



# STRATEGIC Investment Tool

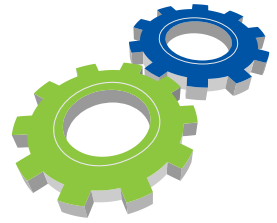
## HIGHWAY COMPONENT

The **Strategic Investment Tool (SIT)** is an interactive tool used in the Strategic Intermodal System (SIS) highway project selection process.

It allows users to **calculate and report performance measures** relating to five objectives.

**The SIT prioritizes** each specific capacity improvement project competing for the limited dedicated, discretionary transportation capacity funds.

## ► What is the SIT based on?



The Systems Implementation Office has identified five objectives for the SIS to help guide decisions about what enhancements to make to the system.

The objectives reflect and support the goals of the Florida Transportation Plan (FTP) and other federal, state, and local guidance for implementing multimodal transportation planning. The objectives are:

1. Provide a safe and secure transportation system for all users;
2. Improve interregional mobility and connectivity for people and freight;
3. Invest in transportation systems to support a prosperous and globally competitive economy;
4. Make transportation decisions to promote responsible environmental stewardship;
5. Promote intermodal connectivity to expand transportation choices.

Although the objectives are intended to guide the types of enhancements the Department and its partners make to the SIS, projects that have a primary emphasis on safety, security, and preservation will continue to be covered by existing programs and funding sources.

## ► Why was the SIT developed?

With the update of the Florida Transportation Plan in 2000, the need for a new system encompassing all modes was recognized. Consequently, the Strategic Intermodal System (SIS) was created. As a result of the implementation guidance adopted for the SIS, the Department needed a new methodology for prioritizing projects. This new methodology evolved into the Strategic Investment Tool known as the SIT. Subsequent updates to the Florida Transportation Plan have further expanded and refined the goals of the Department.

## ► What is the SIT used for?

The SIT is intended to be used as one of the tools in the SIS highway project selection process. The tool is needed to help partners gauge their projects' ability to address SIS goals and to help the Department select and prioritize those projects that meet the goals. The process for determining SIS priorities will be transparent, so that stakeholders can understand how and why these priorities are recommended.

Regardless of the SIT scoring, partners and stakeholders will have an opportunity to influence the final project prioritization process by providing additional information and data regarding investment needs and impacts, adopting policies and resolutions demonstrating local support for the project, or contributing funding to a project.

# What are the SIT components?

The SIT includes two main components: Analyzer and Reporter.

Each component was developed to provide specific functions and operate through a web interface. The web interface gives the FDOT Central Office the ability to keep data and information in the SIT up-to-date and permits the FDOT staff located throughout Florida access to the most recent updates.



## Analyzer

- Evaluate and score projects with respect to the five SIS objectives using different measures.
- Calculates and provides scores for each project by both individual measures and overall SIS objectives.
- Ensures that each measure is linked to a SIS objective, is **accountable, clear, based on available data**, and its calculation can be duplicated.



## Reporter

- Display Analyzer results in various tabular formats for each scenario or grouping of proposed projects.
- Arrange various project grouping scenarios and change the SIS objective weighting factors instantly.

ANALYZER Scenario: APP 09/19/2017

ID	Project Name	Facility	From	To	Road Type	Impx. Type	Inch. Type
1	1229	SR 710	US 441	L83 Canal	Arterial	NR	N/A
1	1261	SR 710	Sherman Wood Ranches	CR 714 (Martin-CL)	Arterial	A2-4	N/A
1	1383	US 27	Phoenicia Dr	SR 60	Arterial	A2-6	N/A
4	1551	156	at Woodlight & Gateway	-	Interstate	SR-NCH	SIS to RoadSIS
3	1912	1-10	Santa Rosa County Line	Walton County Line	Interstate	A2-6	N/A
1	201273	1-75 AT SR 72	-	-	Interstate	SR-NCH	SIS to RoadSIS
1	201273	1-75 SR800 AT BEE R	IDGE ROAD	-	-	-	-
2	2083314	1-296(SR80) FROM SR 50	UTAH RD CONNECTOR(SR110)	-	-	-	-
2	2101659	1-296 FROM SR50(SR)	2088 TO SR2(SR)AND(SR)	-	-	-	-
3	2121038	SR 75 (US 231) FROM	SR 366 23RD STREET TO SCU	-	-	-	-
3	2184261	SR 742 BUSINESS ROAD	FROM SR 95 (US 29) TO HL	-	-	-	-
3	22	SR 85	SR 123	-	-	-	-
3	2201964	SR 30 (US 96) FROM F	ALL IN WATERS DRIVE TO MARK	-	-	-	-
7	429	1-275	at SR 60	-	-	-	-
4	7491061	1-68 AT FROM SR 15 US	17 TO SR 11	-	-	-	-

Buttons: Add Project, Help

REPORTER Analysis Results

Description: Analysis Results based on the APP-09/19/2017 Scenario.  
 Scenario: APP-09/19/2017  
 Timeframe: Examine existing conditions ONLY  
 Date/Time: October 04, 2017 05:43pm  
 Status: All analyses complete with 2 errors and 0 warnings logged

Weighting	Projects	Measures	Errors / Warnings
Safety & Security: 20 /100	Unweighted Summary	Details	Change Parameters
Interregional Connectivity: 20 /100	Weighted Summary	Details	Delete
Economic Competitiveness: 20 /100	Back		
Intermodal Connectivity: 20 /100			
Environmental Stewardship: 20 /100			

# STRATEGIC INVESTMENT TOOL

## OBJECTIVES & MEASURES

1

### SAFETY

Crash Ratio • Fatal Crash Ratio • Bridge Appraisal Rating •  
Emergency Evacuation • Personal Safety • Adaptation

2

### INTERREGIONAL CONNECTIVITY

Volume to Capacity (V/C) Ratio • Truck Percentage • Vehicular  
Volume • System Gap • Change in V/C - LOS (*mainline projects*) •  
Interchange Operations (*interchange projects*) • Bottleneck •  
Delay • Travel Time Reliability • Link to Military Base •  
Rural Areas of Opportunity (RAO)

3

### ECONOMIC COMPETITIVENESS

Population • Population Growth Rate • Employment •  
Employment Growth Rate • Population Density

4

### ENVIRONMENTAL STEWARDSHIP

Farmlands • Geology • Archaeological / Historical Sites •  
Contamination • Conservation and Preservation • Wildlife and  
Habitat • Flood Plains / Flood Control • Coastal / Marine •  
Special Designations • Water Quality • Wetlands • Air Quality •  
Energy and Sustainability • Social Investment / Justice •  
Residential Community Impact

5

### INTERMODAL CONNECTIVITY

Connector Location • Truck Volume •  
Transit Connectivity • Managed / Special Use Lanes •  
Distance to SIS Hub Facilities • SUN Trail Proximity



FLORIDA DEPARTMENT OF TRANSPORTATION

SYSTEMS IMPLEMENTATION OFFICE

[www.fdot.gov/planning/systems/documents/brochures](http://www.fdot.gov/planning/systems/documents/brochures)