

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 one 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"> An interstate or high capacity tolled facility
OR
<ul style="list-style-type: none"> A limited access facility (access level 1) with a SIS facility or limited access facility (access level 1) at each end¹
OR
<ul style="list-style-type: none"> An NHS facility that connects to an urbanized area outside of Florida that is not already served by a SIS facility
OR
<ul style="list-style-type: none"> A controlled access facility (access level 2 or 3) connecting two or more urbanized areas with a SIS facility at each end²
OR
<ul style="list-style-type: none"> 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 end²
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"> Mainline rail corridor that is Class I or Class II with two or more average daily trains.
<u>Strategic Growth Rail Corridor</u>
<ul style="list-style-type: none"> Shortline rail corridor that is Class III with two or more average daily trains³.
OR
<ul style="list-style-type: none"> Rail corridor determined by FDOT to be of compelling state interest, such as creating a significant economic development opportunity

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"> Designated intracoastal waterway or coastal shipping lane handling international waterborne trade.
<u>Inland Deep Draft Waterway – authorized depth greater than or equal to 12 feet</u>
<ul style="list-style-type: none"> ≥ 5% of Florida Total – annual total waterway freight tonnage
<u>Inland Shallow Draft Waterway – authorized depth less than 12 feet</u>
<ul style="list-style-type: none"> ≥ 5% of Florida Total – annual domestic waterway freight tonnage
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.

¹ 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.

² 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.

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



Proposed Intermodal Connector Designation Criteria

Proposed Hub to Corridor Connector Designation Criteria

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

Proposed Hub to Hub Connector Designation Criteria

Intermodal Freight Drayage Route

- Route provides direct connection from one SIS hub to another SIS hub?
- Route's primary purpose is to move freight from one SIS hub to another SIS hub via public access facilities?

Intermodal Passenger Transfer Facility

- Route provides exclusive-use service with no intermediate stops?
- Majority of trips on route are for interregional or interstate passengers?

Proposed Military Access Facility Designation Criteria

Must meet one of the following:

- Designate as "Military Access Facilities" Strategic Highway Network (STRAHNET) roads and Strategic Rail Corridor Network (STRACNET) rail lines serving main entrance(s) of U.S. Department of Defense military installations with at least 4% of Florida total military and civilian personnel.
- Designate as "Military Access Facilities" primary roads and rail lines serving main entrance(s) of military installations designated as the Governor's Continuity of Government site(s).



SIS/Strategic Growth Designation Based on Proposed Designation Criteria – District 3

Changes to Highway Corridors ⁴	Existing Designation	Proposed Designation	Reason for Change
SR 79, I-10 to Alabama State Line	Emerging SIS	Not Designated	Not connecting to an urbanized area outside of the state
US 19/FL-GA Parkway, SR 20/US 27 to Georgia State Line	Emerging SIS	Not Designated	Not connecting to an urbanized area outside of the state
SR 77, I-10 to SR 390	Emerging SIS	Not Designated	Not connecting multiple urbanized areas.
SR 85, I-10 to Eglin Air Force base and Destin-Ft. Walton Beach Airport	SIS	Military Access Facility/Connector	Not connecting multiple urbanized areas. However this facility provides the most direct connection between the military base and I-10. This facility will also serve as a connector to Destin-Ft. Walton Beach Airport
SR 79/Arnold Rd, SR 30/SR 30A to I-10	Emerging SIS (Connector)	SIS	Controlled access facility providing emergency evacuation for Panama City Urbanized Area
SR 390, US 98 to US 231	Not Designated	SIS	Controlled access facility connecting US 98/SR 79 to Panama City Urbanized Area to account for the addition of US 98
US 319/Capital Circle, US 19/Apalachee Pkwy to I-10	Not Designated	SIS	Controlled access facility connecting to Tallahassee Urbanized Area

Changes to Highway Connectors ⁴	Existing Designation	Proposed Designation	Reason for Change
SR 85, US 98 to SR 123	Military Access Facility	Not Designated	SR 85 provides a more direct connection between the military facility and I-10.
US 231/SR 75/Harrison Ave, US 98 to Panama City Greyhound Station	Emerging SIS	Not Designated	Panama City Greyhound is recommended for de-designation
SR 742/W Burgess Rd, I-10 to Pensacola Greyhound Station	Emerging SIS	Not Designated	Pensacola Greyhound is recommended for de-designation
SR 90/Mahan Drive, I-10 to Tallahassee Greyhound Station	Emerging SIS	Not Designated	Tallahassee Greyhound is recommended for de-designation

Rail Corridors	Existing Designation	Proposed Designation
CSX Transportation, Alabama State Line to Pensacola	SIS	SIS
CSX Transportation, Pensacola to Madison County Line	SIS	SIS
CSX Transportation, US 29 to Alabama Gulf Coast Railway Line	Not Designated	SIS
Bay Line Railroad, Alabama State Line to Port Panama City	Emerging SIS	Strategic Growth
Alabama Gulf Coast Railway, CSX Transportation Line to Market St	Not Designated	Strategic Growth

⁴ Only facilities that would change designation under proposed criteria are listed in this table.



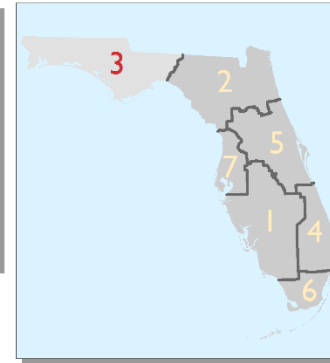
Rail Connectors	Existing Designation	Proposed Designation
Apalachicola and Northern Railroad, CSX Transportation Line to Port St. Joe	Emerging SIS	Strategic Growth

Waterway Corridors	Existing Designation	Proposed Designation
Intracoastal		
Gulf Intracoastal Waterway, Apalachee Bay to Panama City	SIS	SIS
Gulf Intracoastal Waterway, Panama City to Pensacola Bay	SIS	SIS
Gulf Intracoastal Waterway, Pensacola Bay to Mobile Bay, AL	SIS	SIS
Inland		
Bayou Chico	Not Designated	Not Designated
Escambia River	Not Designated	Not Designated
La Grange Bayou	Emerging SIS	Not Designated
St. Marks River	Not Designated	Not Designated
Watson Bayou	Not Designated	Not Designated

Commercial Service Airports	Existing Designation	Potential New Designation
Pensacola International Airport (PNS)	Emerging SIS	Strategic Growth
Northwest FL Beaches International Airport (ECP)	Emerging SIS	Strategic Growth
Destin-Ft. Walton Beach Airport (VPS)	Emerging SIS	Strategic Growth
Tallahassee International Airport (TLH)	Emerging SIS	Strategic Growth
General Aviation Reliever Airports		
N/A	N/A	N/A
Spaceports		
N/A	N/A	N/A
Public Seaports		
Port Panama City	Emerging SIS	SIS
Port of Pensacola	Emerging SIS	Strategic Growth
Port of Port St. Joe	Planned Add	Strategic Growth
Interregional Passenger Terminals		
Tallahassee Greyhound	SIS	Not Designated
Pensacola Greyhound	Emerging SIS	Not Designated
Panama City Greyhound	Emerging SIS	Not Designated
Urban Fixed Guideway Stations		
N/A	N/A	N/A
Freight Rail Terminals		
N/A	N/A	N/A
Intermodal Logistics Centers		
N/A	N/A	N/A



DISTRICT 3 *overview*



SIS atlas

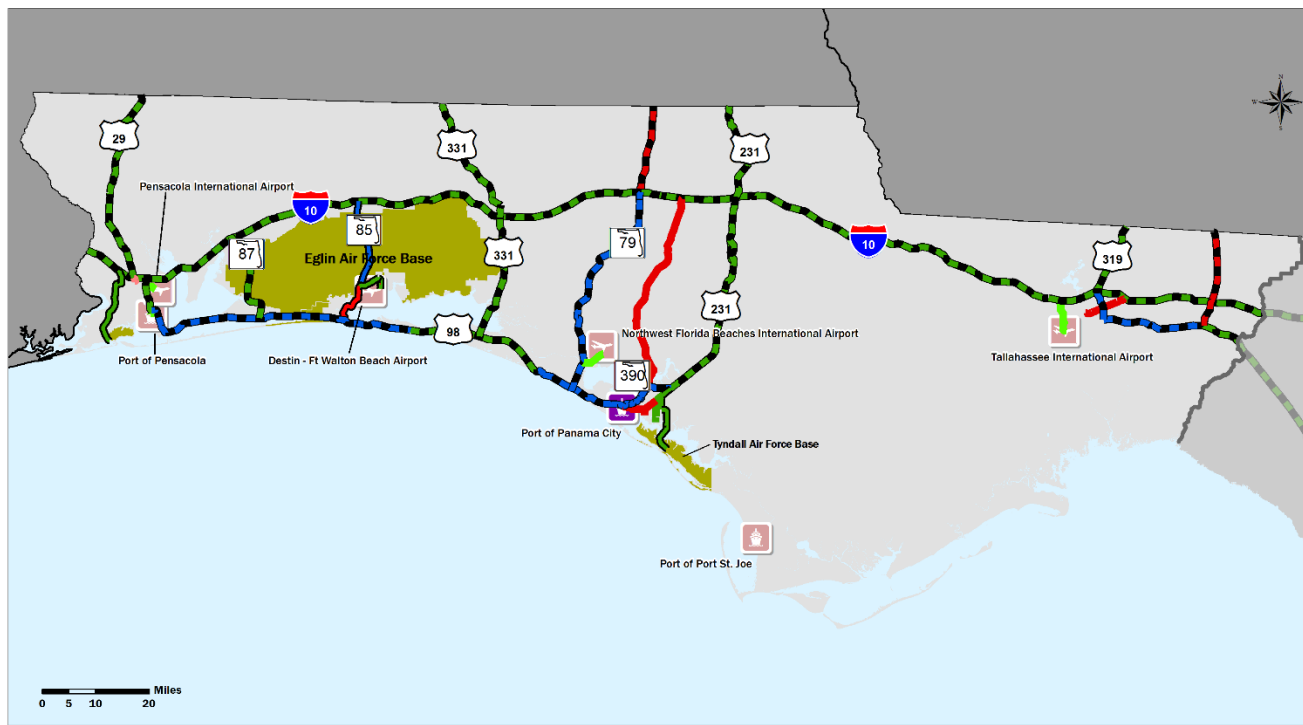
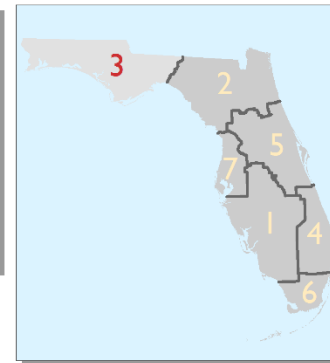
- Airports**
 - Strategic Growth Airport
- Seaports**
 - SIS Seaport
 - Strategic Growth Seaport
- Highway**
 - SIS Highway Corridor
 - SIS Highway Connector
 - Strategic Growth Highway Connector
 - Military Access Facility
- Rail**
 - SIS Railway Corridor
 - Strategic Growth Railway Corridor
 - Strategic Growth Railway Connector
- Waterways**
 - SIS Waterway
 - SIS Waterway Connector

Florida Department of Transportation
Strategic Intermodal System



DISTRICT 3

highway detail



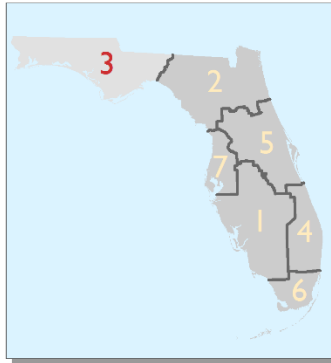
SIS atlas

- Airports**
- Strategic Growth Airport
- Seaports**
- SIS Seaport
 - Strategic Growth Seaport
- Highway**
- SIS Highway Corridor - Kept
 - SIS Highway Corridor - Added
 - SIS Highway Corridor - Removed
 - SIS Highway Connector - Kept
 - SIS Highway Connector - Added
 - SIS Highway Connector - Removed
 - Strategic Growth Highway Connector - Kept
 - Strategic Growth Highway Connector - Removed
 - Military Access Facility - Kept
 - Military Access Facility - Added
 - Military Access Facility - Removed

Florida Department of Transportation
Strategic Intermodal System

DISTRICT 3

rail detail



SIS atlas

Airports

- Strategic Growth Airport

Seaports

- SIS Seaport
- Strategic Growth Seaport

Rail

- SIS Rail Corridor - Kept
- SIS Rail Corridor - Added
- SG Rail Corridor - Kept
- SG Rail Corridor - Added
- SG Rail Connector - Kept

Florida Department of Transportation
Strategic Intermodal System