

STRATEGIC INTERMODAL SYSTEM
OVERVIEW



2023

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SIS Overview Internet Location:
www.fdot.gov/planning/systems/documents/brochures/default.shtm#brochure

Introduction

The Florida Department of Transportation (FDOT) is the state agency responsible for designation, implementation and management of the Strategic Intermodal System (SIS). The SIS is a network of transportation facilities that seamlessly flows from one mode to the next, with the goal of providing the highest degree of mobility for people and goods traveling throughout Florida. The SIS plays a vital role in achieving Florida's goal of enhancing economic competitiveness and improving the quality of life for its citizens and visitors.

Purpose

This guidebook acts as an educational resource to help facilitate greater understanding of the legislative and policy framework of the SIS; processes for designation, identification, project prioritization, and planning efforts; and the coordination and collaboration efforts that drive this planning process. Additionally, this document provides key resources that are available to assist in these associated tasks.

Key objectives of this SIS Processes Overview are to:

- Act as an educational resource to foster a better understanding of the SIS.
- Facilitate a clearer understanding of the existing frameworks and processes of the SIS.
- Direct users to other related resources and sources of information.

While the primary users for this guidebook are intended to be the District SIS Coordinators, the information contained within this guidebook may be useful for multiple staff members in both the Central Office and individual districts. Other users who may find this information useful may include:

- Systems Implementation Office (SIO) staff, including the Statewide SIS Coordinator and other SIS support staff ;
- Central Office staff;
- FDOT Executive Leadership;
- Government officials and their staff;
- Other transportation or planning professionals; and
- Public.

A re-envisioning of this document took place in 2023 to accommodate new policy direction introduced in the 2022 SIS Policy Plan update. This document serves as the first in a series of three documents that together demonstrate the programmatic scope of the SIS.

Strategic Intermodal System

This section provides an overview of the purpose and need for the Strategic Intermodal System and details the process of its creation. Specific strategies for maintaining and improving the SIS are also outlined.

Strategic Intermodal System Background and Overview

In December 2000, the Florida Transportation Plan (FTP), set a specific objective to establish, construct, and manage Florida's Strategic Intermodal System. Within the next three years, FDOT, working with stakeholders and partners, delivered a final report to the Governor, Legislature, and Secretary of Transportation recommending criteria and thresholds for designating key elements of the SIS as well as guidance to FDOT for implementation. In 2003, the Florida Legislature and Governor established the SIS to enhance Florida's transportation mobility and economic competitiveness by focusing resources on transportation facilities and services that support critical interregional, interstate, and international trips. In 2004, all SIS facilities were made eligible for state transportation funding.

The SIS represents a statewide network of high-priority transportation facilities, including Florida's largest and most significant airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, highways, military access facilities, intermodal logistics centers, and fixed guideway transit corridors. These facilities represent the state's primary means for moving people and freight between Florida's diverse regions as well as between Florida and other states and countries.

SIS facilities are designated using objective criteria and thresholds based on quantitative measures of transportation and economic activity. These facilities meet high levels of people and goods movement and generally support major flows of interregional, interstate, and international travel and commerce. Designated SIS facilities are identified in the SIS Atlas located on the SIO website.

Strategies to Ensure the Success of the SIS

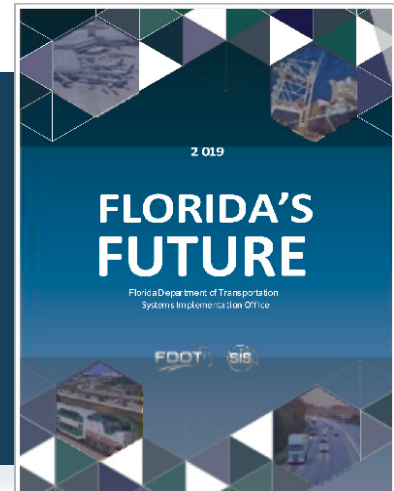
Florida's investment in an intermodal transportation system continues to improve the state's economic competitiveness, provide infrastructure improvements, and ensure sound stewardship of the environment for Floridians and visitors to the state. The SIS was established to enhance the state's economic competitiveness through strategic investment of the limited resources available. SIS facilities are designated as Florida's highest transportation priority and serve as critical links between the state's major urban centers. Specific strategies for improving the SIS include:

- Meeting a growing demand for the movement of people and freight across all modes as Florida's population and economy continue to expand;
- Meeting the needs and travel preferences of a changing and more diverse population. From a SIS perspective, trends suggest demand for a broader range of choices for interregional travel, such as passenger rail or intercity bus services, as well as a growing demand for connecting SIS to regional and local transit systems;
- Strengthening the linkage between transportation and land use planning, particularly with respect to providing more options to connect SIS hubs as well as innovative solutions to ensure the efficiency of interregional travel on congested corridors;

- Connecting economic regions to one another by supporting productive and interconnected regional industry clusters, supply chains, and labor markets;
- Supporting Florida's goal of becoming a global hub for trade, visitors, commerce, and investments;
- Supporting emerging technologies by examining new opportunities for connectivity and economic development;
- Ensuring that the SIS protects or improves community livability and environmental quality; and
- Paying greater attention to military connectivity needs in the SIS planning process.

Investing in Florida's Future

The Investing in Florida's Future brochure was published in 2019 and provides an in depth review of the SIS accomplishments. The brochure contains descriptions, photos, and status updates for both SIS highway and SIS modal projects within each district. The brochure highlights projects financed by FDOT since the SIS began in 2003.



Strategic Intermodal System Framework

This section contains detailed information on the legislative framework that gives structure to the SIS, policies that will guide the SIS for the next five years, and guidance documents that outline the criteria for designating facilities and selecting and funding projects.

Strategic Intermodal System in Florida Law

Four main sections of the Florida Statutes (F.S.) define FDOT's responsibility in relation to the SIS. Pursuant to Section 339.61, F.S., the SIS was determined necessary due to the increasing demands being placed on the state's transportation system by a fast-growing economy, continued population growth, and projected increases in freight movement, international trade, and tourism. The designation of a strategic intermodal system, composed of facilities and services of statewide and interregional significance, was anticipated to 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. Funding for SIS projects consists of allocations derived from the State Transportation Trust Fund and other additional sources.

Section 339.62, F.S., defines the system components. Those components include:

- Highway corridors established under Section 339.65, F.S.;
- The National Highway System;
- Airport, seaport, and spaceport facilities;
- Rail lines and rail facilities;
- Selected intermodal facilities, passenger and freight terminals, along with appropriate components that serve as existing or planned connectors between components; and
- Other existing or planned corridors that serve a statewide or interregional purpose.

Section 339.63, F.S., discusses the facilities to be designated and defines the five components of the SIS, as discussed in this guidebook: hubs, corridors, connectors, military access facilities, and "facilities that significantly improve the state's competitive position to compete for the movement of additional goods into and through this state." Any planned intermodal logistics center that requests designation and meets the definition in statute, may also be added to the SIS under this last component.

Section 339.64, F.S., requires FDOT, in coordination with metropolitan planning organizations (MPOs), regional planning councils (RPCs), local governments, and other transportation providers, to develop a Strategic Plan. The plan shall be consistent with the Florida Transportation Plan (FTP) developed pursuant to Section 339.155 F.S., and shall be updated at least once every five years, subsequent to updates of the FTP.

Legislation has given FDOT the authority to designate facilities and services based on a set of adopted criteria and thresholds. Key milestones that led to the creation of the previously discussed statutes are as follows:

- Legislation in 2003 established the SIS and authorized the designation of the initial facilities and services included in the system, incorporating the criteria and thresholds developed by the 41-member SIS Steering Committee. See sections 46-49, Ch. 2003-286, Laws of Florida.
- Legislation in 2004 provided the framework for funding future SIS improvements. This legislation identified the SIS as the state's highest priority for transportation capacity, identified initial funding sources, and made all SIS facilities eligible for state funding, regardless of ownership. See sections 4, 8, 9, 11, and 12, Ch. 2004-366, Laws of Florida.
- Legislation in 2005 authorized additional funding for SIS projects supporting growth management goals and directed FDOT to evaluate the connectivity between the SIS and military facilities and the impact of SIS investments on military facilities. See section 7, Ch. 2005-281 and section 26, Ch. 2005-290, Laws of Florida.
- Legislation in 2007 clarified SIS designation criteria and updated processes, expanded the potential role of public-private partnerships in advancing SIS projects, and added a new category of criteria for general aviation airports serving as relievers to SIS airports. See section 45, Ch. 2007-196, Laws of Florida.
- Legislation in 2012 repealed the definition of the "Florida Intrastate Highway System," amended the definition of "State Highway System," increased the dollar thresholds which trigger gubernatorial and legislative notification of amendments to FDOT's Work Program, included military access facilities and intermodal logistics centers (ILCs) to the types of facilities included in the SIS. See sections 57-60, Ch. 2012-174, Laws of Florida and section 7, Ch. 2012-128, Laws of Florida.

Florida Transportation Plan (FTP)

The FTP is the single, overarching statewide plan guiding Florida's transportation future. The plan provides direction to the department and all other organizations that are involved in the planning and managing of Florida's transportation system. The FTP fulfills the requirements established in Section 339.155, F.S. The FTP was updated in 2020 and includes four elements: Vision, Policy, Implementation, and Performance. The Vision Element provides a long-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system during the next 50 years. The Policy Element defines goals, objectives, and strategies for the state's transportation future over the next 25 years. The Policy Element is the core of the FTP and provides guidance to state, regional, and local transportation partners in making transportation decisions. The Implementation Element defines the roles of state, regional, and local transportation partners in implementing the plan, including specific short- and medium-term actions and performance measures. The Performance Element reports how the state's transportation system performs on key measures of safety, asset condition, and mobility.

The seven goals of the FTP and their implementation objectives relate to the role of the SIS. These goals areas follows:

- Safety and Security for Residents, Visitors, and Businesses
- Agile, Resilient, and Quality Transportation Infrastructure
- Connected, Efficient, and Reliable Mobility for People and Freight
- Transportation Choices that Improve Accessibility and Equity
- Transportation Solutions that Strengthen Florida's Economy

- Transportation Solutions that Enhance Florida's Environment
- Transportation Systems that Enhance Florida's Communities

The FDOT Systems Implementation, Transportation Data and Analytics, and Environmental Management Offices use these goals to establish SIS policies, select projects, measure performance, and execute project development.



SIS Policy Plan

FDOT is required by Florida Statutes to produce a Strategic Intermodal System Plan consistent with the FTP at least once every five years. While the FTP addresses the whole of the state's transportation system, regardless of ownership, the SIS Policy Plan addresses only SIS designated facilities. FDOT has worked with the steering committee, an additional advisory group, partners, and the public to update the SIS Policy Plan. The FTP provides guidance for other state, regional, and local plans, including the SIS Policy Plan. The integrated update process ensures that FTP implementation focuses first and foremost on the transportation facilities most critical for connecting Florida's regions and connecting Florida to other states and nations.

The SIS Policy Plan establishes the policy framework for designation, identification, project prioritization, and planning and collaboration for the SIS. The plan describes objectives, cross-cutting policy areas, focus areas, and strategies to guide FDOT and transportation partners statewide in accomplishing the vision and goals of the SIS. The update of 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 over the next five years:

- **Interregional Connectivity:** Ensure the efficiency and reliability of multimodal transportation connectivity among Florida's regions and between Florida and other states and countries;
- **Intermodal Connectivity:** Expand transportation choices and integrate modes for interregional and regional trips; and
- **Economic Development:** Provide transportation systems to support statewide and regional economic development.

The partner and public involvement process of the 2022 SIS Policy Plan update defined the three following cross-cutting policy areas that guided the focus of the SIS Policy Plan development process.

- **Redefine Capacity:** To meet current and future needs, the focus of SIS investments must expand from traditional capacity projects to a full range of solutions for improving mobility, reliability, and connectivity.
- **Increase Flexibility:** The rapid pace of change in Florida’s economy and the emerging technology and mobility solutions available to meet the needs of residents, visitors, and businesses suggest the need for greater flexibility moving forward.
- **Clarify Interregional Connectivity:** As Florida continues to grow and change, so too do the needs of its multiple regions. During the plan update process, MPOs, RPCs, local governments, and other partners highlighted the need for greater clarity in the definition of interregional connectivity.

The plan identified five focus areas to strategically address all aspects of these cross-cutting policy changes. Each focus area has associated designation, needs and priorities, and planning and collaboration strategies that enable the SIS to fully support the FTP goals and SIS objectives while addressing the needs identified during the partner and public involvement process.

- **Safety:** Committing to a vision of zero fatalities and serious injuries on SIS facilities.
- **Resilience:** Identifying and mitigating vulnerabilities for the SIS network.
- **Technology and Innovation:** Leveraging new technologies and business models to improve the overall performance of the SIS network.
- **Urban Mobility and Connectivity:** Improving interregional and regional travel in urban areas.
- **Rural Mobility and Connectivity:** Improving interregional and regional travel in rural areas.



SIS Planning Process

The SIS has evolved since its inception to meet the transportation needs of the state. Today, Florida’s SIS is a multimodal system that incorporates different processes and elements into its structure. Planning for and implementation of the SIS includes three major processes: system designation, project eligibility, and project prioritization.

As previously discussed, Florida Statutes define FDOT’s responsibilities to the SIS, and the FTP the SIS Policy Plan provide the framework for its designation, planning, programming, and implementation. The SIS Facilities Designation and the SIS Project Eligibility Guidance provide the criteria needed to carry out the processes of system designation, project eligibility, and project prioritization.

SIS Facilities Designation

SIS designation is the process through which facilities of statewide and interregional significance are identified for inclusion as part of the SIS network. The original designation criteria were established through the recommendations of the SIS Steering Committee in 2002 and incorporated by reference in statute in 2003. Additionally, Florida Statutes allow the Secretary of Transportation to revise existing criteria or adopt new criteria in coordination with MPOs, RPCs, local governments, transportation providers and public agencies, and other affected stakeholders. Revision of SIS designation criteria occurred in 2018. This revision resulted in modifications to the structure of the program, which included combining SIS and Emerging SIS components, creating the Strategic Growth component, and adjusting criteria where needed.

Specific criteria and thresholds for each type of SIS and Strategic Growth facility can be found in the SIS Facilities Designation. The SIS includes transportation facilities owned by 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 be evaluated using 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 with lower levels of activity that support strategic growth opportunities, such as promoting economic development.

The SIS Facilities Designation guidance provides direction for facility identification and designation with a list of criteria that facilities need to meet to be designated as SIS or Strategic Growth. Additionally, the guidance provides instructions for submitting a Designation Change Request to FDOT SIS staff.

SIS Project Eligibility

Section 339.61, F.S., calls for funding from the State Transportation Trust Fund to be set aside for the SIS. This is one of several funding sources for SIS projects. Initial department investments go toward preservation, maintenance, and safety. Any remaining funds are used for capacity. In addition, only certain types of projects are eligible for SIS funding. Many of the restrictions on SIS funding are related to the facility designation and definition of a capacity project.

The SIS Project Eligibility document provides directions for project identification, project prioritization, and planning. The guidance also outlines a list of the types of projects that are eligible for SIS funding and types of projects that are ineligible for SIS funding.



Strategic Intermodal System Facilities

The SIS consists of a variety of facility types that together make up Florida's unique transportation landscape. This section provides descriptions for each facility type as well as available mapping resources.

The SIS includes facilities of statewide or interregional significance based on recommendations by the SIS Steering Committee to designate the system. The criteria and thresholds are adjusted as needed.

Two tiers of facilities are collectively known as "The SIS":

- SIS facilities meeting high levels of people and goods movement, generally supporting major flows of interregional, interstate, and international trips; and
- Strategic Growth facilities, which are usually smaller in nature and generally designated based on economic connectivity and regional significance. Strategic Growth facilities must prove that they are projected to meet minimum SIS activity levels within three years of designation or be of a compelling state interest, such as serving a unique market or having the potential to become the most strategic facility in a region.

SIS Facility Types

SIS Hubs

Hubs represent SIS designated ports and terminals. This includes airports, seaports, passenger terminals, spaceports, and intermodal freight rail terminals.

SIS Intermodal Logistics Centers

A specific type of hub designated in statute is the intermodal logistic center, which was created as a type of SIS facility to aid in the shipment of goods. An identified facility must be physically separated from a seaport, marine terminal, or commercial airport and serve as a point of intermodal transfer of freight. It must carry out functions relating to transport, logistics, goods distribution, consolidation, or value-added activities. Intermodal logistics centers are included under Section 339.63, F.S.

SIS Corridors

Corridors are the highway, railroad, waterway, and urban fixed guideway facilities that connect major origin-destination markets.

SIS Connectors

Connectors are the highways, railroads, or waterways that connect the SIS hubs to the SIS corridors, or SIS hubs to other SIS hubs.

SIS Military Access Facilities

Military Access Facilities (MAFs) are the connectors specifically between SIS corridors and the state's strategic military installations. MAFs are considered SIS, however, the military installation itself is not designated on the system.

SIS MODAL BREAKDOWN	Statewide Mileage		Statewide SIS Hubs				
	HIGHWAYS		AIRPORTS			SEAPORTS	
	Corridor	4363	SIS	7	SIS	8	
	Connector	125	Strategic Growth	11	Strategic Growth	4	
	Strategic Growth	94	Reliever	3	Total	12	
	Military Access Facility	57	Total	21	SPACEPORTS		
	RAILROADS		FREIGHT TERMINAL			SIS	
	Corridor	1785	SIS	7	Strategic Growth	1	
	Strategic Growth	399	Strategic Growth	1	Total	2	
	Connector	115	Total	8	URBAN FIXED GUIDEWAY TERMINAL		
Connector Strategic Growth	126	INTERMODAL LOGISTICS CENTER			Hub		
URBAN FIXED GUIDEWAYS		Strategic Growth			1	Station	
Corridor	123	Total	1	Total			
WATERWAYS		PASSENGER TERMINAL			SIS		
Corridor	893	SIS	10	Strategic Growth	5	Total	
Strategic Growth	6	Strategic Growth	5	34			
Connector	196	Total	15				

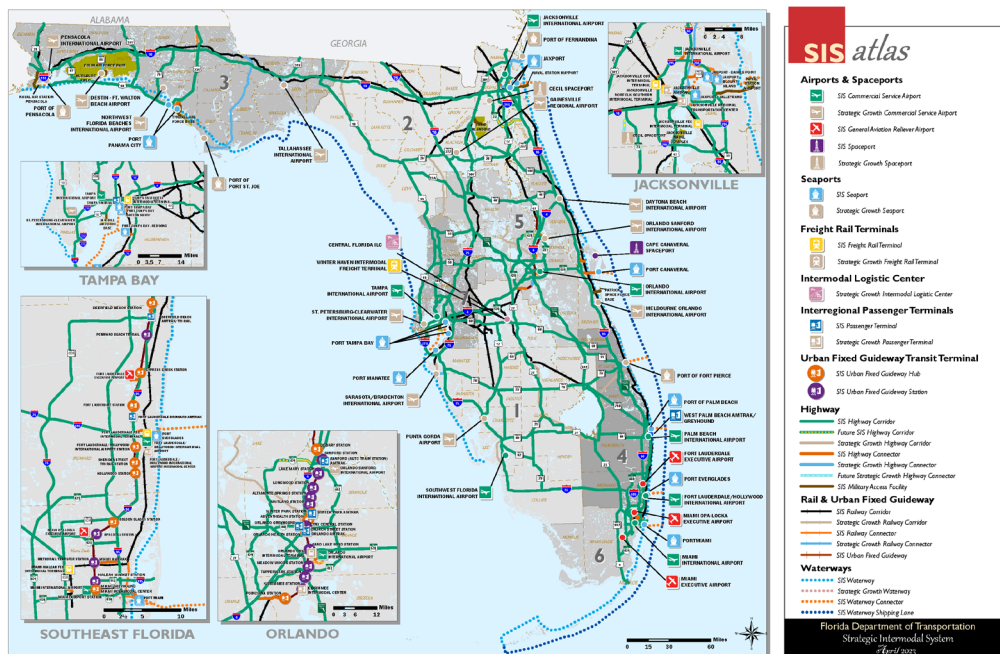
SIS Mapping Resources

SIS System Map

The SIS includes the state's largest and most significant commercial service airports, spaceports, deepwater seaports, freight rail terminals, passenger terminals, rail corridors, waterways, fixed guideway transit corridors, and highways. These facilities are all shown on the SIS System Map.

SIS Atlas

The SIS Atlas provides maps and facility summary data on the SIS. It also includes SIS highway connector route descriptions, SIS designation criteria, and summaries by individual mode and by the district. Refer to the SIS Atlas for the most up to date listing of SIS facilities.



Planning, Prioritization, and Project Selection

FDOT SIO is responsible for the production and maintenance of the SIS capacity plans, known collectively as the SIS Funding Strategy. Included in the SIS Funding Strategy is the SIS Work Program (First Five-Year Plan), SIS Second Five-Year Plan, and the SIS Cost Feasible Plan (CFP). The combination of the First Five-Year and Second Five-Year Plans is also referred to as the SIS 10-Year Plan. SIO has produced a variety of publications and tools to assist in prioritizing and selecting SIS capacity projects.

SIS Prioritization Process

The FDOT process for SIS project selection considers many different factors to ensure the projects selected address the greatest needs. The SIS prioritization process begins with the FDOT districts and Modal Development Office project priorities. The district and the Modal Development Office priorities consider MPO, local government, and modal partner priorities, and serve as the basis for the statewide SIS prioritization process. Each modal and district office has its own process for ranking their projects and submits selected projects to SIO for SIS funding. For highways, once a list of priority highway projects has been identified by the districts and delivered to SIO, the projects are entered into the Strategic Investment Tool (SIT) where they are scored and ranked based on the project's ability to meet the SIS objectives.

The next step is to examine statewide managed SIS fund availability, project funding stipulations, and timing of the project phases to determine when the top priority projects are feasible for funding. It should be noted that all the above-mentioned factors together constitute the existing statewide SIS project prioritization process, but more emphasis may be placed on one or more factors when prioritizing projects if specific direction calls for it. For example, additional Federal National Highway (NH) funding may become available to advance projects within the Tentative Work Program; however, NH funds, otherwise known as ACNP, can only be used on highways that are on the designated National Highway System. The project prioritization process used in this scenario would place a greater emphasis on the funding stipulation factor (i.e., funds can only be used on NH eligible facilities), thereby reducing the overall list of projects eligible for advancement to only those facilities on the NHS. Once a list of NH eligible projects is determined, the remaining prioritization factors would be applied, and projects would be chosen for advancement.

The Systems Implementation Office is responsible for producing a series of three funding plans that comprise the SIS Funding Strategy. The Adopted Work Program, Second Five-Year Plan, and Cost Feasible Plan each identify SIS improvements in various stages of development.

SIS Funding Strategy

Each district has its own way of coordinating with partners and stakeholders in an effort to prioritize projects. Throughout the SIS planning process SIO staff collaborates with the District SIS Coordinators to obtain feedback from MPOs, local governments, and modal partners. Staff carefully considers this feedback and adjusts projects in its statewide plan accordingly. This process of ongoing coordination with planning partners ensures that the selected projects remain strategic and address district as well as statewide needs.



SIS Adopted and Tentative Work Program (First Five-Year Plan)

As required in Section 339.135, F.S., FDOT maintains an Adopted Work Program, which is adopted annually on July 1 for the ensuing five-year period. The Adopted Work Program, commonly known as the First Five-Year Plan, sets the foundation for the entire FDOT planning process, and by statute, the department cannot undertake any project prior to its inclusion in the Adopted Work Program. For a project to be included it must be programmed into the FDOT financial management system as part of the Tentative Work Program prior to July 1. The current year of the Adopted Work Program may be amended at any time throughout the year, with major changes requiring approval from the Executive Office of the Governor. The Adopted Work Program is a financially feasible planning document which consists of all the FDOT projects for the current fiscal year and the following four years. Most of the discretionary funding in the Adopted Work Program is on SIS capacity projects. The SIS First Five-Year Plan highlights those capacity projects on SIS facilities.

Following the annual approval of the Adopted Work Program, the next planning effort involves the formation of the Tentative Work Program. The Tentative Work Program is a five-year plan that is used to build the “next” Adopted Work Program. Like the Adopted Work Program, the Tentative Work Program contains SIS capacity projects for all modes. Projects included in the Tentative Work Program are entered into the FDOT FM system by the FDOT district or Central Office Work Program staff during what is called the First Five-Year Work Program Development Cycle. FDOT’s First Five-Year Work Program Development Cycle refers to the period between mid-July and October, in which the FDOT FM System is open to district staff, enabling them to build their respective First Five-Year Tentative Work Programs. To ensure that the Tentative Work Program is financially feasible and accurately represents Florida’s highest priorities for SIS capacity project funding, SIO staff review and map the Tentative Work Program throughout the Work Program Development Cycle. SIO staff coordinates with the District SIS Coordinators and Central Office Work Program to resolve any discrepancies identified in this process. The Legislative Budget Commission also reviews and approves the department’s Tentative Work Program before it is adopted.

SIS Second Five-Year Plan

The SIS Second Five-Year Plan comprises projects that are scheduled to be funded in the five years following the Tentative Work Program. The Second Five-Year Plan is developed during the FDOT Work Program Development Cycle in the same manner as the Tentative Work Program during November to January. Upon annual commencement of the FDOT Work Program Development Cycle, the Year 1 of the previous Second Five-Year Plan becomes the new fifth year of the Tentative Work Program and the funding years of the Second Five-Year Plan are shifted forward accordingly. An “approved” plan is published publicly typically in late fall/early winter following the publication of the Adopted First Five-Year Plan.

SIS Long-Range Cost Feasible Plan

The FDOT SIS Long-Range Cost Feasible Plan is a long-range transportation plan that chronologically follows the Second Five-Year Plan. The CFP does not specify the exact year in which a project will be funded; rather it is broken into multi-year bands to which projects are assigned. SIO updates the CFP every three to five years, with the office making annual adjustments to the plan to account for projects advanced into or deferred out of the First Five and Second Five-Year Plans. The CFP also provides long-range SIS projects to Florida’s MPOs for inclusion into their Long-Range Transportation Plans (LRTP).

SIS Multimodal Unfunded Needs Plan

The SIS Multimodal Unfunded Needs Plan identifies all transportation projects on the SIS regardless of cost that help meet mobility needs, but where funding is not expected to be available during the 25-year period of the SIS Funding Strategy. This plan is typically updated every five years. Projects in the SIS Multimodal Unfunded Needs Plan could move forward into the CFP as funds become available. The Needs Plan Executive Summary is available, as well as a detailed Technical Map Set outlining all projects in tables and maps.



SIS Highway Strategic Investment Tool (SIT)

The Strategic Investment Tool (SIT) is an interactive tool used in the project prioritization and selection process for SIS highway capacity projects. The SIT allows users to calculate scores for projects based on data-supported measures to aid in prioritizing capacity projects.

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.

SIT Components

The SIT includes two main components: Analyzer and Reporter. Each component was developed to provide specific functions and operate through an online interface. The centralized database and network interface gives FDOT Central Office the ability to keep data and information in the SIT current and provides FDOT staff, located throughout the state, with access to the same data with the most recent updates. The components that make up the SIT in more detail are:

Analyzer:

- Uses different measures to evaluate and score projects with respect to the current SIS objectives.
- Calculates scores for each project both by individual measures and overall SIS objectives.

Reporter:

- Provides the user with SIT Analyzer results displayed in various tabular formats for each scenario or grouping of proposed projects.
- Allows the user to view various project grouping scenarios and change the SIS objective weighting factors instantly.

SIT Measures

Measures used to calculate SIT scores are derived from a variety of sources that support policies set by the SIS Policy Plan and the FTP. The below table summarizes the SIS program objectives, their associated SIT measures, and how scores calculated using the measures help to achieve these goals demonstrated by the SIS Policy Plan.



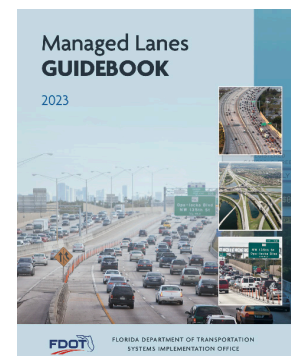
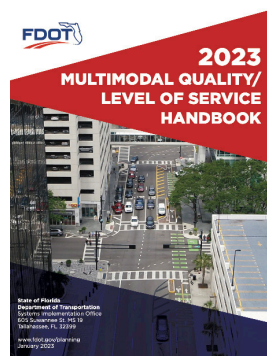
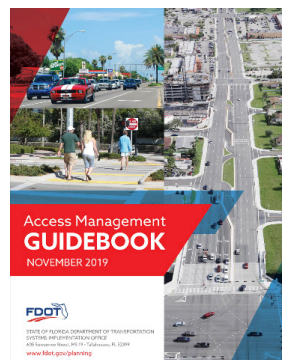
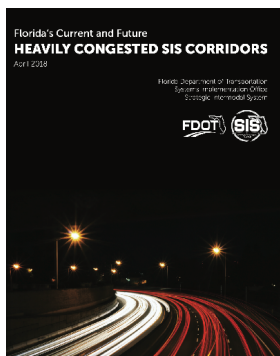
SIS Objective	SIT Measures	SIS Policy Application
<p>Safety</p>	<p>Crash Ratio • Fatal Crash Ratio • Bridge Appraisal Rating • Emergency Evacuation • Personal Safety • Adaptation</p>	<p>Capacity projects that seek to improve safety conditions and lower traffic-related fatalities.</p>
<p>Interregional Connectivity</p>	<p>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)</p>	<p>Capacity projects that increase mobility through and between regions.</p>
<p>Economic Competitiveness</p>	<p>Population • Population Growth Rate • Employment • Employment Growth Rate • Population Density</p>	<p>Capacity projects that improve transportation for the rapidly changing and growing population and workforce.</p>
<p>Environmental Stewardship</p>	<p>Farmlands • Geology • Archaeological / Historical Sites • Contamination • Conservation and Preservation • Wildlife and Habitat • Floodplains / Flood Control • Coastal / Marine • Special Designations • Water Quality • Wetlands • Air Quality • Energy and Sustainability • Social Investment / Justice • Residential Community Impact</p>	<p>Capacity projects that help to preserve the integrity of culturally, socially, or ecologically significant areas. Projects that serve to prevent or lessen adverse environmental impacts.</p>
<p>Intermodal Connectivity</p>	<p>Connector Location • Truck Volume • Transit Connectivity • Managed / Special Use Lanes • Distance to SIS Hub Facilities • SUN Trail Proximity/Connections</p>	<p>Projects that facilitate the movement of people and goods through multimodal connections.</p>

FDOT Central Office Involvement, Collaboration, and Programs

SIO staff relies on many FDOT offices to provide input and guidance to ensure that projects being considered for SIS funding are meeting the latest department feasibility, safety, and design standards. This section provides an overview of these FDOT offices' functions and how they contribute to the success of the SIS.

Systems Management

The Systems Management section, located in the SIO, provides districts with policies and procedures for access management, lane repurposing, and Shared-use Non-motorized (SUN) Trail as well as guidance on multimodal mobility review, interchange access requests, multimodal quality/level of service (Q/LOS), site impact analysis, corridor development, transportation alternatives, traffic analysis, design speed variation and managed lanes. Many of the policies and guidance produced by Systems Management play a critical role in regulating, maintaining, and improving SIS corridors. Trainings and webinars are available for usage to support these policies and procedures.



Corridor Development

FDOT plays an important role in maintaining and improving mobility on SIS corridors throughout the state. One key element in the effort is the development of strategic plans for corridors, which incorporates a wide range of alternative actions and modal opportunities. There are three basic types of corridor studies produced by the department:

- Corridor transportation alternative studies identify transportation issues and opportunities within the corridor necessary to enhance the movement of people and goods. These high-level studies also offer alternatives to improve emergency management/response and homeland security, and to create more economic development opportunities.
- Sketch interstate plans provide a baseline for the analysis of future needs for an interstate corridor. These studies focus on evaluating the potential for traffic growth, particularly freight on a highway corridor. Growth estimates are not constrained on a local basis and are intended to reflect total potential future demand. Consideration for potential alternative corridors and modal shifts are not separated from total demand as a part of the process.

- Master plans for limited access corridors and action plans for controlled access corridors are taken into consideration when applying engineering design principals to corridor segments, typically up to 150 miles in length. The plans identify preliminary typical sections for the corridor and define the design criteria, such as design speed. The studies also make initial identification of multimodal opportunities within the corridor. Districts typically perform these studies.

Access Management

There are two main functions of roadways: to provide mobility and to provide access. Mobility is best defined as the ability for people and goods to be moved in an efficient manner while access allows people and goods the ability to enter or exit the system or property. These are competing functions that must be balanced depending on the highest need or desired result. Effectively balancing one's mobility with access is a high priority of roadway and land use planning. Access management involves the careful planning of the location, type, and design of access for driveways, medians, median openings, and interchanges in a manner that preserves the safety and efficiency of the transportation system.

Resources on the SIO website include the Access Management Guidebook and a variety of information on standards and forms. In relation to the SIS, focus on Access Management means prioritizing mobility over access. This can be seen with Limited Access Facilities specifically.

Limited Access Facilities

One role of access management is limiting the number of new and modified interchanges on SIS limited-access facilities to only those that are most appropriate. For the interstate system, Title 23, United States Code, Highways Sections 106 and 111 (23 U.S.C. 111), all agreements between the Secretary of the U.S. Department of Transportation (USDOT) and the state departments of transportation regarding the construction of projects on the interstate system shall contain a clause that the state will not add points of access to or exit from the project, in addition to those approved by the Secretary in the plans for such a project, without prior approval of the Secretary. The Secretary has delegated the authority to administer 23 U.S.C. 111 to the Federal Highway Administrator, pursuant to Title 49, Code of Federal Regulations, Section 1.48(b)(10) (49 CFR 1.48(b)(10)). A policy statement consolidating a series of policy memoranda, including guidance for justifying and documenting the need for additional access to the existing sections of the interstate system, was published in the Federal Register on October 22, 1990, titled "Access to the Interstate System," and was modified February 11, 1998, August 27, 2009, and May 22, 2017. FDOT has adopted the policy "Approval of New or Modified Access to limited access highways on the State Highway System" to maximize the operations and safety of these facilities. This policy applies to both the federal interstate system and state limited access facilities.

Guidance on the types of interchange access requests and the policy and procedure for requests can be found on the SIO website as well as the Interchange Access Request User's Guide.

Congestion Management & Level of Service

The Florida Mobility Management Process represents the state's statutorily required traffic congestion management program, pursuant to Section 339.177, F.S. An effective congestion management process is characterized as a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of people and goods.

The Systems Management and SIS Implementation sections work together to produce the SIS Heavily Congested Corridors brochure. It depicts corridors with heavy traffic currently and projected into the future. Reducing delay and congestion is an important part of meeting the efficiency goals of the SIS.

Level of Service (LOS) has long been a measure of effectiveness for congestion on the overall State Highway System. LOS is a quantitative stratification of quality of service into six-letter grade levels. The Multimodal Q/LOS Handbook provides a planning and preliminary engineering technique to address multimodal service inside the roadway environment (essentially inside the right-of-way).

Resources on the website include the Multimodal Quality/Level of Service Handbook, and Generalized Service Volume Tables. It combines automobile, bicycle, and pedestrian evaluation techniques into a common analysis process. The service volume tables are used to determine LOS for vehicles based on average daily and peak hour volumes and road type.

Office of Work Program and Budget

FDOT is responsible for the development and maintenance of the state's transportation system. Section 339.135, F.S., authorizes FDOT to develop the State Transportation Five-Year Work Program (Work Program), which consists of a project-specific list of transportation related improvements intended to further the department's goals and objectives as outlined in the FTP. The Work Program is developed through a collaborative effort involving Central Office and district offices, the Turnpike Enterprise, MPOs, and local governments.

To assist staff with reviewing and understanding the Work Program, the Office of Work Program and Budget (OWPB) has developed the Work Program Instructions, which is a document designed to detail the Work Program itself and how funds are allocated. The instructions communicate funding and policy directives from the federal government, the Executive Office of the Governor, the Florida Legislature, and the department's executive management. They are approved by the Work Program Development Manager preceding each development cycle.

OWPB has the responsibility of developing and managing the department's Five-Year Adopted Work Program and providing financial planning services to department management. OWPB also maintains a Second Five-Year for SIS capacity projects to enhance financial planning between the SIS CFP and the SIS Adopted First Five-Year Plan. These efforts mean that coordination between the SIS and the Work Program is essential.

Modal Development Office

SIO provides state managed SIS funding matches for eligible multimodal capacity projects on SIS facilities. SIS multimodal projects are prioritized and selected through close coordination between modal offices in Central Office and the districts. Once district and Central Office coordination between the modal offices has taken place, SIO and the individual modal offices within the Modal Development Office (Aviation, Freight and Rail, Seaport, Spaceport, and Public Transit) located in Central Office coordinate and seek executive approval.

The Modal Development Office acts as a unit to facilitate the delivery and promotion of a modern, sustainable, and congestion-free multimodal transportation system that safely moves people and goods by rail, sea, air, aerospace, and road.

As previously discussed, the modal offices conduct their own SIS planning and project prioritization process before submitting SIS project selections to SIO for statewide prioritization and programming. For information on the types of modal projects eligible for state managed SIS funding, see the SIS Project Eligibility Guidance Document.

Aviation

Aviation capacity projects funded with state managed SIS funds are prioritized by Central Office Aviation planning staff and provided to SIO for inclusion in the SIS prioritization process. The Aviation Office provides SIO staff with aviation capacity project priorities, which are factored into the SIS project prioritization and selection process.

Freight and Rail

SIS rail includes both freight and passenger rail. The Freight and Rail Office provides SIO staff with rail capacity project priorities, which are factored into the project prioritization and selection process. Rail planning is based on the Rail System Plan, which includes both policy and investment elements.

Seaport

The Seaport Office provides SIO with seaport capacity project priorities, which are factored into the SIS project prioritization and selection process. The Florida Seaport System Plan provides specific policy guidance for development, enhancement, and preservation of Florida's seaport system. The plan builds on established transportation goals and objectives as presented in the FTP and SIS Policy Plan.

Spaceport

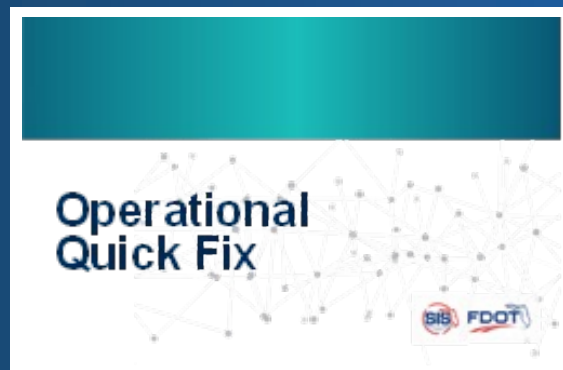
The process for spaceport capacity projects to receive SIS state managed funding is facilitated through coordination between SIO, the Spaceport Office, and Space Florida. Projects listed in the Spaceport Master Plan are reviewed by the Spaceport Office to determine if a project is eligible for SIS state managed funding. If a project is deemed eligible for SIS funding, the Spaceport Office will work closely with SIO to have the project included in the state managed SIS funding prioritization process.

Public Transit

SIS fixed guideway transit projects are identified from FDOT corridor and master plans, as well as regional transportation plans. The Public Transit Office provides SIO with SIS fixed guideway transit capacity project priorities, which are factored into the prioritization and selection process.

Operational Quick Fix

Funding for this program, more commonly known as the Operational Quick Fix Program, is made available annually to financially small projects located on SIS and National Highway System facilities. These projects are intended to help with the movement of freight in and out of SIS hubs. The program has expanded to five years and is part of the annual SIS Work Program process.



FDOT and Transportation Partner Links

Federal Aviation Administration - www.faa.gov
Federal Highway Administration - www.fhwa.dot.gov
Federal Railroad Administration - railroads.dot.gov
Federal Transit Administration - www.fta.dot.gov
Florida Airports Council - www.floridaairports.org
Florida Department of Economic Opportunity - www.floridajobs.org
Florida Department of Transportation – www.fdot.gov
Florida Metropolitan Planning Organizations - www.mpoac.org
Florida Ports Council - www.flaports.org
Florida Public Transportation Association - www.floridatransit.org
Florida Regional Councils Association - flregionalcouncils.org
Florida Transportation Commission - www.ftc.state.fl.us
Florida Turnpike Enterprise - www.floridasturnpike.com
Miami-Dade Expressway Authority - www.mdxway.com
Central Florida Expressway Authority - www.cfxway.com
Space Florida - www.spaceflorida.gov
Tampa-Hillsborough Expressway Authority - www.tampa-xway.com
United States Department of Transportation - www.transportation.gov

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