

SIS Funding Strategy

The FDOT Systems Implementation Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential Strategic Intermodal System (SIS) projects in various stages of development. All of the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 year period. The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight.

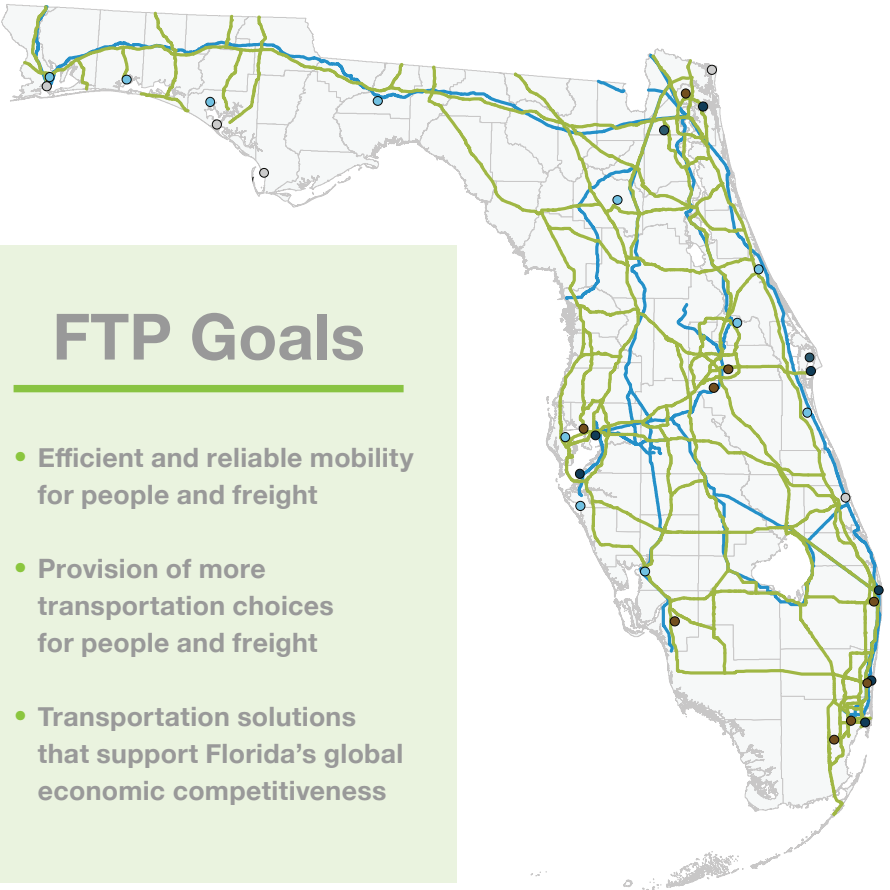
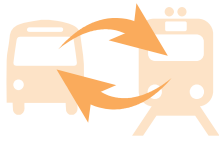
The combined document set illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25).

Strategic Intermodal System (SIS)

The SIS was established by the Florida Legislature in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance and is focused on the efficient movement of passengers and freight. All of the projects included in the SIS Funding Strategy are improvements to eligible SIS transportation facilities.

SIS Objectives

Interegional Connectivity • Intermodal Connectivity • Economic Development



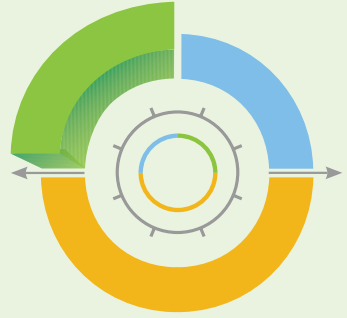
FTP Goals

- Efficient and reliable mobility for people and freight
- Provision of more transportation choices for people and freight
- Transportation solutions that support Florida's global economic competitiveness

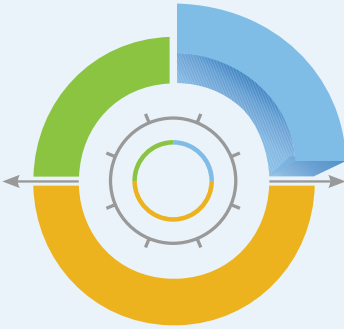
First Five Year Plan

The First Five Year Plan illustrates capacity projects on the SIS that are funded by the Legislature in the FDOT Adopted Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 Years.

UPDATE CYCLE: The Work Program is legislatively adopted, effective July 1 each year with the start of the new fiscal year.



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 Work Program. Projects in this plan could move forward into the First Five Year Plan as funds become available.

UPDATE CYCLE: Typically updated annually, usually in late Fall following the First Five Plan update.

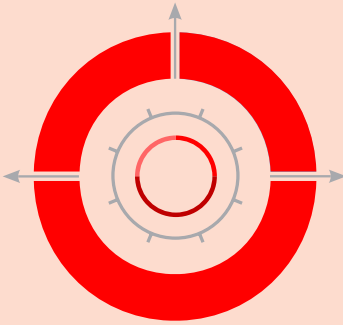
Cost Feasible Plan

The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (Years 11 to 25) of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could move forward into the Second Five as funds become available or backwards into the Unfunded Needs Plan if revenues fall short of projections.

UPDATE CYCLE: Typically updated every 3 to 5 years as new revenue forecasts become available.



Unfunded Needs Plan



The FDOT Systems Implementation Office also produces a fourth document which is related to, but not part of, the SIS Funding Strategy. The Unfunded Needs Plan identifies transportation projects on the SIS that help meet mobility needs, 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 Funding Strategy as funds become available.

UPDATE CYCLE: Typically updated every 5 years.



QUESTIONS OR COMMENTS PLEASE CONTACT:

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