



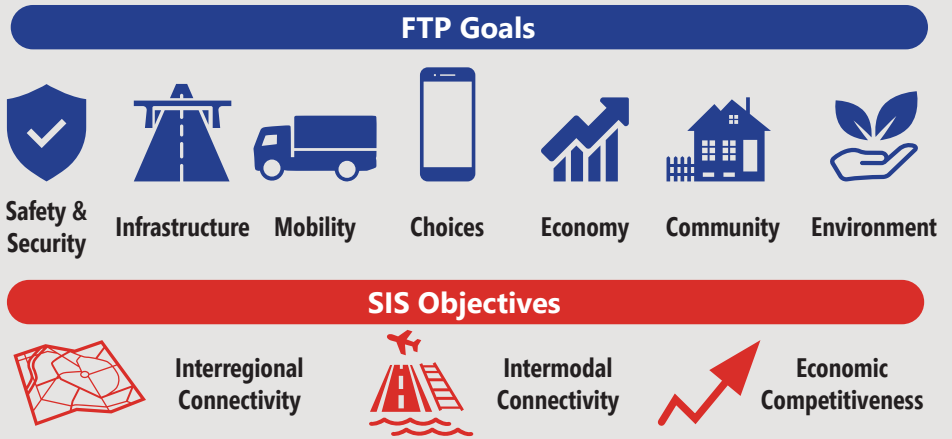
STRATEGIC INTERMODAL SYSTEM BRIEFING

What is the SIS and why is it important?

The Strategic Intermodal System (SIS) is a statewide network of high-priority 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. The SIS was established in Florida Statute to focus resources on transportation facilities of statewide and interregional significance.

What is the SIS policy framework?

The seven goals established in the Florida Transportation Plan (FTP) guide the SIS Policy Plan. Policy guidance from both the FTP and the SIS Policy Plan forms the foundation of the SIS planning process.



What types of facilities make up the SIS?

SIS facilities are designated using objective criteria and thresholds related to high levels of people and goods movement. Facilities that do not yet meet the established criteria and thresholds but demonstrate that they will meet the criteria in the future are designated as "Strategic Growth."

Hubs



Airports, seaports, spaceports, passenger terminals, freight rail terminals, and passenger rail and intercity bus terminals serving to move people or goods between Florida's regions or between Florida and other national or global markets.

Corridors



Highways, rail lines, waterways, and other exclusive-use facilities connecting major markets within the state or between Florida and other states and countries.

Intermodal Connectors



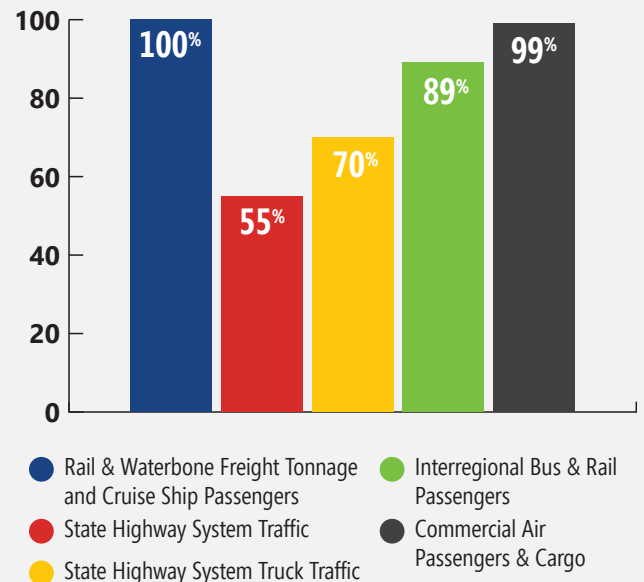
Highways, rail lines, waterways, and local public transit systems serving as connectors between hubs and corridors, or between hubs and other hubs.

Military Access Facilities (MAF)



Highways or rail lines linking SIS corridors to the state's strategic military installations.

Much of Florida's interregional, interstate, and international mobility and connectivity occurs on SIS facilities.



SIS MODAL BREAKDOWN

Statewide Mileage	
HIGHWAYS	
Corridor	4363
Connector	125
Strategic Growth	94
Military Access Facility	57
RAILROADS	
Corridor	1785
Strategic Growth	399
Connector	115
Connector Strategic Growth	126
URBAN FIXED GUIDEWAYS	
Corridor	123
WATERWAYS	
Corridor	893
Strategic Growth	6
Connector	196

Statewide SIS Hubs	
AIRPORTS	
SIS	7
Strategic Growth	11
Reliever	3
Total	21
FREIGHT TERMINAL	
SIS	7
Strategic Growth	1
Total	8
INTERMODAL LOGISTICS CENTER	
Strategic Growth	1
Total	1
PASSENGER TERMINAL	
SIS	10
Strategic Growth	5
Total	15

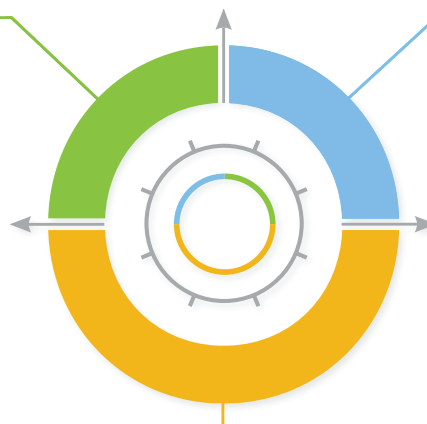
SEAPORTS	
SIS	8
Strategic Growth	4
Total	12
SPACEPORTS	
SIS	1
Strategic Growth	1
Total	2
URBAN FIXED GUIDEWAY TERMINAL	
Hub	16
Station	18
Total	34

Planning Partners: The SIS coordinates with the Central Office staff, the Modal Offices, and the District SIS Coordinators to collaborate with MPOs, local authorities, and other partners throughout the planning process.

How do SIS projects receive funding? The SIS planning process provides the framework for planning, programming, and implementing transportation projects and ensures that the limited funds available are strategically invested. The product of this process is the SIS Funding Strategy: three interrelated sequential documents that identify potential SIS capacity improvement projects in various stages of development, and the Unfunded Needs Plan. The SIS is the primary focus of FDOT capacity improvement funds; however, it is not the single source of funds for all projects.

First Five-Year Plan

Projects funded by the legislature in the Work Program (Year 1) and projects programmed for proposed funding in Years 2 through 5.



Second Five-Year Plan

Projects planned to be funded in the next five years (Years 6 through 10) beyond the Adopted Work Program, excluding Turnpike. Projects in this plan could advance into the First Five Year Plan as funds become available.

Cost Feasible Plan

Projects are considered financially feasible during the last fifteen years (Years 11 to 25) of the state's SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could advance as funds become available or be deferred if revenues fall short of projections, or cost estimates or priorities change.

Unfunded Needs Plan

Identifies transportation capacity projects on the SIS, but where funding is not expected to be available during the 25-year time of the SIS Funding Strategy. Projects in the Unfunded Needs Plan could advance into the SIS Cost Feasible Plan as funds become available.