



Strategic Intermodal System Designation Criteria





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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



HUB DESIGNATION CRITERIA

Strategic Growth Component *(For all hubs and corridors 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?

SIS Commercial Service Airport

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.

SIS General Aviation Reliever Airport *(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.

SIS Spaceport

- ☐ Regularly scheduled civil, commercial, or military launches resulting in suborbital or orbital flights.

SIS Public Seaport

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.

SIS Interregional Passenger Terminal

Size Criteria

- ☐ ≥ 100,000 annual interregional rail passengers.
- ☐ ≥ 100,000 annual interregional bus passengers.

OR (must be co-located¹ with another interregional transit mode AND meet size criteria)

Size Criteria

- ☐ ≥ 50,000 annual interregional rail passengers.
- ☐ ≥ 50,000 annual interregional bus passengers.
- ☐ ≥ 50,000 annual interregional rail AND bus passengers.

SIS Urban Fixed Guideway Transit Terminal

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.
- ☐ Serve² 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-located¹ with a major park-and-ride facility (≥ 500 spaces).

Strategic Growth does not apply to Urban Fixed Guideway Terminals

SIS Freight Rail Terminal

Size Criteria

- ☐ ≥ 5% of Florida total – intermodal rail units per year.

SIS Intermodal Logistics Center

Must meet ALL of the following:

- ☐ Meets the definition of an ILC.
- ☐ 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.
- ☐ Is identified in a local comprehensive plan or local government development order as an intermodal logistics center or equivalent planning term.
- ☐ 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).

CORRIDOR DESIGNATION CRITERIA

SIS Highway Corridor

To be designated a SIS Highway Corridor, a facility must be AT LEAST ONE of the following:

- ☐ An interstate or high capacity tolled facility.
- ☐ A limited access facility (access level 1) with a SIS facility or limited access facility (access level 1) at each end³.
- ☐ An NHS facility that connects to an urbanized area outside of Florida that is not already served by a SIS facility.
- ☐ A controlled access facility (access level 2 or 3) connecting two or more urbanized areas with a SIS facility at each end⁴.
- ☐ 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 end⁴.

There is no Strategic Growth component for highway corridors

SIS Rail Corridor

SIS Rail Corridor

- ☐ Mainline rail corridor that is operated by a Class I or Class II railroad with two or more average daily trains.

Strategic Growth Rail Corridor, must be AT LEAST ONE of the following:

- ☐ Rail corridor operated by a Class III carrier maintained to FRA Track Class III or better with two or more average daily trains⁵.
- ☐ Rail corridor determined by FDOT to be of compelling state interest, such as creating a significant economic development opportunity.

SIS Waterway Corridor

Must meet one of the following:

- ☐ Coastal Shipping Lanes⁶ and Intracoastal Waterway.
Designated intracoastal waterway or coastal shipping lane handling international waterborne trade.
- ☐ Inland Deep Draft Waterway – authorized depth greater than or equal to 14 feet.
≥ 5% of Florida Total – annual total waterway freight tonnage.
- ☐ Inland Shallow Draft Waterway – authorized depth less than 14 feet.
≥ 5% of Florida Total – annual domestic waterway freight tonnage.

Urban Fixed Guideway Corridor

- ☐ Urban fixed guideway transit corridors connecting multiple urbanized area counties and serving as a regionally significant facility within a region.

INTERMODAL CONNECTOR DESIGNATION CRITERIA

Hub to Corridor Connector

- ☐ 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?

Hub to Hub Connector

Intermodal Freight Drayage Route

- ☐ Mainline rail corridor that is operated by a Class I or Class II railroad with two or more average daily trains.

Intermodal Passenger Transfer Facility

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

Military Access Facility

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).

FOOTNOTES

¹ For the purposes of designation, co-location is defined as multiple services sharing the same space or being located directly adjacent to one another.

² For the purposes of designation, facilities are considered to serve a SIS airport, seaport, or spaceport if they are co-located or directly connected in close proximity to the SIS airport, seaport, or spaceport, meaning there are no additional stops or transfers, they are within short walking distance, or are connected by a short shuttle or people mover ride.

³ 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.

⁴ 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.

⁵ Exception is SFRC (TriRail) which provides trackage rights to CSX for freight movements.

⁶ For the purposes of designation, Coastal Shipping Lanes are federally designated Marine Highway Routes identified by the United States Maritime Administration.



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