FDOT

SIS

STRATEGIC INTERMODAL SYSTEM
POLICY PLAN

FTP Florida Transportation Plan

SIS Strategic Intermodal System

MARCH 2016

FloridaTransportationPlan.com

Florida Transportation Plan Policy Element *(December 2015)*

Long range transportation plan for all of Florida.

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida created by, and providing direction to, the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. The FTP includes seven goals to guide transportation planning decisions.

Strategic Intermodal System (SIS) Policy Plan *(February 2016)*

Objectives and approaches to guide future SIS planning and investments.

The Strategic Intermodal System (SIS) Policy Plan establishes the policy framework for planning and managing Florida's Strategic Intermodal System, the high priority network of transportation facilities important to the state's economic competitiveness. The SIS Policy Plan is a primary emphasis of FTP implementation and aligns with the current FTP Policy Element. The SIS Policy Plan includes three objectives to guide future SIS plans and investments.

FDOT

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www.dot.state.fl.us/planning/sis/

Introduction and Overview

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments and a primary tool for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan.

Florida Statutes require the Florida Department of Transportation (FDOT) to develop and regularly update a SIS Plan with input from transportation partners and the public. In the past FDOT has implemented this responsibility through developing a SIS Strategic Plan, followed by a family of documents to identify and set priorities among SIS investment needs.

Building on this foundation and following the guidance of the recently updated FTP, FDOT is now creating the first SIS Policy Plan. This Policy Plan identifies objectives and approaches to address changing trends and position the SIS for future opportunities. This Plan defines SIS policies to guide planning and investment decisions for the next five years.

What's Inside...

What Is the Intent of the SIS?

Florida's Governor and Legislature established the Strategic Intermodal System (SIS) in 2003 to enhance Florida's economic competitiveness by focusing state resources on the transportation facilities most critical for statewide and interregional travel. Although Florida's population and economy have changed over time, the intent of the SIS has remained the same. In Section 339.61,[1] Florida Statutes, the Legislature described its intent for the SIS, stating:

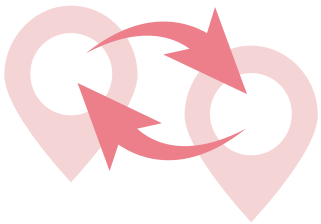
> *"... the designation of a strategic intermodal system, composed of facilities and services of statewide and interregional significance, will efficiently serve the mobility needs of Florida's citizens, businesses, and visitors and will help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship. To that end, it is the intent of the Legislature that the Strategic Intermodal System consist of transportation facilities that meet a strategic and essential state interest and that limited resources available for the implementation of statewide and interregional transportation priorities be focused on that system."*

The SIS Policy Plan is a product of collaboration between FDOT and state, regional, and local partners to specifically address this statutory intent.

[1] Sections 339.62-65, Florida Statutes, describe other aspects of the SIS.

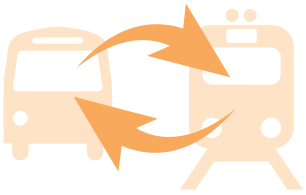
SIS Objectives

Interregional Connectivity



Ensure the efficiency and reliability of multimodal transportation connectivity between Florida's economic regions and between Florida and other states and nations.

Intermodal Connectivity



Expand transportation choices and integrate modes for interregional trips.

Economic Development

Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment.

What Is the SIS?

FTP Florida Transportation Plan

SIS Strategic Intermodal System

The SIS includes the state's largest and most significant commercial service and general aviation airports, spaceports, public seaports, intermodal freight terminals, interregional passenger terminals, urban fixed guideway transit corridors, rail corridors, waterways, and highways. SIS facilities are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from, and within Florida.

The SIS includes three types of facilities – hubs, corridors, and connectors.

Hubs

Airports, spaceports, seaports, rail terminals, and other types of freight and passenger terminals moving goods or people between Florida regions or between Florida and other states and nations.

Corridors

Highways, passenger and freight rail lines, urban fixed guideway transit, and waterways connecting regions within Florida or connecting Florida and other states or nations.

Connectors

Highways, passenger and freight rail lines, urban fixed guideway transit, and waterways linking hubs to corridors, linking hubs to other hubs, or linking corridors to major military facilities.

The SIS includes transportation facilities owned by the Florida Department of Transportation (FDOT), local governments, independent authorities, and the private sector. To be designated as part of the SIS, transportation facilities must meet criteria related to transportation or economic activity, as well as screening factors related to potential community and environmental impacts. SIS facilities generally are the largest and most strategic facilities in the state. The SIS also includes facilities that are emerging in importance, such as those located in fast growing areas or rural areas, and planned facilities anticipated to meet these criteria once operational. All facilities designated on the SIS are eligible for state transportation investments consistent with the policy framework defined in the SIS Policy Plan. To see a current map of all SIS facilities, please visit the SIS Atlas (**http://www.dot.state.fl.us/planning/systems/programs/mspi/pdf/complete%20book.pdf**).

Number of SIS Facilities		***Percentage of Total Activity Served by SIS Facilities***
17 commercial service airports	serve	**99%** of passenger enplanements and air cargo
12 public seaports	serve	**100%** of waterborne cargo tonnage, containers, and cruise activity
2 spaceports	serve	**100%** of launches in Florida
7 intermodal freight rail terminals	serve	**99%** of intermodal freight tonnage
17 passenger rail terminals	serve	**89%** of customers using passenger rail

Percentage of State Mileage		
35% of state highway centerline miles	handle	**54%** of vehicle miles traveled and **70%** of truck miles traveled
84% of active rail lines	handle	**99%** of rail movement
65% of intracoastal and inland waterways	handle	**98%** of the waterborne activity within the state

This graphic is a snapshot of SIS activity as of 12/31/2015. It is subject to change over time.

How Was the SIS Plan Developed?

For the first time, the SIS Policy Plan update took place in conjunction with the update of the Florida Transportation Plan (FTP), Florida's statewide long-range transportation plan. FDOT worked collaboratively with state, regional, and local transportation partners in the public and private sectors to update the FTP and the SIS Policy Plan:

- A 35-member **Steering Committee** provided overall guidance for both the FTP and SIS Policy Plan. The committee members represented all levels of government, multiple modes of transportation, business and economic development organizations, and community and environmental interests (see list of members on the inside back cover).
- A **SIS Advisory Group** made up of Steering Committee members and additional partners provided focused input on SIS objectives and approaches (see list of members on the inside back cover).

During the update process, FDOT hosted **3 statewide events, 13 regional forums and workshops, and over 350 partner briefings** that gathered input on the FTP and SIS from more than **15,000 participants.** The integrated update process ensures that the SIS Policy Plan is directly aligned with the goals and objectives of the FTP.

The FTP identifies seven long-range goals to guide decision making for the future of Florida's transportation system. These seven goals are intended to guide all transportation plans in the state, including the SIS Policy Plan. Three of the FTP goals specifically guide the SIS objectives.

FTP Goals Specifically Guiding the SIS Objectives

- The FTP sets a goal of **efficient and reliable mobility for people and freight.** The corresponding SIS objective is to **ensure the efficiency and reliability of multimodal transportation connectivity between Florida's economic regions and between Florida and other states and nations.** This objective recognizes the focus of the SIS on interregional, interstate, and international travel. Key approaches include maximizing use of the existing system, expanding capacity to meet market demands, applying innovation, and coordinating decisions to ensure the entire system is efficient and reliable.
- The FTP sets a goal of **more transportation choices for people and freight.** The corresponding SIS objective is to **expand transportation choices and integrate modes for interregional trips.** This objective recognizes the need to provide more options to Florida's residents, visitors, and businesses for interregional travel and transport, including better integration of these options to support complete end-to-end trips and to facilitate efficient transfers of people and freight between transportation modes.
- The FTP sets a goal of **transportation solutions that support Florida's global economic competitiveness.** The corresponding SIS objective is to **provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment.** Transportation connectivity is a critical element in becoming a global hub. A key approach is to align resources and investments to support statewide or regional economic development opportunities.

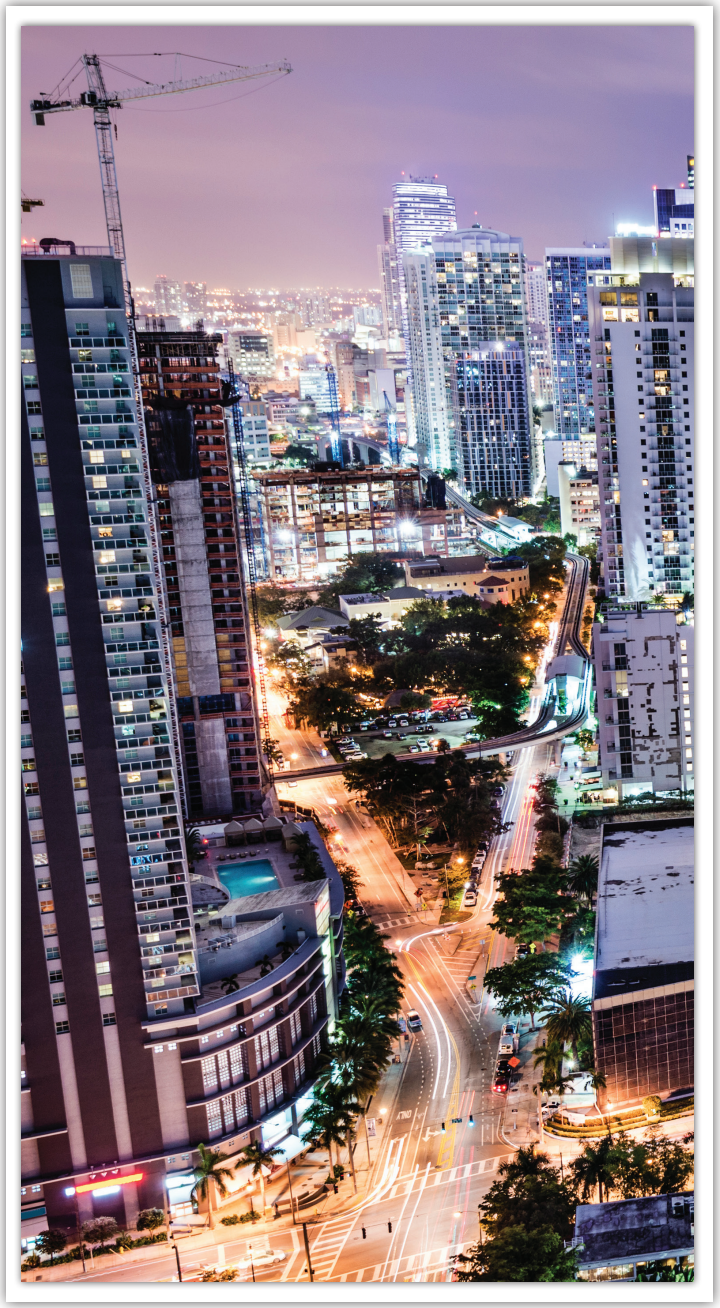
The SIS Policy Plan details policy that focuses on capacity improvements, which tend to support one or more of these three goals. At the same time, SIS planning and projects consider all goals of the FTP. In that manner, the four remaining FTP goals more broadly guide the SIS.

FTP Goals Broadly Guiding the SIS Objectives

- The FTP goal of **safety and security for residents, visitors, and businesses** is a critical consideration for all transportation decisions, future SIS planning, and investments. SIS plans and investments will consider strategies to ensure the safety and security of all modes on the system remain a priority.
- The FTP goal of **agile, resilient, and quality infrastructure** focuses on maintaining the existing system, adapting to changing technologies and trends, and building a more resilient system to respond to extreme weather and other risks. Because it accounts for such a large share of transportation activity in the state, the condition and performance of the SIS impacts how the state's entire system operates.
- The FTP goal of **transportation solutions that support quality places to live, learn, work, and play** highlights the need for transportation decisions to reflect the context, needs, and values of our communities and regions. In many cases, the size and scale of SIS facilities requires careful consideration about where future investments are compatible with regional and local plans and visions.
- The FTP goal of **transportation solutions that enhance Florida's environment and conserve energy** encourages thoughtful decisions about how to plan and manage the transportation system in a way that restores and enhances Florida's natural environment. Again, in many cases, the size and scale of SIS facilities create opportunities to support this goal.

The FTP identifies five cross cutting issues to guide implementation activities during the next five years. These issues include:

- Embracing innovation in all aspects of transportation;
- Collaborating across sectors, jurisdictions, modes, and disciplines;
- Better serving all customers;
- Improving research, data, performance measures, and planning processes; and
- Maintaining a focus on strategic investments.



What Are the Trends Shaping the SIS?

The SIS was developed to help Florida respond to trends shaping Florida's economy and demand for moving people and freight. To remain current and effective, the SIS must continue to monitor and respond to current and emerging trends, including:

- **Growing Population and Economy.** Florida's population expanded from nearly 13 million people 25 years ago to 19.8 million in 2014.[2] Florida is anticipated to add another 4 to 9 million residents by 2040.[3] Florida's gross domestic product increased to more than $800 billion in 2014.[4] The SIS helps **meet growing demand for moving people and freight** across all modes as Florida's population and economy continue to expand.
- **Changing Demographics.** Florida's population is becoming more diverse, with growth in the number of seniors, boomers, and millennials, as well as foreign-born residents. **Customer needs and travel preferences appear to be changing** as well: vehicle miles traveled increased by 3 percent between 2010 and 2014,[5] while transit ridership has increased by 13 percent in the same time frame.[6] From a SIS perspective, these trends suggest demand for a broader range of choices for interregional travel, such as passenger rail or intercity bus services, as well as growing demand for connecting SIS systems to regional and local transit systems.
- **Growing Urban Centers.** With 9 out of 10 Floridians living in urbanized areas,[7] Florida's **urban centers are becoming increasingly critical** to the state's economy and quality of life. The primary role of the SIS in supporting the competitiveness of Florida's urban centers is to provide efficient connections to other regions and to external markets. Within urban centers, there may be a need for providing more options to connect to SIS hubs, as well as innovative solutions to ensure the efficiency of interregional travel on congested corridors.
- **Growing Economic Regions.** The SIS supports Florida's economic competitiveness by **connecting economic regions to one another** and by supporting productive and interconnected regional industry clusters, supply chains, and labor markets. Florida's regions, when linked together, create an economy that supports a diverse mix of industries. When linked, these regions also have the size and scale to compete with other "megaregions" in the United States and globally. Florida is the fourth largest economy in the United States.[8]
- **Diversifying Economy.** Florida's economy traditionally focused on agriculture, tourism, construction, and the military. Public and private initiatives are **emphasizing strategies to grow newer industries** such as logistics, life sciences, and advanced manufacturing, which may demand different types of transportation.
- **Emerging Global Hub.** The SIS also supports Florida's goal of becoming a **global hub for trade, visitors, commerce, and investment.** The value of exports and imports moving to and from Florida more than tripled during the past 20 years, reaching a total of $147 billion in 2015.[9] The number of out-of-state visitors increased to 105 million in 2015, and is projected to exceed 159 million in 2025.[10] The vast majority of international trade and visitor trips use Florida's airports and seaports and connect to surface transportation to reach a final destination. In addition, the SIS supports intermodal logistics centers that integrate multiple modes of freight movement at a single location, as well as hub-to-hub connectors for expediting intermodal transfers. The state's commitment to becoming a global trade hub, including the development of the Florida Freight Mobility and Trade Plan, has helped identify a broader set of freight investment needs and partnerships, many involving SIS facilities.
- **Emerging Technologies.** The SIS supports emerging technologies by examining **new opportunities for connectivity and economic development.** Technologies such as intelligent transportation systems, automated and connected vehicles, and unmanned aerial vehicles may transform how we move people and freight. In addition, the state's commitment to maintaining its leadership in the space industry has led to designation of commercial service spaceports and new investment needs and partnerships related to space transportation.
- **Continued Importance of Military, Defense, and Homeland Security.** Recognizing the national security function and economic development benefits provided by the state's military installations, the SIS now includes highway connections from the gates of major military bases to SIS corridors. The SIS planning process also pays **greater attention to military connectivity needs.**

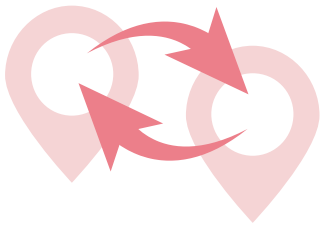
[2] Bureau of Economic and Business Research, 2014.
[3] Bureau of Economic and Business Research (Low and High Population Projections), 2014.
[4] U.S. Bureau of Economic Analysis, 2014.
[5] Florida Department of Transportation, 2015.
[6] Florida Department of Transportation, 2015.
[7] U.S. Census Bureau, 2014.
[8] U.S. Bureau of Economic Analysis, 2014.
[9] Enterprise Florida, 2015.
[10] Office of Economic and Demographic Research, 2015.

What Is New in the SIS Plan?

Building on the longstanding policy framework as well as on the vision set forth in the updated FTP, this SIS Policy Plan reaffirms the original intent of the SIS and also identifies five new emphasis areas that will guide implementation activities during the next five years. Specifically, this SIS Policy Plan reaffirms:

- The statutory intent of the SIS while sharpening the focus on the three objectives of interregional connectivity, intermodal connectivity, and economic development;
- The focus of the SIS on interregional, interstate, and international travel and the emphasis of system designation and investments on the state's largest and most strategic transportation facilities; and
- The importance of identifying and planning for facilities that are emerging – those primarily located in rural areas and fast-growing regions – as a key element of the statewide system.[11]

The new emphasis areas, highlighted and organized below by objective, describe how SIS planning and investment decisions will evolve to meet current and emerging opportunities and challenges.



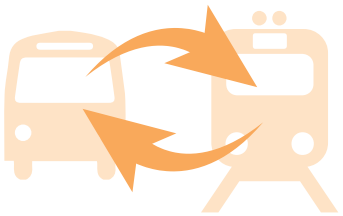
Interregional Connectivity

Think... *Improving the capacity of long-distance corridors connecting Florida's regions or connecting Florida to other states and nations.*

Think also... Coordinating investments in trade gateways, corridors, intermodal logistics centers, and related facilities to support efficient, reliable, and secure freight mobility and trade development.

Using technology and innovative practices to improve the efficiency of interregional travel and related business processes.

Improving coordination with regional and local transportation and land use decisions to protect the function of SIS corridors, support complete end-to-end trips, and reflect the context and vision of communities and regions.



Intermodal Connectivity

Think... *Improving intermodal connectors linking hubs to corridors.*
Strengthening intermodal connectors between two SIS hubs.

Think also... Encouraging greater integration among modes and systems including infrastructure, services, information, and supporting business processes among SIS facilities, and between SIS and regional facilities to support complete end-to-end trips and provide more choices for customers.

Economic Development

Think... Improving *connectivity between Florida's economic regions.*
Improving access to *global and national markets.*

Think also... Aligning strategic transportation investments to support statewide and regional economic, workforce, trade, and tourism development opportunities.

[11] These facilities are currently labeled "Emerging SIS."

How Can the SIS Improve Interregional Connectivity?

Highlights

Population and economic growth is increasing interregional, interstate, and international person travel and freight movement

Urban congestion impedes interregional travel on many SIS corridors; innovative approaches are needed to maximize the use and efficiency of the system

More quality options for interregional connections are needed across the state; strategic efforts are needed to close key connectivity gaps

Interregional connectivity is the ability of Florida's residents, visitors, and businesses to move within Florida and between Florida and other states and nations. Interregional connectivity supports a competitive economy by linking businesses to suppliers and customers. Interregional connectivity also enables residents and visitors to reach desired long-distance destinations.

Demand for interregional travel is increasing as Florida's population and economy grow. Current projections suggest that by 2040, Florida may experience growth between 18 and 44 percent in population, 50 percent in visitors, and 70 percent in freight tonnage. This growth in population, visitors, and freight movement will increase demand on Florida's SIS facilities.

Urban traffic congestion on SIS highways can impede the flow of long-distance interregional traffic, particularly when many residents and businesses also use the same facilities for regional and local trips. In 2014, nearly 18 percent of SIS highway miles in Florida's seven largest urban counties were considered severely congested during peak periods. If current travel and land use patterns continue, projections suggest congestion will expand to many medium and smaller urban areas and key intercity corridors during the next few decades.

People and freight do not currently have high-speed, high-capacity highway options for travel between Tampa Bay and Northeast Florida or from inland Florida to surrounding regions. Freight and passenger rail service is limited in parts of Southwest, North Central, and Northwest Florida. Florida's waterways are underused for interregional travel, and could offer coastal shipping and passenger ferry services. Air services into, out of, and between Florida cities vary in affordability and convenience. Investments in rail, water, and air services are driven by market opportunities; however, the overall connectivity provided by the SIS to other modes and to other regions in Florida can be a factor that attracts these investments to the state.

FDOT will work with partners on a variety of approaches to improve interregional connectivity, including maximizing the efficiency of existing SIS facilities and the use of these facilities for interregional travel; expanding modal choices on the SIS based on market demand; transforming existing SIS corridors to accommodate additional modes or functions, such as providing rail or fixed guideway transit service in SIS highway corridor right-of-way, deploying bus rapid transit in an existing highway lane, or sharing rights-of-way with utility infrastructure; enhancing commerce corridors that carry significant trade flows; and developing new SIS facilities to close connectivity gaps.

These types of improvements should consider the context, needs, and values of the communities served by the SIS, which may require more flexibility in design and operational standards. The SIS can better support the users' complete end-to-end trip by ensuring improvements made to SIS facilities are coordinated with local and regional transportation and land use plans as well as local and regional visions. More proactive planning will help balance these decisions, particularly for SIS facilities that may be facing decisions about future access controls and right-of-way preservation to accommodate potential expansion.

Connectivity is about not only the infrastructure that connects regions but also the technology and services that keep us connected. Integrating services, information, and business processes could facilitate smooth and efficient end-to-end trips – for example, enabling a long-distance traveler to transfer easily from intercity rail to regional commuter rail to local bus with a single transaction. Technology, such as intelligent transportation systems, can improve the safety and efficiency of transportation facilities and support more reliable interregional connections. Public and privately operated services along SIS facilities such as rest areas, visitor centers, and truck parking contribute to the efficiency and reliability of the interregional trip. Regulatory transactions such as safety, weight, and agricultural inspections, customs, immigration, permitting, and other business processes also impact the overall efficiency and reliability of the system. Technology and process improvements could contribute to more efficient interregional travel, such as streamlining the process required to move trucks in and out of a SIS freight terminal or the procedure to move passengers through customs at a SIS airport.

Objective:

Ensure the efficiency and reliability of multimodal transportation connectivity between Florida's economic regions and between Florida and other states and nations.

Approaches:

- Continue to **maximize the efficiency and reliability** of existing SIS corridors through improved management and operations, business processes, and use of emerging technologies.
- Maintain a **high priority on expanding the capacity, connectivity, and efficiency** of SIS facilities that play a critical role in connecting Florida with national and global markets.
- Create or expand **high-quality options for interregional passenger and freight transportation,** including passenger and freight rail, water, and air services, to meet market demand, provide competitive choices for travelers, and better support underserved regions of Florida.
- **Close connectivity gaps** between Florida's economic regions and between Florida and neighboring states and nations.
- Balance the need for **efficient and reliable interregional travel** with support for regional and community visions through **improved coordination** of SIS planning with regional and local transportation and land use plans.
- Integrate regional and local systems with the SIS to **support complete end-to-end interregional trips.**
- **Enhance the design and operation of corridors** carrying large volumes of freight, such as development of truck parking facilities and separation of freight and passenger traffic.
- **Adapt SIS facilities** to changing customer needs and market trends.
- **Improve customer service at SIS facilities,** including working with regulatory agencies to increase the efficiency of customs, immigration, permitting, tolling and other payment systems, and other business processes.

How Can the SIS Improve Intermodal Connectivity?

Highlights

Growing trade and visitor industries rely heavily on connections between water, air, rail, transit, and highway modes

Intermodal connectors have improved, but continued investments are needed

Integrating modal design, information, and business processes offers additional opportunities to meet customer needs

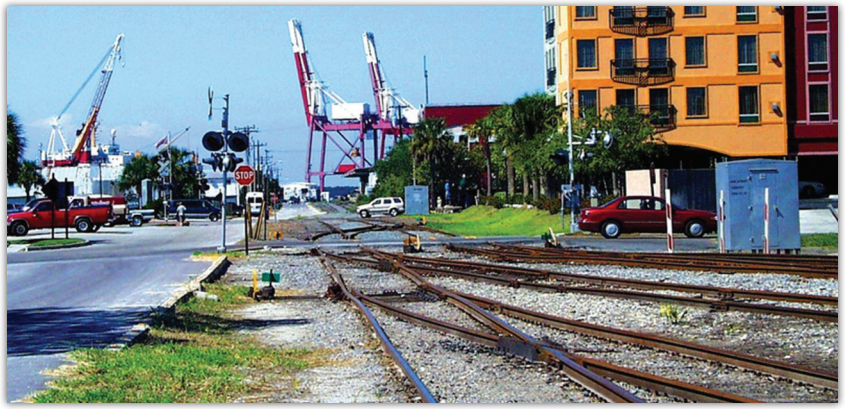
Coordinating with regional and local systems can improve first-mile/last-mile access for both people and freight

Many of the interregional and long-distance trips supported by the SIS involve more than one mode of transportation. More than one-half of the 105 million visitors to Florida from other states in 2015 arrived via one of Florida's airports and require a surface connection to reach a final destination. Freight and trade activity often involves multiple modes, such as moving from cargo ship to rail to truck. Customers increasingly expect more choices among modes and the ability to transfer smoothly between modes.

An early focus of the SIS was on planning and implementing improvements to the intermodal connectors that link SIS hubs and corridors - for example, access roads to airports or seaports, or rail connections to seaports and freight terminals.

Future opportunities to improve intermodal connectors include:

- Enhancing or providing alternatives to existing regional or local roads that cannot provide high-speed, high-capacity connections to SIS hubs. In 2014, 25 percent of the SIS highway connectors to passenger rail terminals and 17 percent of highway connectors to freight rail terminals operated at or above capacity.
- Expanding use of rail or transit to provide intermodal connections, where market needs exist. Nine of twelve SIS seaports have on dock rail connectivity and nine of seventeen SIS airports have direct transit connections, although in some cases there are opportunities to improve the quality and frequency of service.
- Strengthening or creating "hub-to-hub" connectors such as fixed guideway service connecting a cruise port and an airport.



Beyond the intermodal connectors, the SIS can give greater emphasis to the integration of multiple modes and services at hubs, through strategies such as colocation of multiple modes or services at a single location, including multimodal terminals like the Miami Intermodal Center.

A key issue is accommodating more options for enabling passengers to access hubs, such as transit, bicycling, and walking. These types of trips often do not use the designated SIS intermodal connector and require improved coordination with regional and local transportation systems, stronger coordination with surrounding land uses, and enhanced design of the SIS hubs, such as the inclusion of bicycle racks or sidewalks.

In addition, stronger modal connectivity can be accomplished through integrating technologies and business practices. Coordinating system schedules and linking payment methods, for example, enables customers to access multiple services with a single transaction and facilitates real-time routing decision-making between transportation providers. FDOT's role facilitating integration between SIS and regional and local transit systems could include entering into funding partnerships, providing technical support, and helping develop standards and sample agreements.

Objective:

Expand transportation choices and integrate modes for interregional trips.

Approaches:

- Continue to **improve SIS intermodal connectors** to provide safe and efficient transfers between modes and systems.
- Leverage SIS, other federal and state, regional, local, and private investments to **expand the range of options available for customers to access SIS passenger hubs,** including provisions for pedestrians, bicyclists, transit vehicles, and public and privately operated shuttle services.
- Leverage SIS, other federal and state, regional, local, and private investments to **improve truck and rail access to airports, seaports, and clusters of manufacturing, logistics, and distribution facilities.**
- Increase emphasis on **colocation of modes** and services at SIS hubs.
- **Accommodate multiple modes and purposes,** such as colocation with utilities, in existing SIS corridors.
- **Improve synchronization and connectivity** between SIS modes.

How Can the SIS Promote Economic Development?

Highlights

Transportation needs for traditional industries such as agriculture, tourism, construction, and military are changing

The state's economic strategy focuses on clusters of logistics and innovation industries with access to talent and connectivity to global markets

Transportation connectivity can strengthen access to opportunity for distressed rural and urban areas

A vibrant economy is dependent on many factors including a skilled workforce, innovation, business climate, tax and regulatory systems, and quality of life, in addition to a well-developed infrastructure. A transportation system that meets the needs of Florida's diverse economy is key to remaining competitive nationally and globally. When the SIS was first created, it generally supported a more competitive economy by improving connectivity to global markets and between Florida's regions. Moving forward, a key approach will be to align transportation and economic development decisions to maximize the benefits of strategic investments in the SIS.

Florida's economy long has focused on traditional strengths such as agriculture, tourism, construction, and the military. All of these industries depend heavily on transportation – to move product from farm to market; to bring visitors to attractions; to bring building materials to construction sites; and to enable military personnel and cargo to access bases and deploy to locations around the world. New technologies and changing customer preferences are reshaping the transportation requirements of these industries – for example, the fastest-growing segments of the visitor industry include business travelers and international visitors, who often are accustomed to arriving at an airport or cruise port and being able to seamlessly transfer to transit or passenger rail to reach a final destination.

Florida's statewide economic development strategy involves maintaining these strengths while diversifying into other industries. Enterprise Florida, Inc., the state's economic development partnership, has identified statewide targeted industries including aviation and aerospace, advanced manufacturing, clean technology, defense and homeland security, financial and professional services, information technology, life sciences, and logistics and distribution, as well as corporate headquarters. Each of these industries has a unique set of transportation requirements. A key aspect of the economic development strategy is to develop "clusters" of related industries and skilled labor in close proximity. These might include clusters of logistics-related businesses located around seaports, airports, or rail terminals; or clusters of innovation-related businesses located near universities, research labs, or central business districts. The growth of these clusters can support decisions to expand or transform existing or locate new SIS facilities – for example, locating freight terminals near clusters of logistics oriented businesses, and passenger terminals within dense urban centers or concentrations of tourist related businesses.

Better connections between these clusters – and from these clusters to markets in other regions, states, and nations – are a foundation for Florida's continued economic strength. Economic development organizations report businesses

looking for new or expanded locations typically give highest priority to locations with proximity to skilled labor and efficient, reliable access to markets. Improving interregional connectivity and intermodal connectivity can support these business attraction, retention, and expansion decisions. Realizing these economic benefits will require strong alignment between transportation and economic, trade, workforce, and tourism development activities.

The rapidly changing space industry is an example of where proactive investment in infrastructure can support private sector investments. Commercial space launch activity is growing as private companies play a large role supporting civil and defense missions and launching commercial satellites. SIS investments are helping to improve connectivity to Cape Canaveral Spaceport and Cecil Spaceport, leveraging significant private sector investment.

Improved connectivity can be particularly important in creating stronger economic opportunities in distressed and underperforming parts of the state. Some of Florida's rural areas, including those designated as Rural Areas of Opportunity, have limited connections to other regions, states, and nations. Planning for these areas should consider how transportation connectivity can improve access to regional employment centers and create opportunities for regional businesses to sell goods and services to external markets. Similar opportunities exist in distressed urban areas, which often need improved market access to connect people with jobs, education, and services.

Objective:

Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment.

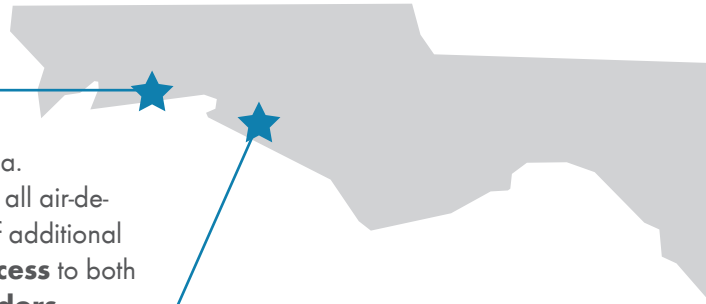
Approaches:

- **Enhance infrastructure and connectivity** to make SIS facilities and surrounding regions more attractive for both private and public investment.
- Continue to **design and develop aesthetically pleasing SIS facilities** that help attract visitors and new businesses and industry to Florida.
- Coordinate SIS investments to **support development of strategic statewide and regional economic development opportunities,** consistent with the Florida Strategic Plan for Economic Development, regional visions, and economic, trade, tourism, and workforce development strategies.
- Encourage the location and expansion of passenger hubs that **support growth and competitiveness in Florida's urban centers.**
- Continue support for emerging facilities that **support catalytic economic development opportunities** in fast-growing and rural areas.
- **Improve connectivity from employment centers** in rural areas, including those designated as Rural Areas of Opportunity, and from distressed urban areas to the SIS.
- Ensure **connectivity from Florida's major military facilities** to the SIS.
- Promote the **strategic investments and efficiency improvements** Florida is making in all modes of transportation.

Example Projects that Support the SIS

The SIS is a strategic statewide transportation system composed of many different types of facilities. Improvements on those facilities support the system in its entirety. Twelve SIS projects were selected as examples of efforts that support the five implementation emphasis areas – statewide and regional economic development opportunities, freight mobility and trade development, innovation and technology, modal and system connectivity, and coordination with regional and local transportation and land use decisions. These projects represent a variety of modes in different parts of the state that range from large to small scale improvements.

North Florida



Eglin Air Force Base and Hurlburt Field

Turning Lane Construction

Eglin Air Force Base and Hurlburt Field are strategic military facilities located in Northwest Florida. Eglin Air Force Base supports development, acquisition, testing, procurement, and deployment of all air-delivered weapons. Hurlburt Field supports global special operations missions. The construction of additional turning lanes on State Road 85 and U.S. 98, the designated military access facilities, **provided improved access** to both of these facilities to **enhance connectivity between Florida's military facilities and major SIS corridors.** These key accessibility improvements help Florida continue to be home to one of the nation's largest defense and homeland security industries.

Northwest Florida Beaches International Airport

New Airport Construction, Highway Connector

Construction of the Northwest Florida Beaches International Airport was completed in 2010 to replace the Panama City-Bay County International Airport. It was the first international airport constructed in the United States in over a decade. The airport focuses primarily on serving commercial and larger general aviation aircraft. A large part of the airport operations **supports tourism and business travel.** Construction of the airport was a part of the West Bay Sector Plan, which was intended to **supports economic development opportunities** in the western part of Bay County. In October 2014, an aviation manufacturer relocated to Panama City near the airport and is expected to attract $77 million in capital investment and 120 manufacturing, research and development, and marketing jobs.

Statewide and Regional Economic Development Opportunities

Freight Mobility and Trade Development

Innovation and Technology

Modal and System Connectivity

Coordination with Regional and Local Transportation and Land Use Decisions

JAXPORT Intermodal Container Transfer Facility

Highway Connector, On-Dock Rail, ICTF Construction

The Port of Jacksonville (JAXPORT) is a 1,500-acre, full-service, international trade seaport located in Northeast Florida equipped with three cargo terminals and one cruise terminal. JAXPORT is constructing an intermodal container transfer facility (ICTF) at the Dames Point terminal that will **facilitate the direct transfer of containers between vessels and trains.** The ICTF allows for two unit trains each day, one inbound and one outbound, each carrying up to 200 containers. The facility is complemented by the existing **on-dock rail connections** to CSX, Norfolk Southern, and Florida East Coast Railway. JAXPORT is also home to one of the largest vehicle import/export centers in the United States and ranks among the nation's highest weight-bearing capacity docks. The port is well connected to the SIS with an on-dock rail and **direct access to the Interstate Highway System.**

U.S. 301 – Starke Bypass

New Highway Construction

U.S. 301 is a major freight corridor connecting Tampa Bay and Northeast Florida. Currently, U.S. 301 takes trucks and other customers through the downtown area of the City of Starke where they must reduce speed, stop at traffic signals, and operate in increased congestion. FDOT has funded the construction of a highway bypass that will **relieve congestion** on the U.S. 301 corridor and **provide the needed capacity for future growth.** The construction includes a 7.3 mile long limited access truck route along the west side of the city that is projected to carry 25,300 vehicles per day in 2020 and 31,400 in 2040. This project provides an alternate route for trucks carrying freight that allows them to avoid the traffic signals and reduced speeds in downtown Starke, **improving freight efficiency and quality of life for Starke residents.**

Example Projects that Support the SIS

Central Florida

SunRail

Station Construction

SunRail is an urban fixed guideway transit system serving Central Florida. When fully developed, SunRail will include 17 stations on a 61-mile corridor. Currently, 12 stations are operational of which five are designated as SIS hubs. All of the 12 operational stations are SIS urban fixed guideway stations. Many SunRail stations are **located on regularly running bus routes** and on Orlando's downtown bus rapid transit system, LYMMO, and have **connections to sidewalks, bike lanes, and recreational trails.** Several SunRail stations are **colocated with park-and-ride facilities** to encourage commuters to choose an alternative to their automobile. Amtrak, the national intercity passenger rail service, can be accessed from Sanford, Winter Park, and Orlando Health SunRail stations. Future phases of SunRail will extend the system north into Volusia County and south into Polk County. Future expansion also will provide a **connection to Orlando International Airport** at an **intermodal terminal where customers can access air, intercity and commuter rail, local bus, and rental car options.**

I-4/Selmon Expressway Connector

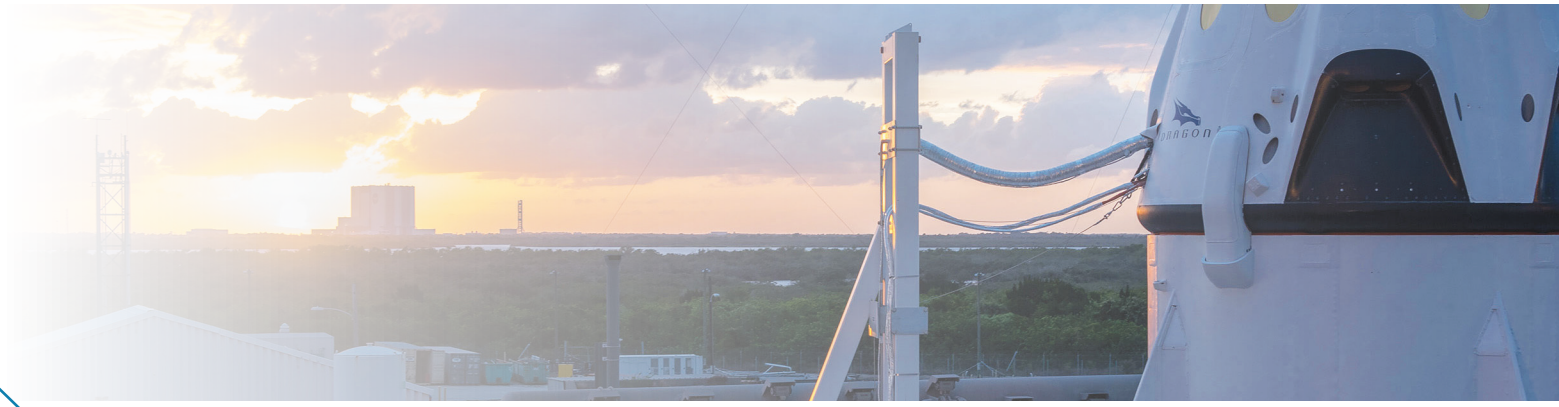
Interstate Connector

The I-4/Selmon Expressway Connector is a north/south toll road linking two major east-west corridors in Tampa, Interstate 4, and the Selmon Expressway. This project was made possible through a collaboration of FDOT, Port Tampa Bay, and local partners and has **reduced congestion** on two of Tampa's major transportation corridors since its completion in 2014. The connector also includes exclusive truck lanes with direct access to Port Tampa Bay and has been successful in **removing heavy truck traffic from local roads** through Ybor City, one of only two National Historic Districts in Florida. The project features a state-of-the-art toll facility with **an all-electronic toll collection system** that allows for traffic to maintain highway speeds and for maintenance of toll equipment without disrupting traffic.

Cape Canaveral Spaceport

Spaceport Capacity Improvements

Florida is home to Cape Canaveral Spaceport, which has served as the **launch site for every American manned mission, hundreds of advanced scientific spacecraft, and countless national security satellites.** Cape Canaveral Spaceport is well positioned to support the **emerging market of commercial space** due to its existing infrastructure assets, operational airspace, and skilled workforce. Several commercial space companies have selected the Cape Canaveral Spaceport as the site for launch, manufacturing and support facilities. These projects have created over 800 jobs and resulted in more than $500 million of capital investment in Florida's space transportation infrastructure.



I-4 Ultimate

Highway Reconstruction

I-4 Ultimate is a transformation of Central Florida's major east-west SIS corridor. Improvements will be made to a 21-mile section of the corridor between Kirkman Road and State Road 434 that will **incorporate the use of recycled materials, bridge and interchange reconstruction, and intelligent transportation systems.** The I-4 Ultimate project includes four **new express lanes with restricted access points and dynamic toll pricing** based on the level of congestion. These express lanes will be constructed adjacent to the non-tolled, general purpose lanes and help **provide more reliable travel options** for users. Several major interchanges will be completely reconstructed and many will be accessible directly from the new express lanes to further improve efficiency on the I-4 corridor.

Example Projects that Support the SIS

South Florida

I-75 Direct Connect to Southwest Florida International Airport

Interchange Construction

The Southwest Florida International Airport is key to the **economic success of the region.** To accommodate increasing demand, the terminal was relocated and reconstructed and the SIS connector was changed to a road that had better access to the new terminal. To **improve connectivity and efficiency** between I-75 and the Southwest Florida International Airport, the I-75 Direct Connect was constructed. This project involved the construction of a new interchange and improvements to an existing roadway that connects to the Southwest Florida International Airport. In 2014, nearly four million passengers came through Southwest Florida International Airport. The I-75 Direct Connect will help to facilitate easy and efficient movement for the growing number of visitors to the region.

Miami Intermodal Center

Highway Connector, Tri-Rail and Amtrak Corridor Extension, Intercity Bus Accommodations, MIC Central Station Construction, Rental Car Facility Construction, Urban Fixed Guideway Transit Corridor Extension, MIA Mover Station

The Miami Intermodal Center, or MIC, is an intermodal facility associated with the Miami International Airport that acts as a **transportation hub for several different modes of transportation.** The MIC includes Miami Central Station, the ground transportation hub for Miami-Dade County and the rest of the Southeast Florida region. Miami Central Station is designed to accommodate Tri-Rail, the South Florida urban fixed guideway transit service; Amtrak, and Metrorail, Miami's passenger rail service; intercity bus service; Miami-Dade Metrobus, the local circulator; and courtesy shuttles and buses that bring riders to and from the Miami International Airport. Elevated pedestrian walkways connect users to the MIA Mover, an **automated people mover connecting the Miami International Airport to the MIC.** A rental car center is incorporated into the MIC and is accessed from Miami Central Station. The MIC also boasts an excellent bicycle facility. From this facility, **customers can access almost any mode of transportation and connect to the first or last leg of their trip.** The MIC is one of the best examples of a facility that connects **Florida's residents and visitors to all major modes of transportation.**

I-95 Corridor Mobility Planning Project

I-95

The I-95 Corridor Mobility Plan is an example of a **coordinated approach to planning for the future of SIS, regional, and local facilities.** The Plan was developed for Broward and Palm Beach counties with input from 12 cities, two transit agencies, two regional agencies, two metropolitan planning organizations, and FDOT District 4. The goal of the I-95 Corridor Mobility Plan is to **plan a system of transportation and land use** for the Southeast Florida region that functions effectively today and in the future. Stakeholders developed an aspirational future vision **that integrates land use and transportation** with an emphasis on **connecting networks of multimodal facilities** including I-95. The Plan identifies multimodal districts that support walkable, livable communities as well as commerce districts focused on freight movement and business development along the corridor. This Mobility Plan is coordinated with other improvements to I-95, including the development of tolled express lanes in Miami-Dade and Broward counties.

PortMiami Deep Dredge, Tunnel, and On-Dock Rail Connection

Channel Dredge, Tunnel Construction, Interstate Connector Construction/Improvement, Rail Connector Construction

PortMiami is one of the busiest ports in Florida. The state made investments in PortMiami through the Deep Dredge project, which deepened the main harbor channel from a depth of 42 feet to a depth of 52 feet. This dredge makes PortMiami the only major seaport south of Virginia currently **capable of handling fully laden post-Panamax vessels.** To prepare for these larger ships, PortMiami now offers Super Post-Panamax gantry cranes that can service cargo vessels up to 22 containers wide with up to 9 containers high above deck and 11 containers below deck. Recently restored **on-dock intermodal freight rail service,** operated by Florida East Coast Railway, connects PortMiami to 70 percent of the U.S. population in four days or less. The recently completed PortMiami Tunnel provides a **direct connection to Interstate 395.** The redirection of freight traffic from downtown Miami to the PortMiami Tunnel has **improved traffic flow** in downtown Miami.

Transition To Implementation

Implementing the seven goals of the FTP, the SIS Policy Plan highlights five implementation emphasis areas that will help address current and emerging opportunities and challenges during the next five years including:

- **Statewide and regional economic development opportunities.** This Policy Plan establishes a framework for making strategic transportation investments to support statewide and regional economic, workforce, and tourism development opportunities to build upon the Florida Strategic Plan for Economic Development.
- **Freight mobility and trade development.** This Policy Plan supports public and private efforts to expand trade and logistics activity in Florida, aligning with the Freight Mobility and Trade Plan.
- **Innovation and technology.** This Policy Plan embraces opportunities to integrate new technologies and innovative practices.
- **Modal and system connectivity.** This Policy Plan advances the approach to connectivity by encouraging greater integration among modes and improved connectivity at the start and end of a trip.
- **Coordination with regional and local transportation and land use decisions.** This Policy Plan places a greater emphasis on coordinating transportation planning decisions for all types of facilities.

These implementation emphasis areas will be used to develop implementation guidance addressing three topics:

- **Designation criteria and policies.** FDOT, with input from its partners, will update the criteria and thresholds used to designate facilities as part of the SIS to reflect the objectives and emphasis areas identified in this plan.
- **Needs and prioritization policies.** FDOT will adapt its policies and processes for identifying, evaluating, and setting priorities among potential needs to support the objectives and emphasis areas identified in this plan.
- **Planning and collaboration process.** FDOT will collaborate with partners to refine SIS planning and coordination processes to support the objectives and emphasis areas identified in this plan, including more collaborative and proactive long-range solutions to statewide, regional, and local mobility needs.

Implementation of the SIS Policy Plan primarily will occur through the established statewide and modal planning processes. To begin the discussion, FDOT will work with partners to consider the initial ideas listed on the following page.

How Could We Get There?

FTP Florida Transportation Plan

SIS Strategic Intermodal System

What Do We Want to Emphasize?	Refine SIS Designation Criteria and Policies to...	Adapt SIS Needs and Prioritization Policies to...	Collaborate with Partners to...
Aligning strategic transportation investments to **support statewide and regional economic** development opportunities	Address potential large-scale economic development opportunities	More broadly consider economic benefits of SIS investments, including private sector commitments to job creation and capital investment	Align SIS investments with statewide and regional economic, workforce, trade, and tourism development activities
Coordinating investments in trade gateways, corridors, intermodal logistics centers, and related facilities to support **freight mobility and trade development**	Maintain a high priority on facilities that play a critical role supporting global and domestic trade flows	Identify and advance projects that would facilitate efficient, reliable, and secure global and domestic trade flows	Align SIS investments with the Freight Mobility and Trade Plan, regional freight and trade development plans, and development of intermodal logistics centers and related cluster initiatives
Using **technology and innovative practices** to improve the efficiency of interregional travel and related business processes	Consider new types of facilities that might be developed over time	Expand the use of emerging technologies and innovative practices in projects to expand the capacity, efficiency, and reliability of SIS facilities	Encourage private sector leadership in developing and deploying new technologies and business practices
Connecting modes and systems processes among SIS facilities, and between SIS and regional facilities to support complete end-to-end trips	Increase emphasis on multimodal terminals and corridors	Encourage colocation and connectivity of facilities, such as accommodating more options for customers to access SIS hubs	Better integrate modal infrastructure, services, information, and supporting business processes
Improving **coordination with regional and local transportation and land use decisions**	Better reflect the context of the human and natural environment	Balance the need for efficient and reliable interregional travel with support for regional and community visions	Develop multimodal corridor plans that coordinate SIS investments with regional and local investments; leverage and strengthen funding programs for regional and local mobility needs such as the Transportation Regional Incentive Program, Small County Outreach Program, and Small County Road Assistance Program

How Could We Get There?

The SIS Policy Plan and this implementation guidance will provide direction for updating the SIS First 5 Year Plan, the SIS Second 5 Year Plan, the SIS Cost Feasible Plan, and the SIS Multimodal Unfunded Needs Plan. In addition, the SIS Policy Plan will guide the update and implementation of the Florida Freight Mobility and Trade Plan, Florida Aviation System Plan, Florida Motor Carrier System Plan, Florida Rail System Plan, Florida Seaport and Waterway System Plan, and Florida Spaceport System Plan to consistently determine how to handle the state's largest, most strategic transportation facilities across all modes. Finally, this Policy Plan will provide guidance to other FDOT planning documents such as the Strategic Highway Safety Plan.

SIS First Five Year Plan (First 5)

The First Five Year Plan identifies projects on the SIS that are funded by the Legislature in the Work Program in the next year and projects that are programmed for proposed funding in the following two to five years. This plan is updated annually.

SIS Second Five Year Plan (Second 5)

The Second Five Year Plan identifies projects that are planned to be funded in the five years (years 6 through 10) beyond the Adopted Work Program. This plan is updated annually following the update of the First Five Year Plan.

SIS Cost Feasible Plan (CFP)

The Cost Feasible Plan identifies projects on the SIS that are considered financially feasible during the next 15 to 20 years based on current revenue forecasts. This plan is updated every two to three years as new revenue forecasts become available. The next update is scheduled to begin in January 2017.

SIS Multimodal Unfunded Needs Plan (Needs Plan)

The SIS Multimodal Unfunded Needs Plan identifies transportation projects on the SIS that would help meet mobility needs, but where funding is not expected to be available during the time period of the SIS Cost Feasible Plan. This plan is updated every three to five years as new revenue forecasts become available. The next update of the Needs Plan began in January 2016.

SIS Atlas

The SIS Atlas is a map book that identifies all designated SIS facilities by FDOT District.

SIS Coordinators Contact Information

District 1 – Sarah Catala – 239-225-1981
District 2 – Cynthia Boyette – 386-758-3770
District 3 – Ray Kirkland – 850-330-1590
District 4 – Lisa Dykstra – 954-777-4360
District 5 – John Zielinski – 407-482-7868
District 6 – Ken Jefferies – 305-470-5445
District 7 – Lori Marable – 813-975-6450
Turnpike – Shannon Estep – 407-532-3999

Central Office Policy – Brian Watts – 850-414-4818
Central Office Implementation – Chris Edmonston – 850-414-4813

http://www.dot.state.fl.us/planning/sis/getinvolved/siscoordinators.pdf

Glossary

Capacity – The maximum number of vehicles that reasonably can be expected to traverse a point or a uniform section of a facility during a given period under prevailing conditions.

Colocation – The placement of more than one mode at a single location.

Commercial Service Airport – An airport receiving scheduled passenger service and having 2,500 or more enplaned passengers per year. FDOT only designates primary commercial service airports, or those that have over 10,000 annual enplanements.

Community – A physical or cultural grouping of stakeholders with common interests created by shared proximity or use. Community can be defined at various levels within a larger context (e.g., neighborhood, city, metropolitan area, or region).

Congestion – A condition in which traffic demand is sufficient to cause the level of service to be at or below adopted standards.

Connector, SIS – Highways, passenger and freight rail lines, urban fixed guideway transit, or waterways linking hubs to corridors, linking hubs to other hubs, or linking corridors to major military facilities.

Container – A large, standard sized metal box into which cargo is packed for shipment. Containers are designed to be moved with common handling equipment, functioning as the transfer unit between modes rather than the cargo itself. It is typically measured in twenty-foot equivalent units (TEUs).

Coordination – The comparison of plans, programs and schedules of one agency with related plans, programs and schedules of other agencies or entities with legal standing, and adjustment of plans, programs and schedules to achieve general consistency.

Corridors, SIS – Highways, passenger and freight rail lines, urban fixed guideway transit, and waterways connecting regions within Florida or connecting Florida and other states or nations. Also see "Transportation Corridor."

Cost-Feasible Plan – A phased plan of transportation improvements based on (and constrained by) estimates of future revenues.

Designation – The process of identifying hubs, corridors, and connectors meeting the criteria established to be a part of the SIS.

Destination – The point in a trip where travel ends.

DOT – Department of Transportation.

Economic Competitiveness – A state or region's ability to compete in regional, national, and global markets, as evidenced in the attraction of new businesses and the expansion of existing businesses.

Economic Regions – Regions that are defined by commuting patterns, supply chains, and other business-to-business relationships rather than by political boundaries or natural systems.

Emerging SIS – Facilities and services of statewide or interregional significance meeting lower levels of people and goods movement than other SIS facilities. Generally these are located in fast-growing areas or rural areas. These facilities are considered part of the SIS, but are labeled "Emerging SIS" to indicate their potential for future growth.

Enplanements – Total number of commercial and charter air passengers boarding an airplane.

Environmental Stewardship – A philosophical concept of government, the public, resource users, and businesses all taking responsibility and working together to care for natural resources.

FDOT – Florida Department of Transportation.

Florida Transportation Plan (FTP) – A statewide plan defining Florida's long-range transportation goals and objectives for at least the next 20 years.

General Aviation Airport – An airport that serves corporate aviation, flight schools, air charter operations, light cargo, or private pilots flying for business or recreation.

Hub, SIS – Ports and terminals moving goods or people between Florida regions or between Florida and other origin/destination markets in the United States and the rest of the world.

Hub-to-Hub Connector – A connector allowing for transfers between modes and connecting two hubs, such as transit facilities connecting airports with intermodal passenger terminals or major cruise passenger seaports.

Impacts – The effects of a transportation project, including direct (primary) effects; indirect (secondary) effects; and cumulative effects.

Innovation Cluster – Geographic concentrations of interconnected businesses, skilled labor, suppliers, service providers, and other institutions in a particular field that tend to organize at regional levels.

Intercity – Relating to the connection between any two or more cities. Such connections may be within a region (see intraregional) or between two regions if the cities are in different regions (see interregional).

Intermodal – Relating to the connection between any two or more modes of transportation.

Intermodal Connector – See Connector.

Intermodal Logistics Center – A facility or group of facilities serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport where activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by conveyance or shipping through one or more seaports as defined by Section 311.101(2), F.S.

Intermodal Terminal – A terminal providing services to more than one mode of transportation.

Interregional – Relating to the connection between any two or more regions.

Glossary

Metropolitan Planning Organization and Transportation Planning Organization (MPO and TPO) – An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state and public transportation operators, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the development of transportation plans and programs and the coordination of transportation planning and funding decisions.

Military Installation – For the purpose of the SIS designation process, military installations refer to U.S. Department of Defense or Florida National Guard bases to which active duty soldiers, sailors or aviators are assigned.

Mobility – The movement of people and goods.

Mode – Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger, and freight), transit, space, and water.

Multimodal – More than one travel mode potentially including auto, bicycle, bus, pedestrian, aviation, rail, seaports, and transit.

Natural Environment – The surroundings not made by humans within which the transportation system operates. This includes physical and ecological aspects and traditional cultural resources.

Need – A demand for a mobility improvement identified on the basis of accepted and adopted standards and other assumptions (e.g., land use) and documented in a formal long-range or master plan.

Objective – A long-term (20-25 years) general outcome that is achievable, measureable, and marks progress toward a goal.

Origin – The point in a trip where travel begins.

Partners, Transportation – Parties with interests in transportation facilities and services, including the public, local governments, metropolitan planning organizations, public and private sector users and providers, Native American Nations, the Florida Department of Transportation, and other federal and state agencies.

Project – A specific proposed transportation facility or service listed in an adopted Work Program, Cost-Feasible Plan, or Unfunded Needs Plan.

Public Seaport – A seaport defined in Chapters 311 and 403 of the Florida Statutes. Florida's public seaports handle most of the marine cargo passing into and out of the state.

Quality of Life – All of the characteristics of an area's living conditions, including such things as housing, education, transportation infrastructure, leisure time offerings, climate, employment opportunities, medical and health care infrastructure, and environmental resources.

Reliability – The percent of trips that meet a predetermined performance standard for time or speed.

Rural Areas of Opportunity (RAO) – Rural communities, or a region composed of rural communities, that have been adversely affected by extraordinary economic events or natural disasters.

State Highway System (SHS) – A network of approximately 12,000 miles of highways owned and maintained by the State of Florida or state-created authorities. Major elements include Interstate highways, Florida's Turnpike System, other toll facilities operated by transportation authorities, and arterial highways.

Strategic – Highly important to or an integral part of a long term plan of action.

Strategic Intermodal System (SIS) – Florida's high priority transportation network composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

System – Individual facilities, services, forms of transportation (modes) and connectors combined into a single, integrated transportation network.

Targeted Industry – An industry or group of industries identified as a priority for economic development and job creation activities. Enterprise Florida has identified nine statewide targeted industries.

Transit – Mass transportation by bus, rail, or other conveyance providing general or special services to the public on a regular and continuing basis. Transit does not include school buses, charter services, or sightseeing services.

Transportation Corridor – Any land area designated by the state, a county, or a municipality which is between two geographic points and which is used or is suitable for the movement of people and goods by one or more modes of transportation, including areas necessary for management of access and securing applicable approvals and permits. Transportation corridors shall contain, but are not limited to, the following: a) existing publicly owned rights-of-way; b) all property or property interests necessary for future transportation facilities, including rights of access, air, view and light, whether public or private, for the purpose of securing and utilizing future transportation right-of-way, including but not limited to, any lands reasonably necessary now or in the future for securing applicable approvals and permits, borrow pits, drainage ditches, water retention areas, rest areas, replacement access for landowners whose access could be impaired due to the construction of a future facility, and replacement right-of-way for relocation of rail and utility facilities.

Urban Fixed Guideway Transit – A form of transit consisting of vehicles operating only on a guideway constructed for a specific purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley coaches, and ferryboats as "fixed guideway transit."

Urbanized Areas – Defined by the Census as a densely settled territory which has a minimum residential population of at least 50,000 people and generally an overall population density of at least 1,000 people per square mile of land area.

Work Program – The five-year listing of all transportation projects planned for each fiscal year by the FDOT, as adjusted for the legislatively approved budget for the first year of the program.

FDOT would like to thank all those who participated in the FTP/SIS update process. Without partner and public input, this update would not be possible. Input received from Florida's Transportation Visioning Summit, Florida's Transportation Visioning Regional Forums, FTP/SIS Regional Workshops, the FTP/SIS Open House, partner presentations and working sessions was crucial in developing the SIS Policy Plan. Specifically, the FTP/SIS Steering Committee and the SIS Advisory Group provided a leadership role to the update process as a whole and represented a wide variety of stakeholders.

FTP/SIS Steering Committee Members

Richard Biter, Florida Department of Transportation (Chair)
The Honorable Susan Haynie, Metropolitan Planning Organization Advisory Council (Vice Chair)
Alice Ancona, Florida Chamber of Commerce
Karl Blischke, Florida Department of Economic Opportunity
Mark Bontrager, Space Florida
Janet Bowman, The Nature Conservancy – Florida Chapter
Ken Bryan, Rails to Trails Conservancy – Florida
Bob Burleson, Florida Transportation Builders' Association
Laura Cantwell, AARP Florida
James Christian, Federal Highway Administration
Andra Cornelius, CareerSource Florida
Karen Deigl, Florida Public Transportation Association
Jim Ely, Transportation and Expressway Authority Membership Florida
Cori Henderson, Enterprise Florida
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Tisha Keller, Florida Trucking Association
Bill Killingsworth, Florida Department of Economic Opportunity
Rocky McPherson, Florida Defense Alliance
Bob O'Malley, Florida Railroad Association
Susan Pareigis, Florida Council of 100
Charles Pattison, 1000 Friends of Florida
Samuel Poole, Urban Land Institute – Florida Chapter
William Seccombe, Visit Florida
The Honorable Doug Smith, Florida Association of Counties
Chris Stahl, Florida Department of Environmental Protection
Pat Steed, Florida Regional Councils Association
Paul Steinman, Florida Department of Transportation – District 7
Michael Stewart, Florida Airports Council
The Honorable Matthew Surrency, Florida League of Cities
Chief Troy Thompson, Florida Department of Highway Safety and Motor Vehicles
The Honorable Karson Turner, Small County Coalition of Florida
Matt Ubben, Floridians for Better Transportation
John Walsh, Florida Ports Council
The Honorable James T. Wood Jr., Metropolitan Planning Organization Advisory Council
Ken Wright, Florida Transportation Commission

SIS Advisory Group Membership

The Honorable Ken Wright, Commissioner Florida Transportation Commission (Chair)
The Honorable Jim Wood, Metropolitan Planning Organization Advisory Council (Vice Chair)
Alice Ancona, Florida Chamber of Commerce
Mark Bontrager, Space Florida
Ken Bryan, Rails to Trails Conservancy – Florida
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Rocky McPherson, Enterprise Florida/Florida Defense Alliance
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Michael Stewart, Florida Airports Council
The Honorable Karson Turner, Small County Coalition
Matthew Ubben, Floridians for Better Transportation

Cover images: Tri-Rail train courtesy of seefloridago.org – Ben Johnson; First Dragon rocket flight courtesy of SpaceX; I-75 north courtesy of seefloridago.org – Virginia Parnell.
Page 8: Sign informing the public what exits are ahead on I-95 courtesy of seefloridago.org – Virginia Parnell; Page 9: Ft. Pierce freight courtesy of seefloridago.org – Ben Johnson; Page 10: Rail to Port Fernandina courtesy of seefloridago.org – Virginia Parnell; Page 11: Bus at Tri-Rail station courtesy of seefloridago.org – Ben Johnson; Page 12: Cruise liner at PortMiami courtesy of seefloridago.org – Ben Johnson; Page 13: CSX train at Winter Haven ILC courtesy of Bob O'Malley; Page 15: Eclips at Talleyrand Marine Terminal courtesy of Jaxport; Page 16: SunRail train courtesy of SunRail; Page 17: Dragon spacecraft courtesy of SpaceX; Page 18: Miami Intermodal Center facility rendering courtesy of Miami Intermodal Center.

FDOT

FTP Florida Transportation Plan

SIS Strategic Intermodal System