Florida's Strategic Intermodal System (SIS) Policy Plan

The Systems Implementation Office (SIO) is responsible for the SIS which is a statewide system of high-priority transportation facilities and Multimodal collaboration. It includes the state's largest and most significant commercial service airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. These facilities carry more than 99 percent of all enplaned commercial air passengers & cargo in the state, more than 99 percent of all waterborne freight tonnage, almost 100 percent of all freight moving on the rail system, more than 70 percent of all truck traffic, and around 55 percent of total traffic on the State Highway System. Based on the Florida Transportation Plan, The SIS program has three main objectives:

- Increase interregional connectivity.
- Improve intermodal connectivity.
- Support economic development.

The **SIS Policy Plan** provides direction for implementing the SIS and serves as the foundation for a new way of planning and managing Florida's transportation system. The SIS Policy Plan:

- **Redefines the state's primary role in transportation** as focusing on international, interstate, and interregional travel of passengers and goods, with emphasis on the SIS. Stronger regional partnerships will identify and invest in regionally significant transportation facilities, while local governments will have more flexibility to address local transportation needs.
- **Advances a multimodal approach to planning** to increase mobility for people and freight on complete end-to-end trips. State funding will be used to improve connectivity among individual modes, eliminate bottlenecks and unnecessary delays, improve travel time reliability, and expand the options available for interregional travel.
- **Links the state's transportation planning and investment decisions to statewide economic policies**, with emphasis on Florida's Strategic Plan for Economic Development. The SIS will support interregional, interstate, and international transportation services that support the diversification of Florida's economy by reducing transportation and logistics costs, improving access to markets from urban and rural areas, and supporting growth in trade and tourist flows.
- **Shifts from reactive to proactive planning of future transportation investments:** In the past, transportation investments often have responded to development instead of proactively advancing statewide goals related to economic growth, rural development, urban revitalization, and environmental preservation. The SIS will provide a foundation for managing growth in the future by focusing on the state's transportation investments.

Transportation systems are planned by mode, by facility, and by ownership. The SIS introduces a new approach to planning transportation by focusing on the function of each element of the system:

- **Statewide or interregional significance:** The SIS includes the facilities and services that play a critical role in moving people and goods to and from other states and nations, as well as among economic regions within Florida. SIS facilities and services are the most critical to Florida's transportation system and economy; they support the major flows of interregional, interstate, and international trips. Strategic Growth is a designation applied to facilities that currently do not meet the established SIS criteria and thresholds for the designation but are expected to be in the future. The Department will play the lead role in planning and managing the SIS, working with partners.

- **Regional significance:** Facilities and services of regional (intercity/intercounty) significance connect rural, transitioning, and urban areas within multi-county regions. They provide connections from regional economic centers to the SIS. Planning and management of these systems will be led by regional partnerships that augment existing MPO and local government planning activities and reflect regional priorities.
- **Local significance:** Facilities and services of local significance primarily serve local (intracity/intracounty) trips. Planning and management of local systems will be led by MPOs, counties, or cities through existing planning processes.

The SIS includes three different types of facilities, each of which forms one component of an interconnected transportation system:

- **Hubs** are ports and terminals that move goods or people between Florida regions or between Florida and other markets within the country and the rest of the world. These include commercial service airports, deepwater seaports, spaceports, interregional rail and bus terminals, and freight or passenger terminals.
- **Corridors** are highways, railways, waterways, and urban fixed guideways (transit) connecting regions within Florida or between Florida and other states or countries.
- **Connectors** serve as links between SIS hubs and corridors, hubs to other hubs, or corridors to major military facilities - MAF (Military Access Facilities). These include highways/roads, railroads, or waterways.

FDOT and its partners are expected to be:

- **Strategic** – focused on addressing statewide and regionally significant facilities that support Florida's economic competitiveness and economic diversification.
- **Intermodal** – addressing all forms of transportation for moving both people and goods.
- **Systematic** – looking at an entire, integrated transportation network, not just individual modes and projects.
- **Efficient** – expediting consensus projects.
- **Open** – proactively providing information.
- **Inclusive –** seeking out the participation of all.
- **Continuous** – looking at how to improve the system on an ongoing basis.

Detailed information about SIS and SIS Strategic Plan is available on ***Florida's Strategic Intermodal System*** website.