



2019

INVESTING IN FLORIDA'S FUTURE

Florida Department of Transportation
Systems Implementation Office



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WHAT IS THE STRATEGIC INTERMODAL SYSTEM?

The Strategic Intermodal System (SIS), established in 2003 by the Florida Legislature and Governor, is the statewide network of high-priority transportation facilities that includes the State's largest and most significant airports, spaceports, deep-water seaports, freight terminals, passenger terminals, rail corridors, waterways, and highways. These facilities represent the state's primary means for moving people and freight between Florida's diverse regions, as well as other states and countries. SIS facilities are designated through objective criteria and thresholds based on quantitative transportation measures and economic activity.

Facilities that are projected to meet the established criteria and thresholds for SIS designation in the future are designated as "Strategic Growth" facilities. This designation is based on compelling state interest including economic development criteria and minimum activity level. Moving forward, Strategic Growth facilities will be analyzed differently from SIS facilities as it relates to funding eligibility. It is anticipated that Strategic Growth facilities may be eligible for funding on projects not traditionally funded on SIS facilities (e.g. projects for improvements and development necessary to support smaller, fast growing facilities). The designated SIS and Strategic Growth facilities include 18 commercial service airports, two spaceports, 12 public seaports, 1,300 miles of rail corridors, 1,800 miles of waterways, 16 passenger terminals, 8 rail freight terminals, and over 4,400 miles of highways. These hubs, corridors, and connectors help in satisfying the transportation needs of travelers, supporting the movement of freight, and providing transportation links to external markets.

COLLECTIVELY, SIS FACILITIES SERVE:

- At least 99% of passenger enplanements and air cargo;
- 89% of customers using passenger rail;
- Virtually all rail and waterborne freight tonnage and cruise ship passengers; and
- 54% of all traffic and 70% of truck traffic on the State Highway System.

SIS OBJECTIVES INCLUDE:



Economic Development

Provide for a transportation system that supports Florida as a global hub for trade, tourism, innovation, business, and investment.



Interregional Connectivity

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



Intermodal Connectivity

Expand transportation choices and integrate all modes for interregional trips.

HOW DOES THE SIS HELP KEEP FLORIDA'S ECONOMY MOVING FORWARD?

Florida's SIS was established to enhance economic competitiveness and mobility by focusing limited state resources on those transportation facilities that are critical to Florida's economy and quality of life. The SIS supports Florida by:

- Improving economic growth and competitiveness by reducing business costs for transportation and logistics and enhancing access to domestic and global markets;
- Emphasizing and investing in the types of transportation services required by trade, technology and other targeted industries; and
- Improving accessibility to all of Florida's regions, including both urban and rural areas.

Improvements to the SIS enable greater access and connectivity from the highway and rail systems to the state's most critical seaports, airports, and other terminals. The SIS addresses the needs of Florida's businesses, residents, and visitors by providing a more efficient transportation system that includes more choices and greater flexibility.

WHAT IS THE SIS PLANNING PROCESS?

The SIS planning process provides the framework for planning, programming, and implementing transportation projects. In addition, it illustrates the progression of a project from policy and planning to implementation. The process also ensures that the limited transportation funds are invested in the most effective manner. The funding plans that comprise the SIS Planning Process are as follows:



Adopted and Tentative SIS Work Program (1st Five-Year Plan)

The Adopted Work Program (1st Five-Year Plan) is the focus of the entire FDOT planning process. By statute the Department cannot undertake any project prior to its inclusion in the Adopted Work Program. The program represents a financially feasible planning document which consists of all FDOT projects for the current fiscal year and the following four years. Approximately 75% of the discretionary funding in the Adopted Work Program is targeted towards SIS capacity projects, which include a wide range of transportation projects impacting all transportation modes throughout the state.



SIS 2nd Five-Year Plan

Projects that are scheduled to be funded in the five years following the Adopted SIS Work Program (year 6 through year 10) are considered part of the SIS 2nd Five-Year Plan. The plan is developed during the FDOT work program development cycle, in the same manner as the SIS 1st Five Year Plan. Upon the commencement of the annual FDOT work program development cycle, the first year of the previous SIS 2nd Five-Year Plan becomes the new fifth year of the Tentative SIS 1st Five Year Plan, and the new 10th year is developed from projects in the SIS Cost Feasible Plan.



SIS Cost Feasible Plan

The Cost Feasible Plan illustrates projects on the SIS which are considered financially feasible during the next 15 to 20 years (Years 11 to 25) of the State's SIS Long Range Plan, based on current revenue forecasts. Projects in this plan could move forward into the 1st or 2nd Five Year Plan as funds become available or backwards into the Unfunded Needs Plan if revenues fall short of projections, or when cost estimates or priorities change. This plan is updated every three to five years as new revenue forecasts become available.



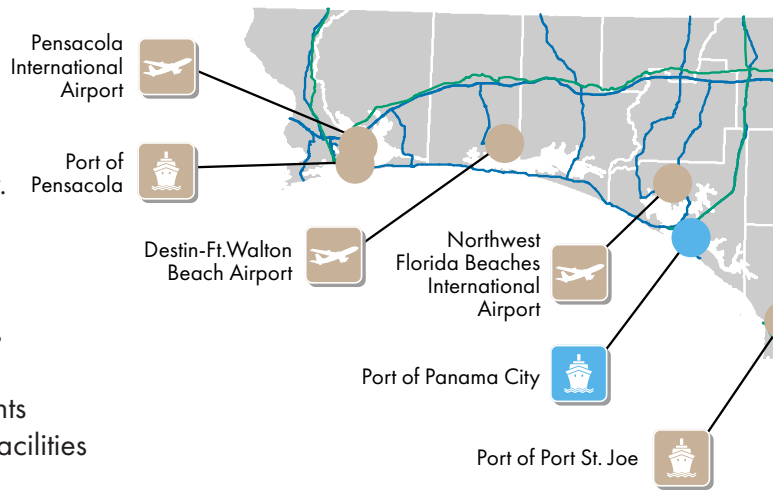
SIS Multimodal Unfunded Needs Plan (MMUNP)

The FDOT SIS Multimodal Unfunded Needs Plan identifies transportation projects on the SIS which help meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy. This plan is typically updated every five years. The plan includes projects from long-range master plans, corridor plans, and PD&E studies. Projects in the SIS Multimodal Unfunded Needs Plan could potentially move forward into the SIS Cost Feasible Plan as funds become available. The plan satisfies Section 339.64, Florida Statutes, (F.S.) requirement that calls for a needs assessment for the Strategic Intermodal System.

SIS COMPONENTS

WHY PRIORITIZE SIS INVESTMENTS?

Florida's economic viability and future prosperity are closely linked to the state's ability to provide connectivity and mobility. A diverse, globally competitive and knowledge-based economy will require a multi-modal transportation system that's able to move both people and goods both efficiently and reliably. Investment in SIS corridors, hubs, and connectors will help ensure that all modes function together to create an integrated transportation system. The following section highlights some of the key economic and performance attributes of SIS facilities by mode.



Spaceports

FDOT has significant responsibilities relative to aerospace and spaceports in Florida. Most importantly, Florida law establishes a process for incorporating spaceport and aerospace industry related needs into the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS). FDOT and Space Florida work closely together to provide space transportation services and infrastructure at two SIS facilities, Cape Canaveral Spaceport and Cecil Spaceport.



Rail

Florida's rail system plays an integral role in the movement of freight and passengers. Florida has over 2,305 miles of rail lines which move over 98 million tons of freight annually. Statewide, the rail system also served nearly 7 million passengers in 2017. Railroads continue to support thousands of jobs throughout the state and assist industries in remaining competitive with international and domestic markets for fertilizer, construction rock, consumer goods, paper products, processed foods, and agricultural products.



Airports

In 2017, airports in Florida generated more than \$175 billion in total economic activity and supporting more than 1.4 million jobs. Annual economic activity at Florida airports represented 8.5% of Florida's Gross State Product. Air cargo shipments accounted for more than one-third of Florida's international trade dollars. In regard to tourism and travel, more than half of the state's visitors arrive by air. In 2017, Florida's airports served more than 176 million passengers. A number of Florida's SIS airports rank among the largest in the nation, with Miami International Airport ranking first in total international freight tonnage, and valued at \$60.5 billion in 2018.



Highways

Florida's SIS highway system represents the backbone of the SIS. The 4,606 miles of SIS roadway represents only 3% of the total state roadway mileage but is responsible for 54% of all traffic and 70% of all truck traffic on the State Highway System. Within the state, these corridors and connectors facilitate the movement of passengers and goods between the major airports, seaports, rail facilities, and notable intermodal hubs. With roughly half of Florida's more than 100 million visitors arriving by automobile, the SIS highway network plays an integral role in sustaining a vibrant economy as it relates to tourism.



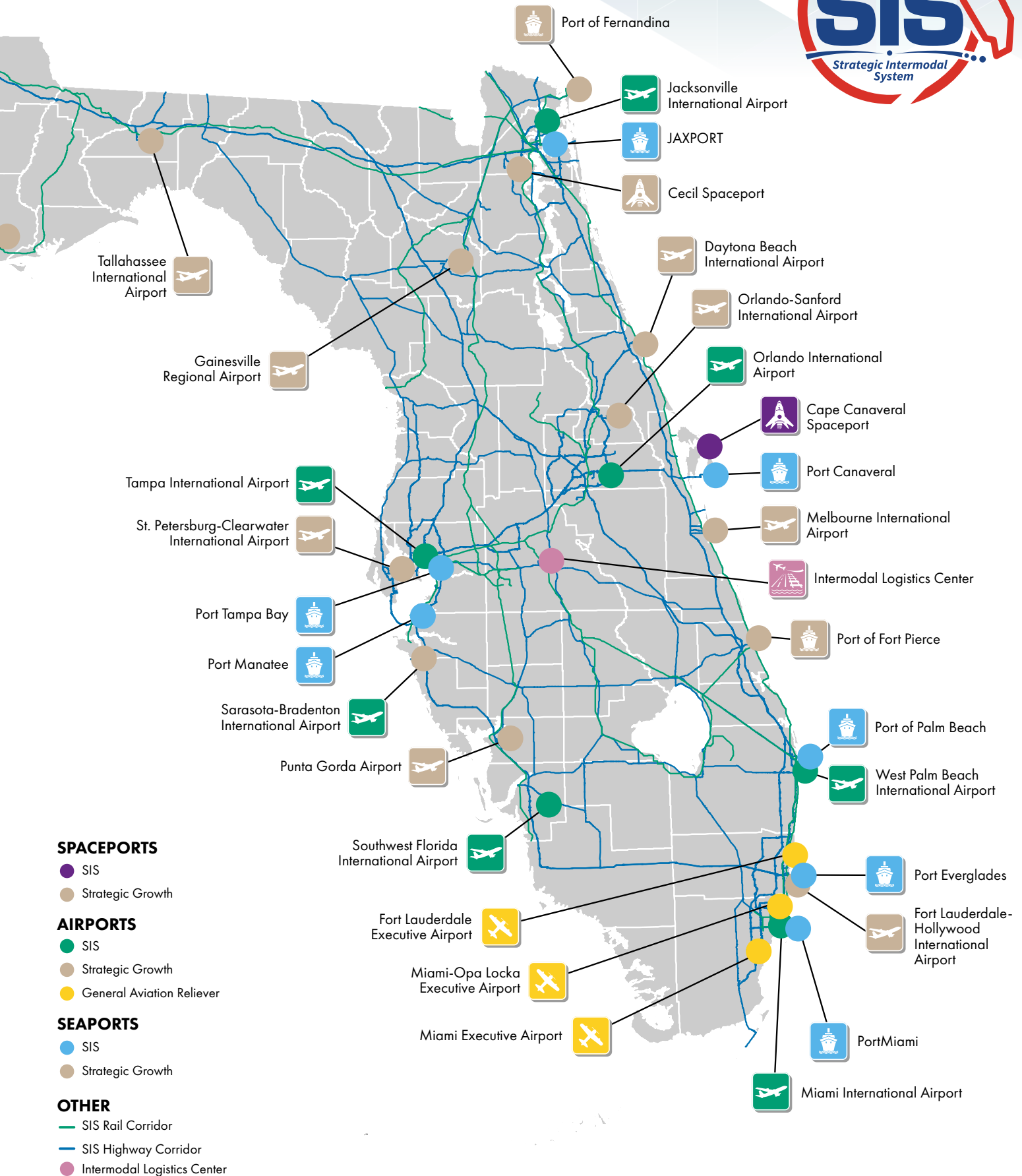
Seaports

Florida's waterways, seaport system, and intermodal network continue to attract large-scale manufacturing and logistics services, as well as marine commercial and recreational activities, which further strengthen and diversify Florida's economy. The state's 12 SIS seaports are recognized as significant contributors to the dynamic growth of the state's economy. Waterborne international trade moving through Florida seaports was valued at \$83.2 billion in 2017. Waterborne trade represents more than half of Florida's total international trade. Currently, the maritime cargo activities at Florida seaports were responsible for generating more than 900,000 direct and indirect jobs and \$117.6 billion in total economic value. Florida is the center of the global cruise industry, with the world's three busiest cruise ports: Port Miami (5.34 million passengers), Port Canaveral (4.5 million passengers), and Port Everglades (3.7 million passengers).



Transit

Florida's urban fixed guideway transit provided more than 231 million passenger trips in 2017. This ridership translated into 148.3 million transit revenue miles. By reducing household travel costs and reducing automobile trips, these services result in direct economic and community benefits. These benefits ripple through the transportation system and the economy and are felt, directly and indirectly, by all residents of the state. Transit and highway users alike save \$537 million annually in travel costs, all while improving traffic safety, and reducing fatalities and injuries.



WHAT ARE THE SPECIFIC STRATEGIES FOR ENHANCING THE SIS?

Florida's ongoing, strategic investment in its transportation system infrastructure will continue to enhance the state's economy. Over 1,600 SIS related highway projects have been programmed since 2003. These projects are estimated to have created 722,000 jobs, \$31 billion in wages and \$54 billion in economic value. Specific strategies for enhancing the SIS include:

- Substantial investment in SIS capacity projects on all modes to promote trade and tourism;
- Strengthening the linkage between transportation and economic development;
- Strengthening the linkage between transportation and land use planning;
- Providing a safer and more secure transportation system for residents, businesses, and visitors;
- Assisting Rural Areas of Opportunity (RAO) in developing transportation plans which provide connectivity;
- Ensuring that the SIS protects and improves community livability and environmental quality; and
- Strengthening the linkage between transportation and freight movement.

Modal improvement strategies are linked to these identified general SIS improvement strategies. Specific approaches to enhance the modes are as follows:

AIRPORTS

- Maintain and expand airport infrastructure;
- Expand air cargo facilities to attract increasing air cargo market; and
- Improve SIS airports to support new large aircraft and other technological advancements.

HIGHWAYS

- Widen major trade and tourism corridors;
- Implement Intelligent Transportation Systems (ITS) technologies;
- Fund interim construction in major urban areas where the ultimate construction is costly; and
- Complete missing links to complete regional SIS networks.

RAIL

- Fund new alignments of rail which will provide for increased passenger and freight movement;
- Improve grade crossings;
- Upgrade track and bridges; and
- Use available tracks for intercity and commuter passenger services.

SEAPORTS

- Improve the port infrastructure capacity to maintain a competitive edge in international trade;
- Develop strategies to expand into new international markets; and
- Improve intermodal connectivity.

SPACEPORTS

- Support infrastructure access improvements; and
- Support launch facilities.

TRANSIT

- Double-tracking of passenger rail;
- Continue to support local transit agencies to increase transit revenue miles; and
- Provide for alternative approaches for projects.

WHAT'S NEXT FOR THE SIS?

Florida's economic welfare and its ability to remain competitive in a globalized marketplace is dependent on the efficient movement of people and goods. To that end, the SIS plays a vital role in promoting economic growth within the state. To maintain and further enhance Florida's economic viability, substantial investments targeted towards SIS facilities are essential.

The Department's 2045 Multi-Modal Unfunded Needs Plan identifies approximately \$107 billion in projected, future improvements not captured as part of the SIS funding strategy. A general description of these projected investments, along with their overall cost, by mode, are as follows:

AIRPORTS

Component needs are estimated at \$988.7 million, primarily for the construction and extension of runways and taxiways at numerous airports.

HIGHWAY

Component needs are estimated at \$64.3 billion, primarily for road widening, interchange improvements, and new highway segments.

RAIL

Component needs are estimated at \$12.2 billion, primarily for improvements to rail yards, double tracking, grade separations, and the provision of new commuter rail projects.

SEAPORTS

Component needs are estimated at \$6.6 billion, primarily for channel dredging, intermodal connections, and storage facilities.

SPACEPORT

Component needs are estimated at \$1 billion, primarily for roadway access improvements and launch facilities.

TRANSIT

Component needs are estimated at \$21.8 billion, primarily for bus rapid transit, light rail transit projects, and intermodal connector facilities.

RECENT IMPROVEMENTS

AIRPORTS

DISTRICT	FACILITY	IMPROVEMENT
D1	Southwest Florida International Airport	New parallel runway 06R/24L construction
D2	Gainesville Regional Airport	Ground transportation hub
D3	Pensacola International Airport	Air commerce park and ramp
D4	Fort Lauderdale/Hollywood International Airport	Runway 09R/27L extension over US 1 and FEC Railway
D5	Orlando International Airport	South Terminal Complex
D7	Tampa International Airport	Automated People Mover

HIGHWAYS

DISTRICT	FACILITY	IMPROVEMENT
D1	Diverging Diamond Interchange at I-75 and University Parkway	Interchange improvement
D2	I-295 in Jacksonville	Addition of express lanes
D3	SR 79 in Northwest Florida	Widening and roadway improvements
D4	I-595 Express in Southeast Florida	Addition of tolled express lanes
D5	I-4 in Central Florida	Addition of managed lanes
D6	I-75/SR 826/Palmetto Expressway in Miami	Addition of tolled express lanes
D7	I-4 in the Tampa Bay area	Crosstown connector to Port Tampa Bay
TPK	Florida's Turnpike System	Mainline widening and interchange improvements

RAIL

FACILITY	IMPROVEMENT
CSX - S-Line and Adjacent Railroads in Central and North Florida	Extended sidings, second mainlines, new bridges
CSX - Central Florida Intermodal Logistics Center in Southwest Florida	Access road
G&W - First Coast Railroad Improvement Project in North Florida	Upgrades to the track, switch yard, and bridges
G&W - Bayline Railroad Improvement Project in North Florida	Track upgrade and yard improvements
FCEN - Orlando to Eustis Railroad Project in Central Florida	Upgrades to the track, switch yard, and bridges

SEAPORTS

DISTRICT	FACILITY	IMPROVEMENT
D1	Port Manatee	Berth and terminal yard improvements
D2	JAXPORT	Dredging and marine terminal improvements
D3	Port of Panama City	Terminal improvements and crane addition
D4	Port Everglades	Dredging and berth expansion, Eller Drive overpass
D5	Port Canaveral	Dredging and terminal expansion
D6	PortMiami	Dredging on Dock Rail and Crane, Port Miami Tunnel
D7	Port Tampa Bay	Panamax Cranes and Crosstown Connector

SPACEPORTS

DISTRICT	FACILITY	IMPROVEMENT
D5	Cape Canaveral	Launch complex and landing facility improvements

TRANSIT

DISTRICT	FACILITY	IMPROVEMENT
D2	Jacksonville Regional Transportation Center	New transportation hub - Phase 1 Completed
D4/D6	Tri-Rail in Southeast Florida	Double tracking and other track improvements
D5	SunRail in Central Florida	Expansion and new stations
D6	Miami Intermodal Center	New transportation hub

AVIATION

Pensacola International Airport Improvements

DISTRICT 3 PHASE: IN-PROGRESS

NEAREST METRO AREA: Pensacola

COUNTY: Escambia

PROJECT START YEAR: 2016

PROJECT END YEAR: 2022

TOTAL PROJECT COST: \$250 million

DESCRIPTION: Project Titan is the development of a Maintenance, Repair, and Overhaul (MRO) aviation campus. The new facility, located at the Pensacola International Airport, will perform aircraft modification and maintenance work. There will be over 1,700 direct new aviation jobs created. The scope of work will include the design and construction of four hangars (two hangars at 173,000 square feet (sf) and two additional hangars at 191,000 sf), 100,000 sf of warehouse and shop space, 120,000 sf administrative office building, and all adjacent roadways, taxiways, aprons, and infrastructure.



Fort Lauderdale-Hollywood International Runway Extension

DISTRICT 4 PHASE: COMPLETED

NEAREST METRO AREA: Fort Lauderdale

COUNTY: Broward

PROJECT START YEAR: 2012

PROJECT END YEAR: 2014

TOTAL PROJECT COST: \$251.7 million

DESCRIPTION: This infrastructure project expanded Runway 9R/27L to 9,000 feet in length and between 150 to 200 feet in width. In addition, the project included the construction of 12 bridges to support the extended runway and parallel taxiway as they pass over the Florida East Coast (FEC) Railroad, US-1, the Airport Perimeter Road, and associated airport access ramps. The bridges feature tunnel characteristics such as fire alarm, fire suppression, and smoke evacuation. The project also included associated taxiway, bridging, lighting, signage, drainage, burying of FPL powerlines and navigational aids.



Orlando International South Passenger Terminal

DISTRICT 5 PHASE: IN-PROGRESS

NEAREST METRO AREA: Orlando

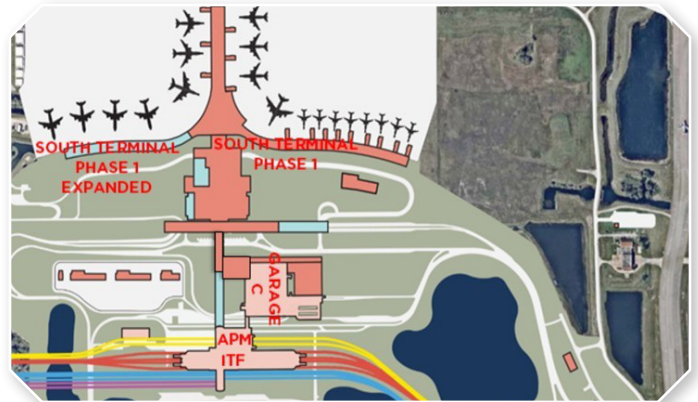
COUNTY: Orange

PROJECT START YEAR: 2017

PROJECT END YEAR: 2021

TOTAL PROJECT COST: \$2.1 billion

DESCRIPTION: As Orlando International Airport tries to keep up with passenger growth, currently, its main project is construction of a new (south) terminal that will rank as one of the most costly public-works projects ever in Central Florida. The \$2.1 billion job, which has recently begun, will employ a peak force of 2,200 workers for a scheduled completion in late 2021. This three-floor facility will add 19 gates capable of accommodating at least 24 aircraft depending on the combination of narrow body, jumbo and super-jumbo aircraft. South Terminal will also be adjacent to the South Airport Automated People Mover (APM) Complex and Intermodal Terminal Facility.



Tampa International Automated People Mover

DISTRICT 7 PHASE: COMPLETED

NEAREST METRO AREA: Tampa

COUNTY: Hillsborough

PROJECT START YEAR: 2014

PROJECT END YEAR: 2018

TOTAL PROJECT COST: \$417 million

DESCRIPTION: The Automated People Mover (APM) system at Tampa International was constructed to transport passengers via train car along an elevated guideway between the main terminal building at the airport and two APM stations located in the south terminal support area. These stations provide direct connect to multiple landside facilities including a remote consolidated rental car facility (ConRAC), economy parking facilities with approximately 12,500 spaces, employee parking facilities, and a remote curbside facility serving airport commercial vehicles. The APM system was designed to initially accommodate approximately 2,300 passengers per hour per direction, with potential for expansion to support increased passenger numbers as the airport grows.



HIGHWAY

I-75/University Parkway Diverging Diamond Interchange

DISTRICT 1 PHASE: COMPLETED

NEAREST METRO AREA: Sarasota/Bradenton

COUNTY: Sarasota/Manatee

PROJECT START YEAR: 2015

PROJECT END YEAR: 2017

TOTAL PROJECT COST: \$104.7 million

DESCRIPTION: Florida's first Diverging Diamond Interchange (DDI) is located at I-75 and University Parkway in Sarasota/Bradenton county. This innovative design offers a proven solution for improving overall traffic operations and safety for motorists, cyclists, and pedestrians. Improvements made as part of this project included constructing the interchange, adding auxiliary lanes on north and southbound I-75, constructing new bridges on I-75 over University Parkway, widening of both University Parkway and the I-75 bridges over Erie Creek and Foley Creek, realignment of on-ramps and off-ramps, drainage improvements, new lighting and signalization, construction of a noise wall, and the addition of sidewalks, bike lanes, and pedestrian walkways.



"295 Express" I-295 West Beltway Express Lanes

DISTRICT 2 PHASE: IN-PROGRESS

NEAREST METRO AREA: Jacksonville

COUNTY: Duval

PROJECT START YEAR: 2014

PROJECT END YEAR: 2019

LIMITS: I-95 to Buckman Bridge

TOTAL PROJECT COST: \$126.8 million

DESCRIPTION: Express lanes are an innovative concept to manage traffic congestion and ultimately provide choices for motorists. These new lanes on the I-295 West Beltway from the Buckman Bridge to I-95 provide more capacity in areas where traffic congestion is a major problem, and are considered an "expressway within an expressway" where the express lanes are separated from the general use lanes. The I-295 Express Lanes are a tolled facility, with the toll rate varying depending on the amount of traffic in the lanes, while the existing lanes on the I-295 West Beltway remain no-cost for travelers.



US 98 Widening and Improvements

DISTRICT 3 PHASE: IN-PROGRESS

NEAREST METRO AREA: Destin

COUNTY: Okaloosa and Walton

PROJECT START YEAR: 2016

PROJECT END YEAR: 2021

LIMITS: CR 30F (Airport Road) to Tang-O-Mar Drive

TOTAL PROJECT COST: \$106.8 million

DESCRIPTION: US 98 is a vital east-west corridor that serves as a transportation lifeline for the coastal communities of the Florida panhandle. This project will deliver transportation and economic development benefits that include increased capacity, reduced congestion, improved safety, and support for regional economic development initiatives. The project includes widening from four to six lanes, new bicycle lanes and sidewalks, drainage system improvements, and upgrading traffic signals.



I-595 Managed Lanes

DISTRICT 4 PHASE: COMPLETED

NEAREST METRO AREA: Fort Lauderdale

COUNTY: Broward

PROJECT START YEAR: 2010

PROJECT END YEAR: 2014

LIMITS: I-75 / Sawgrass Expressway to I-95 Interchange

TOTAL PROJECT COST: \$1.8 billion

DESCRIPTION: The I-595 Express consists of three tolled, reversible express lanes which are an innovative alternative to traditional highway construction that offers a variety of options to increase travel time reliability. The project combines five proven transportation techniques: reversible lanes, tolling, transit, travel-demand management and technology to increase the capacity of the highway to meet travel demands today and in the future. The dynamic tolling feature promotes an increase in highway efficiency and encourages travel in off-peak times. Express Bus service reduces the number of cars on the road during peak travel periods and enhances travel speeds for all drivers on the highway.



HIGHWAY

I-4 Ultimate

DISTRICT 5 PHASE: IN-PROGRESS

NEAREST METRO AREA: Orlando

COUNTY: Orange and Seminole

PROJECT START YEAR: 2015

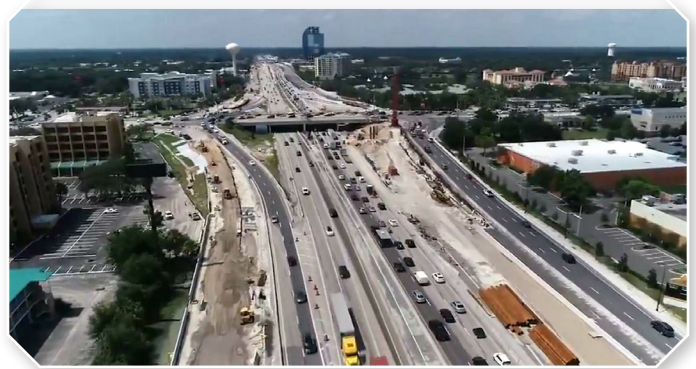
PROJECT END YEAR: 2021

LIMITS: West of Kirkman Road to East of SR 434

TOTAL PROJECT COST: \$2.3 billion

DESCRIPTION: I-4 Ultimate is an important project for Central Florida. The 21 mile makeover — from west of Kirkman Road in Orange County to east of State Road 434 in Seminole County — is transforming the region to better connect our communities, boost our economy, and improve everyone's quality of life.

The I-4 Ultimate project kicked off in February of 2015 with the plan of reconstructing 21 miles of corridor, including reconstructing 15 major interchanges, widening 13 existing bridges, adding 53 new bridges, replacing 74 bridges, and adding two dynamic-tolled express lanes in each direction.



I-395/SR 836/I-95 Design-Build Project

DISTRICT 6 PHASE: IN-PROGRESS

NEAREST METRO AREA: Miami

COUNTY: Miami-Dade

PROJECT START YEAR: 2019

PROJECT END YEAR: 2023

LIMITS: NW 17th Avenue to MacArthur Causeway Bridge

TOTAL PROJECT COST: \$812 million

DESCRIPTION: I-395 is a major east-west connector serving Miami Beach and PortMiami. Via a partnership between FDOT and the Miami-Dade Expressway Authority (MDX), this project involves the rebuilding of the I-395 corridor from its terminus at the west of the I-95/Midtown Interchange (I-95/SR 836/I-395) to its corridor terminus at the West Channel Bridges of US 41/MacArthur Causeway. Improvements include building new elevated east and westbound ramps that will provide direct linkage between I-95 and I-395, improving roadway design through updating the alignment and upgrading the roadway surface, and building vertically higher structures that will improve the visual quality of the bridge.



Tampa Bay Next

DISTRICT 7 PHASE: IN-PROGRESS

NEAREST METRO AREA: St. Petersburg-Tampa

COUNTY: Pinellas/Hillsborough

PROJECT START YEAR: 2019

PROJECT END YEAR: 2035

LIMITS: Multiple Projects

TOTAL PROJECT COST: \$3.5 billion (estimated)

DESCRIPTION: Tampa Bay Next is a program to modernize Tampa Bay's transportation infrastructure and prepare for the future. Projects include improvements to I-275 in Pinellas County, replacement of the I-275 northbound lanes of the Howard Frankland Bridge, and reconstruction of the I-275/SR 60 interchange near Tampa International Airport. The program also includes improvements to I-275, I-4, and I-75 in Hillsborough County. The improvements may include express and/or managed lanes, safety and operational enhancements, smart technology, transit accommodations, bicycle/pedestrian amenities, aesthetics, and landscaping.



Suncoast Parkway 2

TURNPIKE PHASE: IN-PROGRESS

NEAREST METRO AREA: Homosassa Springs

COUNTY: Hernando and Citrus

PROJECT START YEAR: 2018

PROJECT END YEAR: 2022

LIMITS: US 98 to SR 44

TOTAL PROJECT COST: \$230 million

DESCRIPTION: The Suncoast Parkway 2 is a four-lane toll facility that extends the existing Suncoast Parkway northward from SR 44 to US 98. The project will construct full interchanges at US 98 and West Cardinal Street and a partial interchange at SR 44. Other features include one wildlife corridor, three wildlife culverts and 15 new bridges. The Suncoast Trail, part of Florida's Statewide Greenways and Trails System, will also be extended to SR 44, and a bicycle/pedestrian overpass will be constructed over US 98.



SEAPORTS

Port Manatee Berth 4 Upgrade and Reconstruction

DISTRICT 1 PHASE: IN-PROGRESS

NEAREST METRO AREA: Bradenton

COUNTY: Manatee

PROJECT START YEAR: 2020

PROJECT END YEAR: 2024

TOTAL PROJECT COST: \$15.2 million

DESCRIPTION: One of Florida's largest and fastest-growing seaports, Port Manatee handles a variety of bulk, breakbulk, containerized and heavy lift project cargo and adds more than \$2.3 billion annually in local economic impact. Significant growth in dry bulk operations in recent years cannot be sustained with current infrastructure, as Berths 4 and 5 combined are only 1,200 feet long, making it difficult to support vessel operations on each simultaneously. The accelerated growth has also resulted in wear and tear of the overlapping area between the berths. This project will rehab and reconstruct Berth 4, including an extension of the berth, to maximize the Port's operating capacity and extend the service lives of Berths 4 and 5.



Port of Panama City Berth and Bulkhead Improvements

DISTRICT 3 PHASE: IN-PROGRESS

NEAREST METRO AREA: Panama City

COUNTY: Bay

PROJECT START YEAR: 2018

PROJECT END YEAR: 2020

TOTAL PROJECT COST: \$12 million

DESCRIPTION: This phase of the project includes reinforcing the existing bulkhead, dredging the Federal Channel to 36 feet, completing an expansion of the new forest products warehouse by 75,000 (sf), improving land for outside storage of cargo, adding security lights, and gate improvements.



Port of Miami Tunnel

DISTRICT 6 PHASE: COMPLETED

NEAREST METRO AREA: Miami

LIMITS: SR 836 to PortMiami

COUNTY: Miami-Dade

PROJECT START YEAR: 2012

PROJECT END YEAR: 2014

TOTAL PROJECT COST: \$668 million

DESCRIPTION: Built by MAT Concessionaire, LLC, in partnership with FDOT, Miami-Dade County and the City of Miami, the Port of Miami Tunnel (POMT) connects SR A1A/MacArthur Causeway to Dodge Island, and provides direct access between the seaport and major expressways I-395, SR 836, and I-95. The POMT improves traffic flow in downtown Miami by reducing the number of cargo trucks and cruise related vehicles on congested downtown streets. The Tunnel has the latest safety features, including Automatic Incident Detection and active sprinkler fire suppression systems. The tunnel is monitored and staffed with experienced operations personnel 24/7/365.



Port Tampa Bay Post-Panamax Cranes

DISTRICT 7 PHASE: COMPLETED

NEAREST METRO AREA: Tampa

COUNTY: Hillsborough

PROJECT START YEAR: 2014

PROJECT END YEAR: 2016

TOTAL PROJECT COST: \$25 million

DESCRIPTION: With a total height of over 300 feet, 130 feet under the spreader, and an outreach of 174 feet Port Tampa Bay's state-of-the-art post-Panamax 1,600-ton gantry cranes allow the port to handle ships of up to 9,000 TEU (twenty-foot equivalent unit) container capacity, nearly twice the size of the largest ships that can be accommodated by the port's existing three older container cranes. The new cranes were manufactured by ZPMC in Shanghai, China and shipped to Port Tampa Bay, and assembled and tested before becoming officially commissioned and operational in early June of 2016.

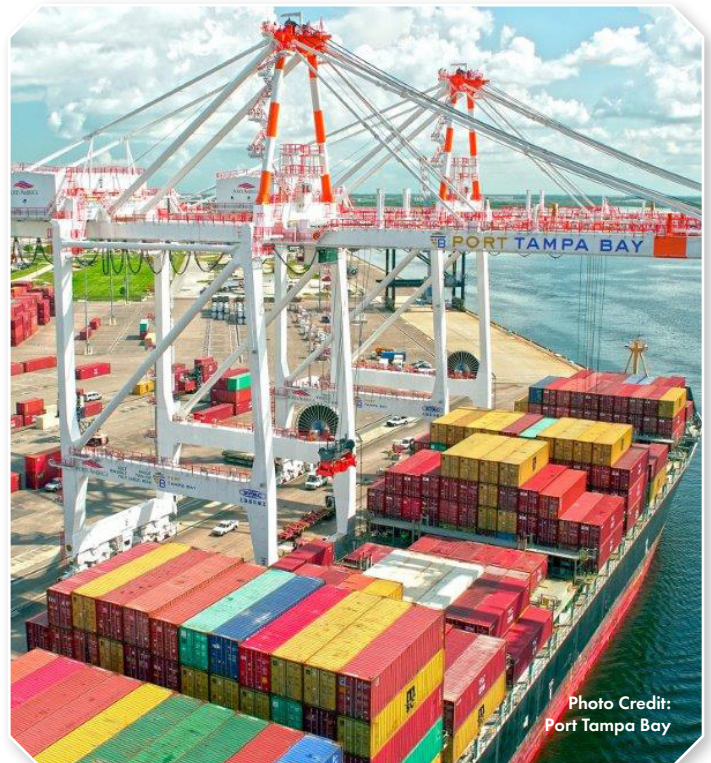


Photo Credit:
Port Tampa Bay

SPACEPORT

Cecil Spaceport Taxiway and Apron

DISTRICT 2 PHASE: COMPLETED

NEAREST METRO AREA: Jacksonville

COUNTY: Duval

PROJECT START YEAR: 2014

PROJECT END YEAR: 2015

TOTAL PROJECT COST: \$2.3 million

DESCRIPTION: The construction of the Cecil Spaceport Taxiway and Apron included a new concrete apron (200 feet x 300 feet), a new asphalt connector taxiway (approximately 200 feet), minor airfield electrical modifications, and drainage improvements. These improvements will help the spaceport to receive and accommodate additional spacecraft in the future.



NASA Causeway Bridge to Kennedy Space Center

DISTRICT 5 PHASE: IN-PROGRESS

NEAREST METRO AREA: Titusville and Merritt Island

COUNTY: Brevard

PROJECT START YEAR: 2021

PROJECT END YEAR: 2023

TOTAL PROJECT COST: \$130 million

DESCRIPTION: The NASA Causeway Bridge crosses the Indian River Lagoon, connecting Titusville to Merritt Island, and is the main thoroughfare for freight and payload traffic into Kennedy Space Center and Cape Canaveral AFS. It is the only permitted route for payload traffic between processing facilities in Titusville and the spaceport. The primary need for the bridge replacement is due to structural deficiencies leading to the decreased load rating and the inability to accommodate transport payloads related to the growing space exploration initiatives, including NASA's commercial launch partners. The bridge replacement is expected to provide for the safe, efficient movement of freight while enhancing economic development.



Photo Credit:
NASA

RAIL

Port Manatee Rail to Dockside Capital Improvement

DISTRICT 1 PHASE: IN-PROGRESS

NEAREST METRO AREA: Bradenton

COUNTY: Manatee

PROJECT START YEAR: 2019

PROJECT END YEAR: 2020

TOTAL PROJECT COST: \$745,000

DESCRIPTION: Port Manatee is one of Florida's largest and fastest-growing seaports, handling a variety of bulk, breakbulk, containerized and heavy lift project cargo. The port adds more than \$2.3 billion annually in local economic impact and supports more than 24,000 plus jobs. This project includes a complete rebuild of the tracks with new cross-ties, tie plates, bolts, tie anchors, spikes, ballast, and heavier rails in three prime areas within the port's rail system. This will provide for a safer operating environment and allow the use of the railroad to support the import and export of a variety of materials and cargo in the years to come.



Northwood/Iris Rail Connection

DISTRICT 4 & 6 PHASE: IN-PROGRESS

NEAREST METRO AREA: Miami-Dade and Palm Beach

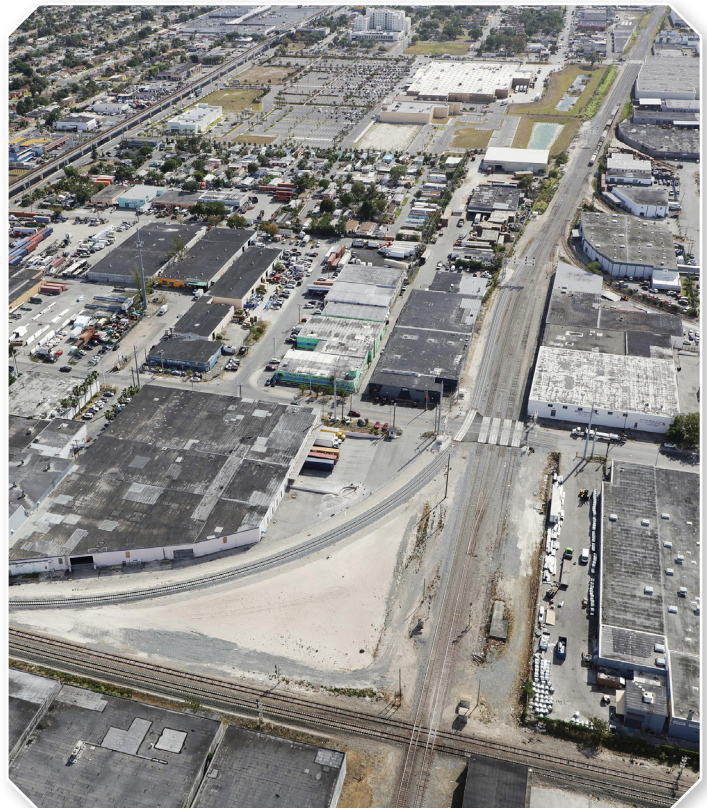
COUNTY: Miami and Palm Beach

PROJECT START YEAR: 2015

PROJECT END YEAR: 2019

TOTAL PROJECT COST: \$47.3 million

DESCRIPTION: This project will rehabilitate the existing facility and construct a new single track Northwood connection between the Florida East Coast (FEC) railway and South Florida Rail Corridor in Palm Beach County. Additionally a new single track will serve as the IRIS Northeast (NE) Connection between FEC railway and South Florida Rail Corridor in northern Miami-Dade County. These connections will dramatically improve freight movement in the region.



TRANSIT

Jacksonville Multimodal Center

DISTRICT 2 PHASE: IN-PROGRESS

NEAREST METRO AREA: Jacksonville

COUNTY: Duval

PROJECT START YEAR: 2015

PROJECT END YEAR: 2019

TOTAL PROJECT COST: \$21 million

DESCRIPTION: The Jacksonville Regional Transportation Center (JRTC) is a bus transfer facility located in downtown Jacksonville near the Interstate 95 corridor. The JRTC includes over 10 bus bays as well as 30,000 square feet of space for JTA's administrative offices. Additionally, planned improvements include connectivity to the existing Skyway Station and future bus rapid transit platforms. The project site runs along West Forsyth Street (southern boundary) and Houston Street (northern boundary). The JRTC will provide connectivity between local, regional, and intercity transportation services.



SunRail Phase II Expansion

DISTRICT 5 PHASE: COMPLETED

NEAREST METRO AREA: Orlando

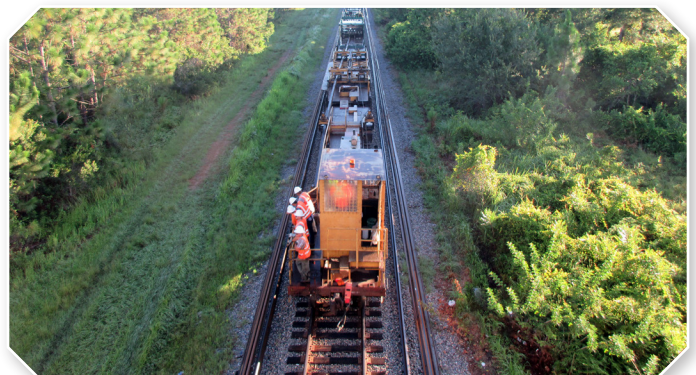
COUNTY: Osceola

PROJECT START YEAR: 2017

PROJECT END YEAR: 2019

TOTAL PROJECT COST: \$187 million

DESCRIPTION: This new SunRail segment connects Sand Lake Road in Orange County to Poinciana Parkway in Osceola County. The 17.2 mile addition features four additional stations to the existing SunRail system. Near the intersection of Orange Blossom Trail and Poinciana Boulevard, the SunRail station at Poinciana serves as one of the fastest growing employment centers in the region, with more than 1,600 current workers at the 1,200 acre park and major expansions planned for the future. In addition, the nearby Poinciana development is currently one of the fastest growing residential areas in Osceola County.



MIC and MCS - Miami Intermodal Center and Miami Central Station

DISTRICT 6 PHASE: COMPLETED

NEAREST METRO AREA: Miami

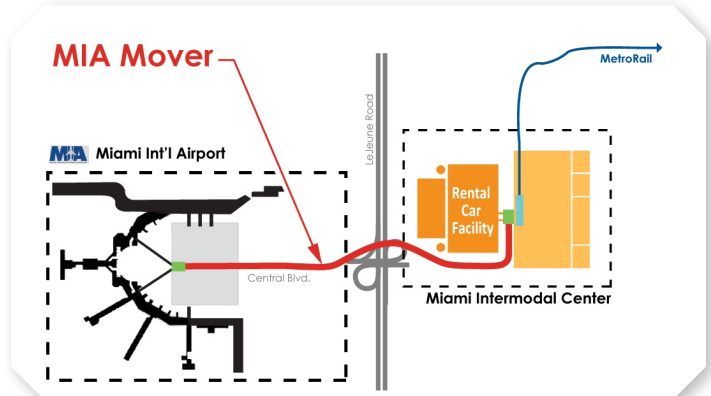
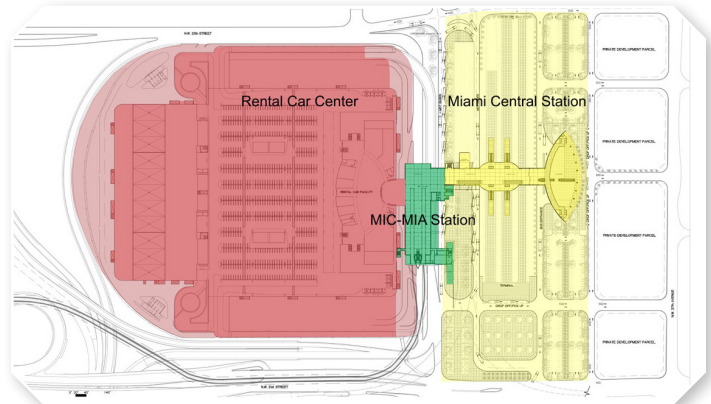
COUNTY: Miami-Dade

PROJECT START YEAR: 2008

PROJECT END YEAR: 2016

TOTAL PROJECT COST: \$2 billion

DESCRIPTION: The Miami Intermodal Center (MIC) is a \$2 billion transportation hub just east of Miami International Airport (MIA) completed by the Florida Department of Transportation. The MIC provides connectivity for all forms of ground transportation, transit, and the MIA terminal. The MIC includes the Rental Car Center (RCC) with space for car rental companies and over 6,000 vehicles. The MIC also includes the MIA people-mover, and the Miami Central Station (MCS). MetroRail, TriRail, Amtrak, and MetroBus passengers access the MIC at the MCS, and can then transfer to the MIA people mover to access the MIA airside terminal. The MIA people mover is 1.25 miles in length and operates light rail cars on dual elevated guideways.



I-275 Bus on Shoulder Pilot Project

DISTRICT 7 PHASE: IN-PROGRESS

NEAREST METRO AREA: Tampa

COUNTY: Hillsborough

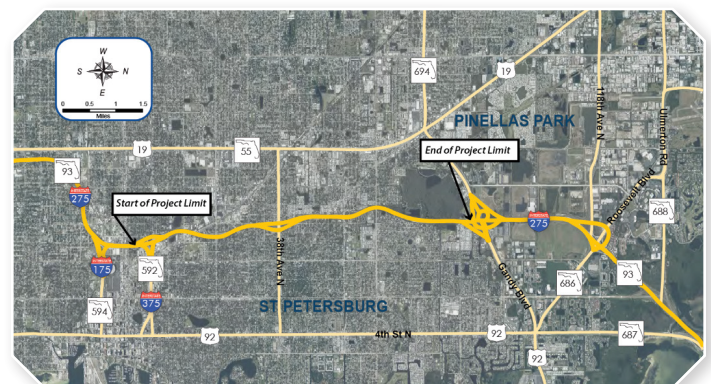
PROJECT START YEAR: 2017

PROJECT END YEAR: 2020

LIMITS: I-375 to Gandy Boulevard (SR 694)

TOTAL PROJECT COST: \$3.5 million

DESCRIPTION: The FDOT Central Office and District Seven in collaboration with Pinellas Suncoast Transit Authority (PSTA) initiated a project in late 2015 focusing on the potential use of roadway shoulders for express bus service along I-275 in Pinellas County. Phase 1 of the project produced a Bus on Shoulder (BOS) Statewide Guidance. Phase 2 kicked off in May 2017 and is focused on utilizing the Statewide Guidance to implement the BOS pilot project along a five mile segment of I-275 from Downtown St. Petersburg to the Gandy Boulevard interchange.



DISTRICT WEBSITES

GENERAL

www.fdot.gov
www.fdot.gov/planning/sis
www.myflorida.com
www.sunguide.info

DISTRICT 1

www.flylcpa.com
www.portmanatee.com
www.swflroads.com

DISTRICT 2

www.firstcoastexpressway.com
www.flygainesville.com
www.jaxport.com
www.nflroads.com
www.northfloridaexpress.com

DISTRICT 3

www.flypensacola.com
www.nwflroads.com
www.panamacityportauthority.com

DISTRICT 4

www.595express.info
www.d4fdot.com
www.fecrwy.com
www.fl.net
www.porteverglades.net
www.sunguide.info
www.tri-rail.com

DISTRICT 5

www.cflroads.com
www.l4ultimate.com
www.cfxway.com
www.orlandoairports.net
www.portcanaveral.com
www.spaceflorida.gov
www.sunrail.com

DISTRICT 6

www.fdotmiamidade.com
www.miamidade.gov/portmiami
www.micdot.com
www.portofmiamitunnel.com

DISTRICT 7

www.tampaairport.com
www.tampabayexpress.com
www.tampabaynext.com
www.tampaort.com

TURNPIKE ENTERPRISE

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DISTRICT 6

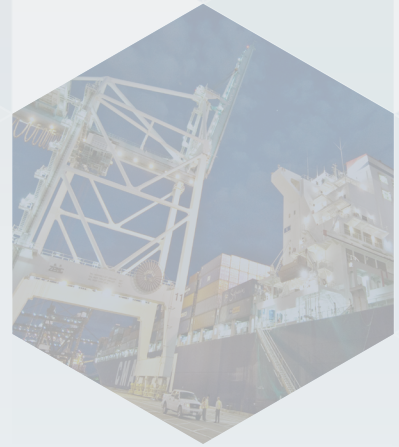
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