

# Proposed SIS/Strategic Growth Designation Criteria

## Structure

FDOT management has reviewed and approved the revised SIS structure. The new structure will continue to focus on the original intent of SIS and provide a greater focus on a managed system of designated facilities. Structure changes include:

- Combine existing SIS and Emerging SIS components
- Create Strategic Growth component
- Strengthen bi-annual SIS designation reviews
- Simplify SIS designation criteria where needed

## Proposed Hub Designation Criteria

### Proposed Strategic Growth Component (For all Hubs unless otherwise noted)

Must meet **AT LEAST ONE** of the following:

- Is the facility projected to meet SIS minimum activity levels within three years of being designated?
- Is the facility determined by FDOT to be of compelling state interest, such as serving a unique marketing niche or potentially becoming the most strategic facility in a region that has no designated SIS facility?

Must meet **ALL** of the following:

- Does the facility have a current master plan as well as a prioritized list of production ready projects?
- Is the facility identified in a local government comprehensive plan, Comprehensive Economic Development Strategy (CEDS), Transit Development Plan, or equivalent?
- Does the facility have partner and public consensus on viability of a new or significantly expanded facility?
- Does the facility meet Community and Environment screening criteria?

### Proposed SIS Commercial Service Airport Designation Criteria

Size Criteria (must meet one of the following)

- $\geq 2.5\%$  of Florida total – annual passenger enplanements
- $\geq 2.5\%$  of Florida total – annual freight and mail tonnage

### Proposed SIS General Aviation Reliever Airport Designation Criteria (criteria as defined in s. 339.63 Florida Statute)

Must meet **ALL** of the following:

- The airport it relieves must be designated as SIS or Strategic Growth
- Handles at least 75,000 itinerant (nonlocal) operations per year
- Has a runway length of at least 5,500 linear feet
- Capable of handling aircraft weighing at least 60,000 pounds with a dual wheel configuration which is served by at least on precision instrument approach
- Serves a cluster of aviation-dependent industries

General Aviation Reliever Airport has the same designation (SIS or Strategic Growth) as the Commercial Service Airport it relieves

### Proposed SIS Spaceport Designation Criteria

Regularly scheduled civil, commercial, or military launches resulting in suborbital or orbital flights.



### Proposed SIS Public Seaport Designation Criteria

Size Criteria (must meet one of the following):

- ≥ 1% of Florida total – annual freight volume measured in tons
- ≥ 1% of Florida total – annual container volume measured in twenty-foot equivalent units (TEUs)
- ≥ 250,000 annual home-port cruise ship passengers

### Proposed SIS Interregional Passenger Terminal Designation Criteria

Size Criteria

- ≥ 100,000 interregional rail passengers
- ≥ 100,000 interregional bus passengers

**OR (must be co-located with another transit mode AND meet size criteria)**

Size Criteria

- ≥ 50,000 interregional rail passengers
- ≥ 50,000 interregional bus passengers
- ≥ 50,000 interregional rail AND bus passengers per year

### Proposed SIS Urban Fixed Guideway Transit Terminal Designation Criteria

All qualifying urban fixed guideway system terminals will be included as part of the corridor designation. Terminals will be treated as SIS hubs and associated with an intermodal connector if they meet one or more of the following criteria:

- Are located at or near the termini of the urban fixed guideway corridor
- Serve a SIS airport, seaport, or spaceport
- Are integrated with other SIS passenger rail or bus systems providing connections to other regions or states
- Are co-located with a major park-and-ride facility (≥ 500 spaces)

Strategic Growth does not apply to Urban Fixed Guideway Terminals

### Proposed SIS Freight Rail Terminal Designation Criteria

Size Criteria

- ≥ 5% of Florida total – intermodal rail units per year

### Proposed SIS Intermodal Logistics Center Designation Criteria

Meets the definition of an ILC.

**AND**

Provides ability to accommodate and support, within a logistics chain that may span multiple modes and handling steps, domestic or international trade moving to or from a SIS seaport or airport.

**AND**

Is identified in a local comprehensive plan or local government development order as an intermodal logistics center or equivalent planning term.

**AND**

Meets minimum size thresholds for cargo throughput, consistent with existing SIS hub criteria for the type of intermodal movement primarily handled by the ILC (e.g., air cargo-to-truck tonnage – 2.5% of Florida total; waterborne container-to-truck or –rail TEUs - 1% of Florida total; intermodal rail terminal units - 5% of Florida total)



## Proposed Corridor Designation Criteria

Proposed SIS Highway Corridor Designation Criteria
<u>To be designated a SIS Highway Corridor, a facility must be:</u>
<ul style="list-style-type: none"> <li>An interstate or high capacity tolled facility</li> </ul>
<b>OR</b>
<ul style="list-style-type: none"> <li>A limited access facility (access level 1) with a SIS facility or limited access facility (access level 1) at each end<sup>1</sup></li> </ul>
<b>OR</b>
<ul style="list-style-type: none"> <li>An NHS facility that connects to an urbanized area outside of Florida that is not already served by a SIS facility</li> </ul>
<b>OR</b>
<ul style="list-style-type: none"> <li>A controlled access facility (access level 2 or 3) connecting two or more urbanized areas with a SIS facility at each end<sup>2</sup></li> </ul>
<b>OR</b>
<ul style="list-style-type: none"> <li>A corridor connecting one or more urbanized areas with or through a Rural Area of Opportunity (RAO) and having an AADT of at least 6,000 or an AADTT of at least 1,000 with a SIS facility at each end<sup>2</sup></li> </ul>
There is no Strategic Growth component for highway corridors

Proposed SIS Rail Corridor Designation Criteria
<u>SIS Rail Corridor</u>
<ul style="list-style-type: none"> <li>Mainline rail corridor that is Class I or Class II with two or more average daily trains.</li> </ul>
<u>Strategic Growth Rail Corridor</u>
<ul style="list-style-type: none"> <li>Shortline rail corridor that is Class III with two or more average daily trains<sup>3</sup>.</li> </ul>
<b>OR</b>
<ul style="list-style-type: none"> <li>Rail corridor determined by FDOT to be of compelling state interest, such as creating a significant economic development opportunity</li> </ul>

Proposed SIS Waterway Corridor Designation Criteria
Must meet one of the following:
<u>Coastal Shipping Lanes and Intracoastal Waterway</u>
<ul style="list-style-type: none"> <li>Designated intracoastal waterway or coastal shipping lane handling international waterborne trade.</li> </ul>
<u>Inland Deep Draft Waterway – authorized depth greater than or equal to 12 feet</u>
<ul style="list-style-type: none"> <li>≥ 5% of Florida Total – annual total waterway freight tonnage</li> </ul>
<u>Inland Shallow Draft Waterway – authorized depth less than 12 feet</u>
<ul style="list-style-type: none"> <li>≥ 5% of Florida Total – annual domestic waterway freight tonnage</li> </ul>
There is no Strategic Growth component for waterway corridors.

Proposed Urban Fixed Guideway Corridor Designation Criteria
Urban fixed guideway transit corridors connecting multiple urbanized area counties and serving as a regionally significant facility within a region.

<sup>1</sup> If a limited access facility serves as the primary emergency evacuation route of statewide significance, it may be designated even if it is not connected to another SIS or limited access facility at one end.

<sup>2</sup> In an area where multiple parallel facilities are connecting to the same urbanized areas or contiguous urbanized areas, only the facility/facilities that meet(s) Criteria 1-3 will be designated. If none of the parallel facilities meet Criteria 1-3, the facility meeting criteria 4 or 5 with the highest AADT will be designated.

<sup>3</sup> Exception is TCCX (TriRail) which provides trackage rights to CSX for freight movements.

