RAILROADS

SIS RAILROAD	1,704
EMERGING SIS RAILROAD	357
SIS RAILROAD CONNECTOR	236
SIS RAILROAD CONNECTOR PLAN ADD	22
TOTAL SIS RAILROAD MILEAGE	2,319



ECONOMIC COMPETITIVENESS

Provide transportation systems to support statewide goals related to economic diversification and development.



EFFICIENCY

Reduce delay and improve the reliability of travel and transport using SIS facilities.



INTERMODAL CONNECTIVITY

Provide for safe and efficient transfers for both people and freight between all transportation modes.



EMERGENCY MANAGEMENT AND SAFETY

Help ensure Florida's transportation system can meet national defense, emergency response and evacuation needs while providing a safe facility for the public.



SIS OBJECTIVES

INTERREGIONAL CONNECTIVITY

Enhance connectivity between Florida's economic regions and other states for both people and freight.

CHOICES

Expand modal alternatives to SIS highways for travel and transport between regions, states, and nations.

ENERGY, AIR QUALITY AND CLIMATE

Reduce growth rate in vehicle-miles traveled, associated energy consumption, emissions of air pollutants and greenhouse gases.



TRANSPORTATION MODE BREAKDOWN

STATEWIDE SIS HUBS

SPACEPORTS

SIS SPACEPORT	1
SIS SPACEPORT PLAN ADD	1
TOTAL SIS SPACEPORT	2



PASSENGER TERMINAL

SIS PASSENGER TERMINAL	22
EMERGING SIS PASSENGER TERMINALS	9
SIS PASSENGER TERMINAL PLAN ADD	3
TOTAL SIS PASSENGER TERMINAL	34



FREIGHT TERMINAL

SIS FREIGHT TERMINAL	5
EMERGING SIS FREIGHT TERMINAL	2
TOTAL SIS FREIGHT TERMINAL	7



AIRPORTS

SIS AIRPORT	7
EMERGING SIS AIRPORT	10
SIS RELIEVER AIRPORT	2
TOTAL SIS AIRPORT	19



SEAPORTS

SIS SEAPORT	7
EMERGING SIS SEAPORT	3
SIS SEAPORT PLAN ADD	1
TOTAL SIS SEAPORT	11



SIS PLANNING AND PROGRAMMING PROCESS

The SIS planning process is based on policy guidance established in the Florida Transportation Plan (FTP). This process provides the framework for planning, programming, and implementing transportation projects and ensures that the limited transportation funds are invested in the most effective manner.

SIS WORK PROGRAM:



The Department's adopted Work Program is the upcoming five year listing of capacity investments that will be made in the near future on the SIS. All SIS facilities are eligible for state transportation funding, regardless of mode or ownership, with state funding covering varying shares of the project costs. The SIS is the primary focus of FDOT capacity improvement funds; however it is not the single source of funds for all projects.

COST FEASIBLE PLAN (CFP):



The Cost Feasible Plan illustrates projects on the SIS which are considered financially feasible during the last fifteen year (Years 11 to 25) of the State's SIS Long Range Plan, based on current revenue forecasts. Projects in this plan could move forward into the Work Program or Second Five Year Plan as funds become available or backwards into the Unfunded Needs Plan if revenues fall short of projections, or when cost estimates or priorities change.

SECOND FIVE YEAR PLAN:



The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Word Program. Projects in this plan could move forward into the Adopted Work Program as funds become available.

UNFUNDED NEEDS PLAN:



The Unfunded Needs Plan identifies transportation capacity projects on the SIS, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy. Projects in the Unfunded Needs Plan could move forward into the SIS Cost Feasible Plan as funds become available.

SIS COORDINATORS CONTACT INFORMATION

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