

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 5

Changes to Highway Corridors ⁴	Existing Designation	Proposed Designation	Reason for Change
SR 528, I-95 to SR 401 / Port Canaveral	SIS	SIS (Connector)	Facility is not bounded by another SIS Highway Corridor on the eastern end so it does not qualify for designation as a corridor. This facility will remain on the SIS as a Connector to Port Canaveral.
US 17/SR 15, Putnam County Line to SR 40	Emerging SIS	Not Designated	Does not meet Access Class thresholds
SR 407, SR 528 to I-95	Not Designated	SIS	Toll Facility

Changes to Highway Connectors ⁵	Existing Designation	Proposed Designation	Reason for Change
SR 528, I-95 to SR 401/ Port Canaveral	SIS	SIS	The portion of this facility recommended for de-designation as a SIS corridor above will remain on the SIS as a Connector to Port Canaveral.
US 92, Midway Avenue to US 1	Emerging SIS	Not Designated	Daytona Beach Greyhound is recommended for de-designation.
CR 5054/Sarno Rd. and Apollo Blvd, I-95 to SR 508/NASA Blvd.	Emerging SIS	Not Designated	Melbourne Greyhound is recommended for de-designation

Rail Corridors	Existing Designation	Proposed Designation
Florida East Coast, St. Johns County Line to Indian River County Line	SIS	SIS
CSX Transportation, Putnam County Line to Okeechobee County Line	SIS	SIS
CSX Transportation, Alachua County Line to Sumter County Line	SIS	SIS
Florida Central Railroad, CSX Transportation Line to Umatilla	Emerging SIS	Strategic Growth
Florida Northern Railroad, Levy County Line to Citrus County Line	Emerging SIS	Strategic Growth

Rail Connectors	Existing Designation	Proposed Designation
Kennedy Space Center Railroad, Cape Canaveral Spaceport to Florida East Coast Line	SIS	SIS
CSX Transportation Connector, CSX Transportation Line to Orlando CSX Intermodal Terminal	Emerging SIS	Strategic Growth
Florida Northern Railroad, Alachua County Line to Citrus County Line.	Emerging SIS	Strategic Growth

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

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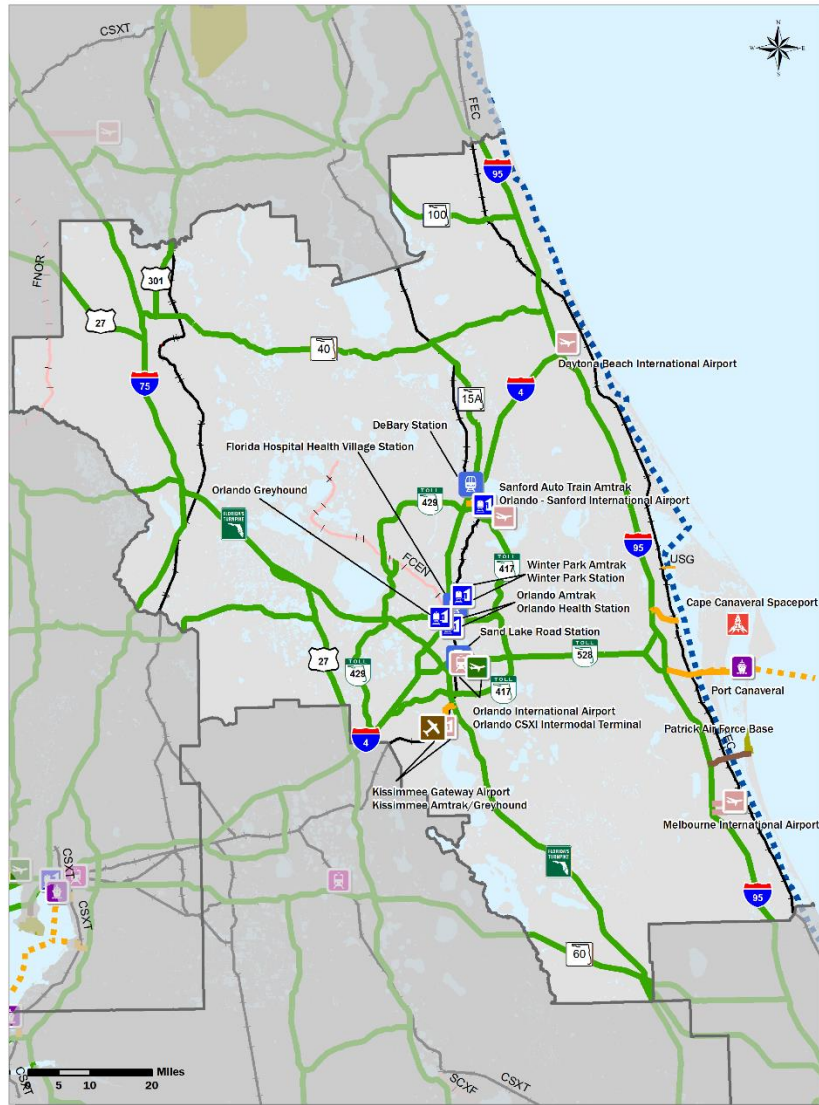
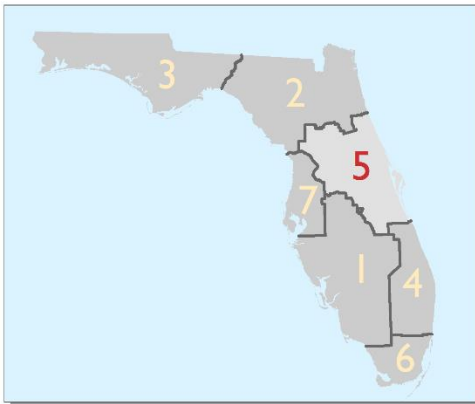


Waterways	Existing Designation	Proposed Designation
Intracoastal		
Atlantic Intracoastal Waterway, Jacksonville to Miami	SIS	SIS

Commercial Service Airports	Existing Designation	Potential New Designation
Orlando International Airport (MCO)	SIS	SIS
Orlando Sanford International Airport (SFB)	Emerging SIS	Strategic Growth
Daytona Beach International Airport (DAB)	Emerging SIS	Strategic Growth
Melbourne International Airport (MLB)	Emerging SIS	Strategic Growth
General Aviation Reliever Airports		
Kissimmee Gateway Airport	SIS	Not Designated
Spaceports		
Cape Canaveral Spaceport	SIS	SIS
Public Seaports		
Port Canaveral	SIS	SIS
Interregional Passenger Terminals		
Sanford Auto Train Amtrak	SIS	SIS
Orlando Amtrak	SIS	SIS
Orlando Greyhound	SIS	SIS
Winter Park Amtrak	Not Designated	SIS
Kissimmee Amtrak/Greyhound	Emerging SIS	Strategic Growth
Daytona Beach Greyhound	Emerging SIS	Not Designated
Melbourne Greyhound	Emerging SIS	Not Designated
Urban Fixed Guideway Stations (SunRail)		
DeLand Station	SIS (Hub)	Not Designated (Not Yet Operational)
DeBary Station	SIS (Station)	SIS (Hub)
Sanford Station	SIS (Hub)	SIS (Station)
Winter Park Station	SIS (Station)	SIS (Hub)
Florida Hospital Health Village Station	SIS (Station)	SIS (Hub)
Lynx Central Station	SIS (Hub)	SIS (Station)
Orlando Health Station	SIS (Hub)	SIS (Hub)
Sand Lake Road Station	SIS (Station)	SIS (Hub)
Poinciana Station	SIS (Hub)	Not Designated (Not Yet Operational)
Freight Rail Terminals		
Orlando CSX Intermodal Terminal	Emerging SIS	Strategic Growth
Intermodal Logistics Centers		
N/A	N/A	N/A



DISTRICT 5 overview



SIS atlas

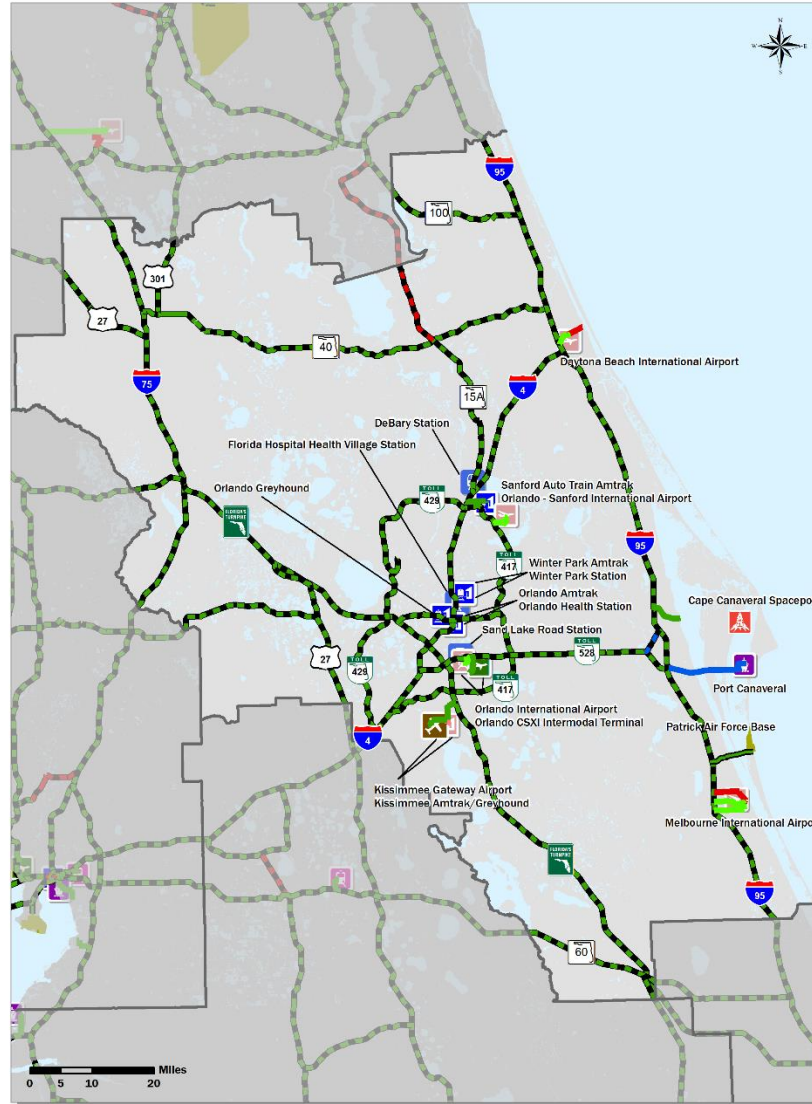
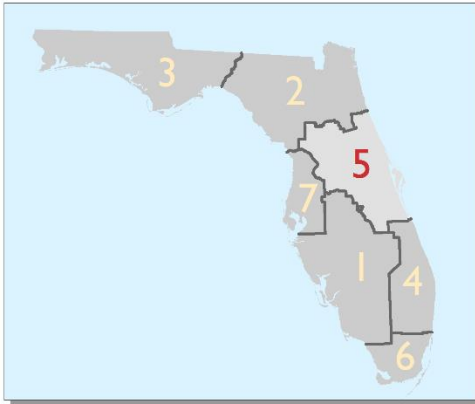
- Airports**
 - SIS Airport
 - Strategic Growth Airport
 - SIS General Aviation Reliever Airport
- Spaceports**
 - SIS Spaceport
- Seaports**
 - SIS Seaport
- Freight Rail Terminals**
 - Strategic Growth Freight Rail Terminal
- Passenger Terminals**
 - SIS Passenger Terminal
 - Strategic Growth Passenger Terminal
- Urban Fixed Guideway Hubs**
 - SIS Urban Fixed Guideway Hubs
- Highway**
 - SIS Highway Corridor
 - SIS Highway Connector
 - Strategic Growth Highway Connector
 - Military Access Facility
- Rail**
 - SIS Railway Corridor
 - Strategic Growth Railway Corridor
 - SIS Railway Connector
- Waterways**
 - SIS Waterway
 - SIS Waterway Connector

Florida Department of Transportation
Strategic Intermodal System



DISTRICT 5

highway detail



SIS atlas

Airports

- SIS Airport
- Strategic Growth Airport
- SIS General Aviation Reliever Airport

Spaceports

- SIS Spaceport

Seaports

- SIS Seaport

Freight Rail Terminals

- Strategic Growth Freight Rail Terminal

Passenger Terminals

- SIS Passenger Terminal
- Strategic Growth Passenger Terminal

Urban Fixed Guideway Hubs

- SIS Urban Fixed Guideway Hubs

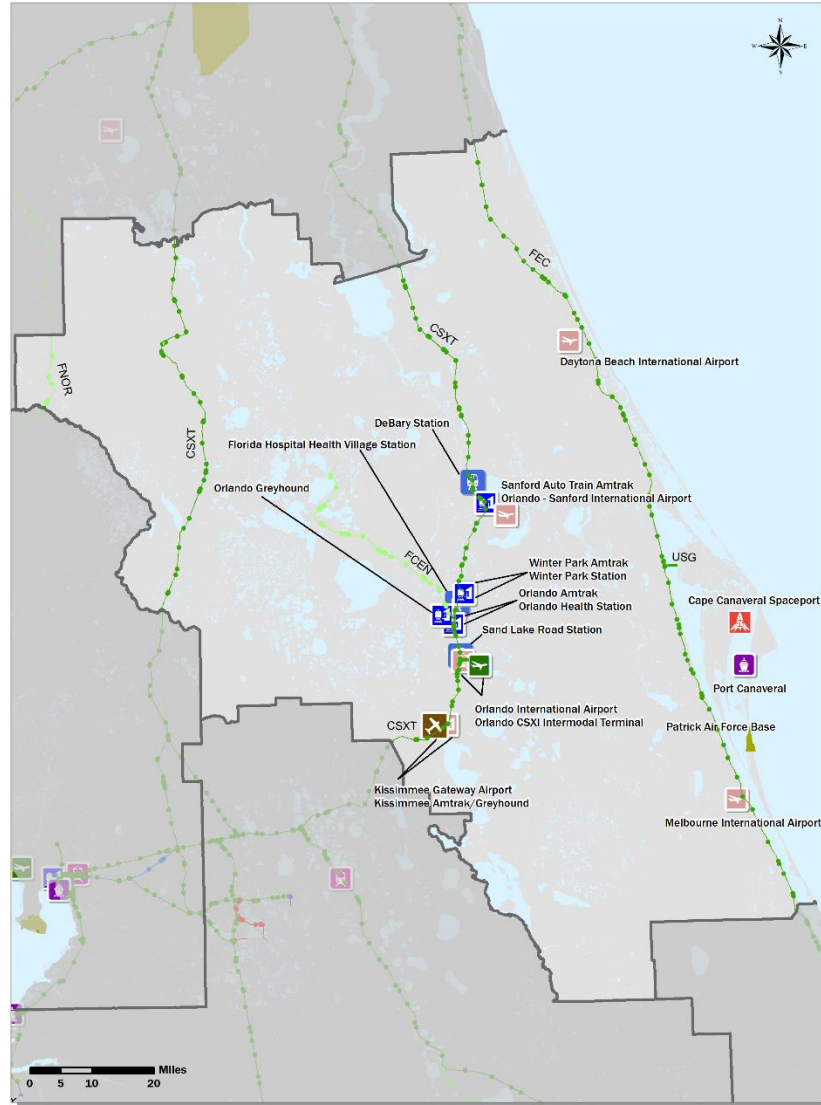
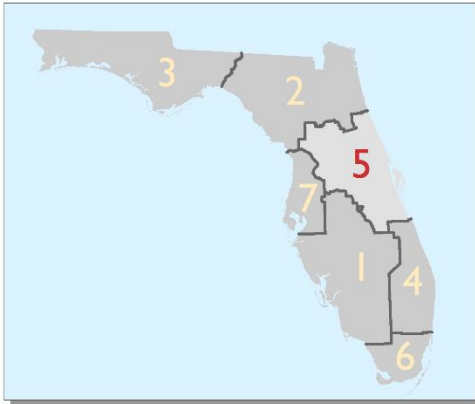
Highway

- 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

Florida Department of Transportation
Strategic Intermodal System

DISTRICT 5

rail detail



SIS atlas

- Airports**
 - SIS Airport
 - Strategic Growth Airport
 - SIS General Aviation Reliever Airport
- Spaceports**
 - SIS Spaceport
- Seaports**
 - SIS Seaport
- Freight Rail Terminals**
 - Strategic Growth Freight Rail Terminal
- Passenger Terminals**
 - SIS Passenger Terminal
 - Strategic Growth Passenger Terminal
- Urban Fixed Guideway Hubs**
 - SIS Urban Fixed Guideway Hubs
- Rail**
 - SIS Rail Corridor - Kept
 - SG Rail Corridor - Kept
 - SIS Rail Connector - Kept

Florida Department of Transportation
Strategic Intermodal System