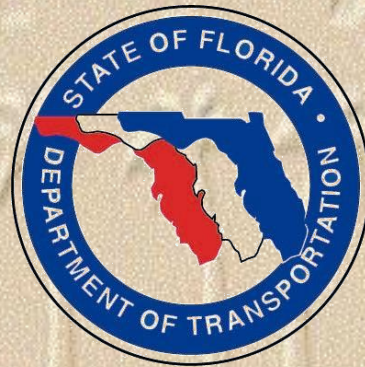
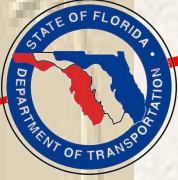


Strategic Intermodal System Status Report



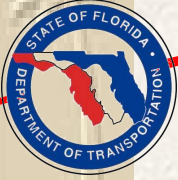
Florida Transportation Commission

October 13, 2004



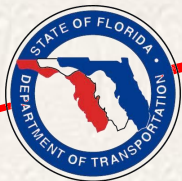
SIS Funding and Prioritization Policy

- Initial SIS Strategic Plan and Needs
- State Investment Policy
- SIS Project Prioritization Process
 - Current year
 - Work Program period
 - Future years



Initial SIS Strategic Plan

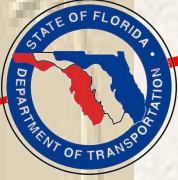
- Designated corridors, hubs and connectors
- Initial compilation of needs; guidance for needs plan
- Guidance for prioritization process
- Financial strategies and guidance
- Implementation guidance



SIS Needs: Inventory of Partners' Plans

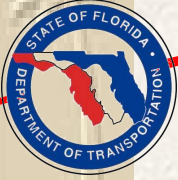
Component	Needs* (up to 10 years)	Comments
Highway Corridors	\$33 billion	Information from 2,300 plans and project proposals from FDOT, public and private partners. To be resolved: <ul style="list-style-type: none"> • Inconsistent assumptions and performance measures (i.e., what "need" is being met?) • Insufficient or no cost data for many • No information available for some facilities • Limited information on SIS terminals and Connectors • Some private sector needs not yet available
Rail Corridors	\$3 billion	
Waterways	\$60 million	
Airports	\$12 billion	
Seaports	\$3 billion	
Spaceport	\$160 million	
Passenger Terminals	\$2 billion	
Freight Terminals	\$3 million	
Connectors	\$3 billion	
High Speed Rail	\$8 billion	

* Does not include projects funded in Adopted Work Program



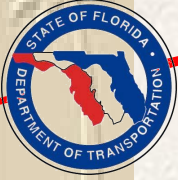
SIS Needs Plan

- Revise for consistency and completeness
- Estimate needs using consistent process
 - Measures to meet SIS goals and objectives
 - Forecasts (economic, demand, etc.)
 - Common planning horizon
 - Periodic updates
- Identify needs for
 - SIS and Emerging SIS
 - Statewide corridors
 - Rural access networks

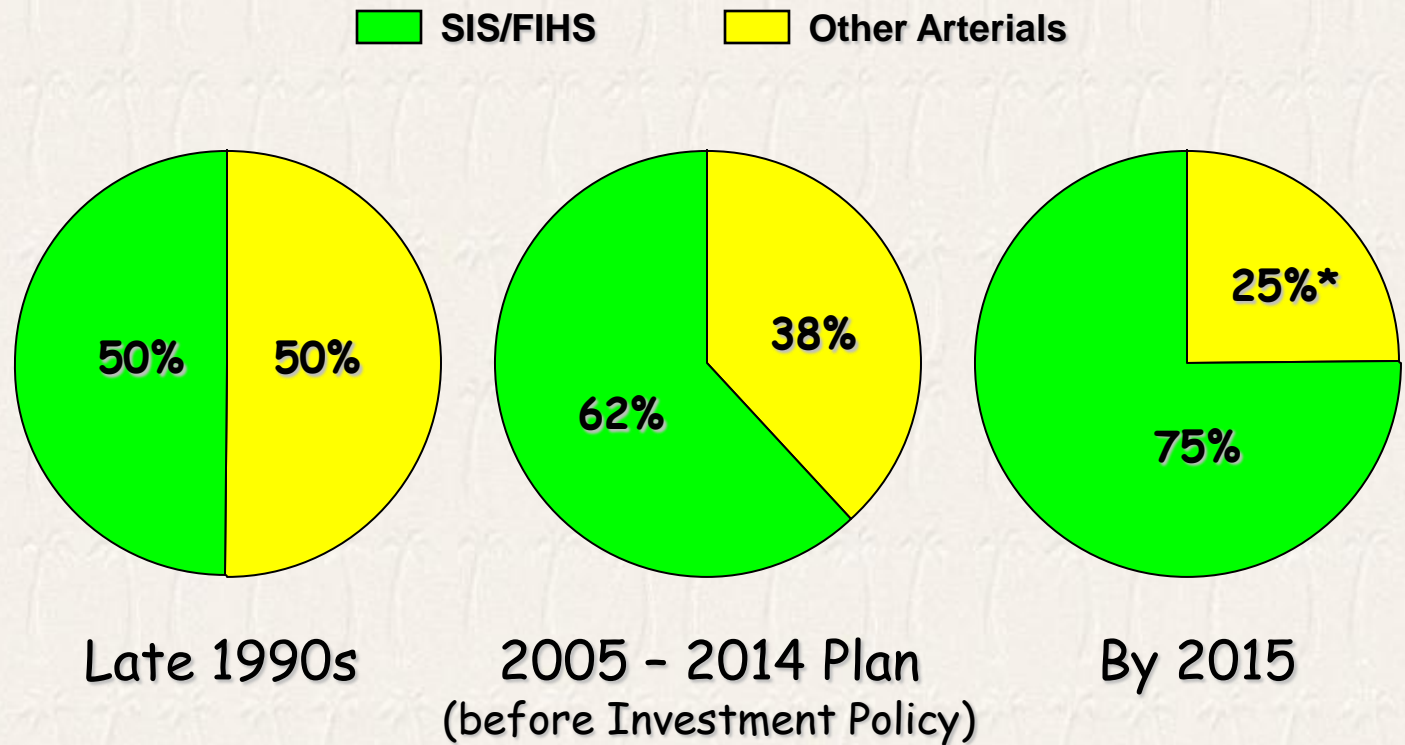


State Capacity Investment Policy

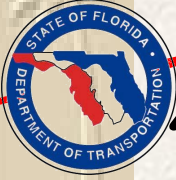
- Allocate 75% of flexible capacity funds to the SIS
 - Excludes federal funds attributable to areas over 200,000 population and transit
 - Transition from 62% in 2010 to 75% by 2015 to minimize disruption
- Remainder to rest of system
 - Increase emphasis on regional travel



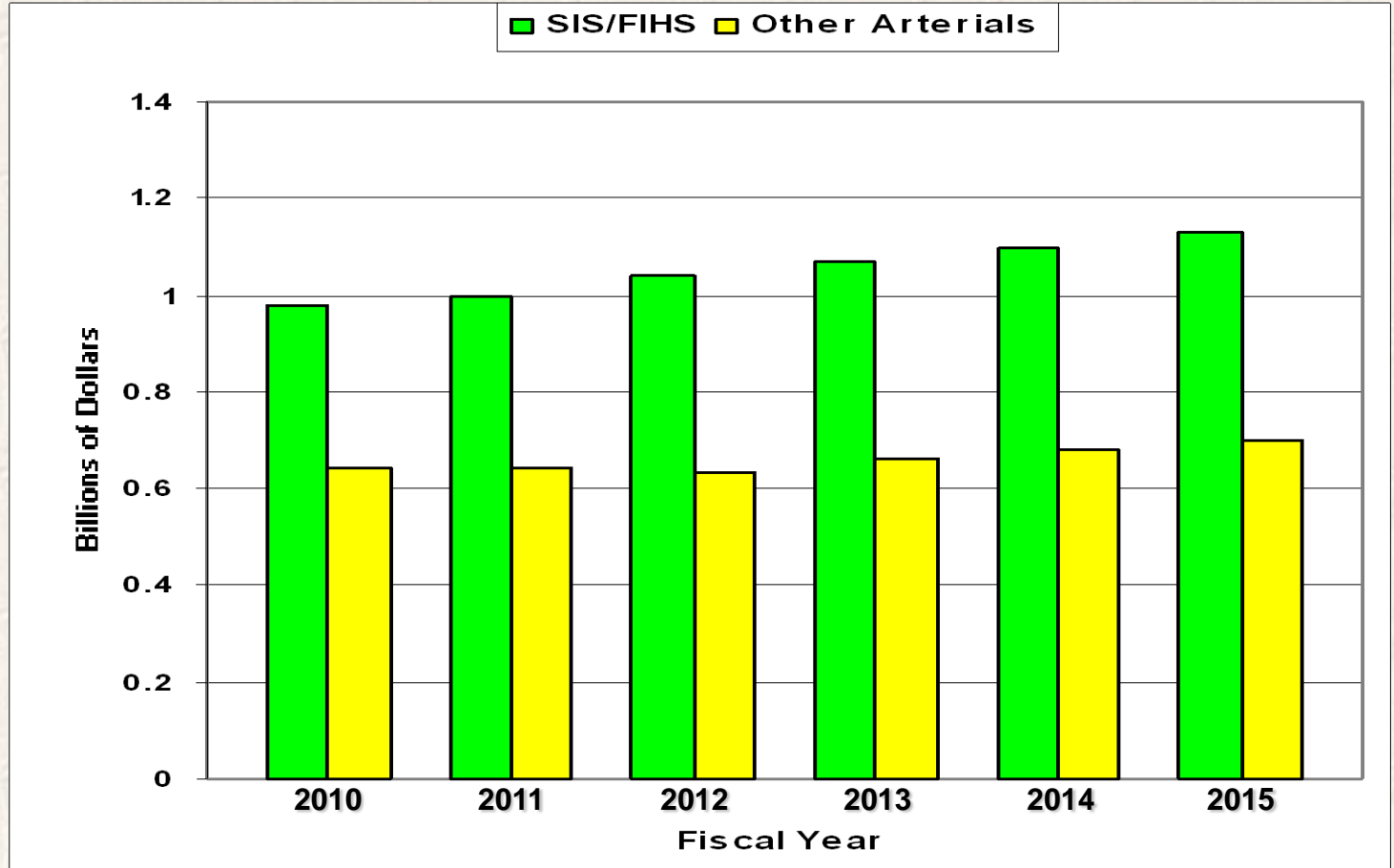
Evolution of Investment Policies - Highway Construction and ROW

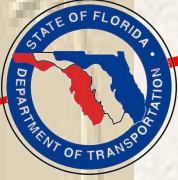


* Does not include Urban Attributable Funds

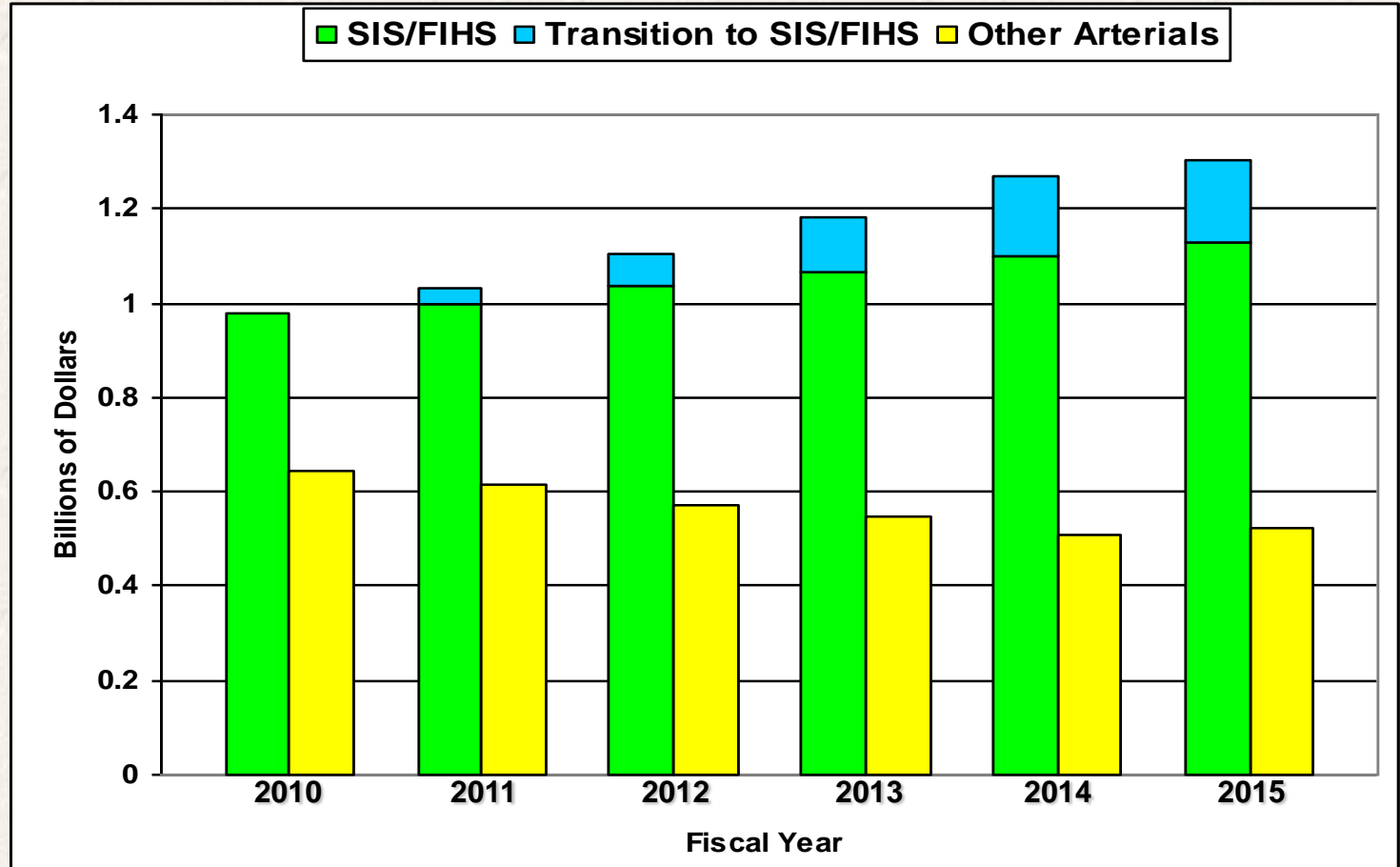


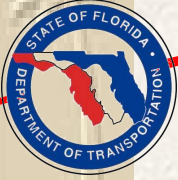
Allocations before 75%/25% Policy- Highway Construction and ROW





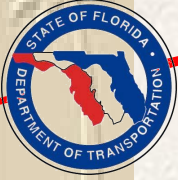
Transition to 75%/25% Policy- Highway Construction and ROW



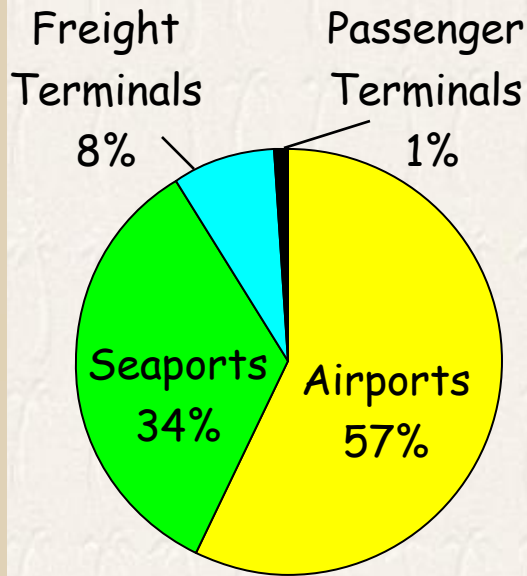


Current Year: FY 05 SIS Prioritization Process

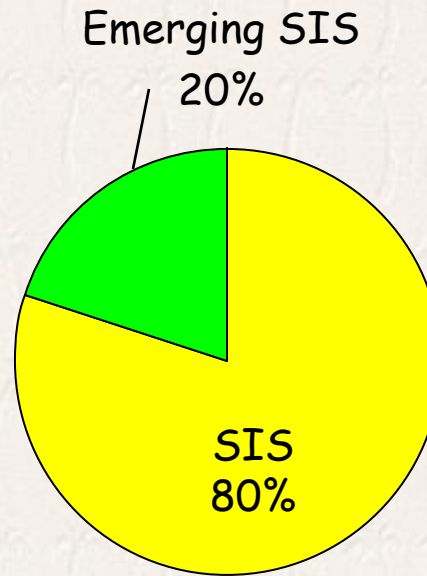
- Focus \$100 million on SIS Connectors
 - Projects identified by FDOT working with partners
 - Production-readiness and ability to expedite improvements
 - Linkage to SIS goals
- Reasonable distribution of funds
 - SIS and Emerging SIS
 - Economic Regions



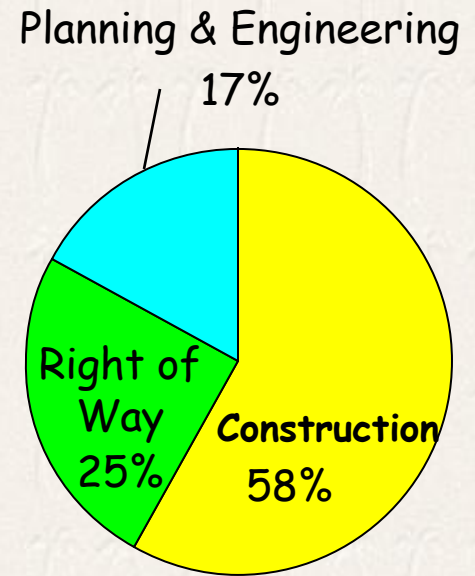
Distribution of SIS Connector Projects for FY 05



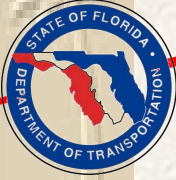
Hubs and Terminals



SIS and Emerging SIS

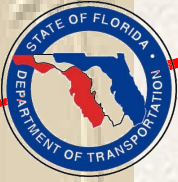


Project Phase



Work Program Period: FYs 06-10 SIS Prioritization Process

- **Priorities**
 - Relationship to SIS goals
 - Production readiness
 - Balance between operational improvements and accelerating "larger projects"
- **Project Funding**
 - Reasonable distribution among SIS and Emerging SIS and Economic Regions



Strategic Intermodal System Goal-Based Prioritization Criteria

08/09/04

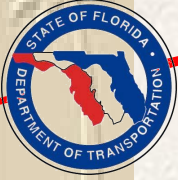
STRATEGIC INTERMODAL SYSTEM
GOAL-BASED CRITERIA MATRIX

STRATEGIC INTERMODAL SYSTEM	SIS COMPONENT	SIS ELEMENT	SIS GOAL						COORDINATION			
			SAFETY & SECURITY	PRESERVATION	MOBILITY	ECONOMY	COMMUNITY		INTERNAL	EXTERNAL		
STRATEGIC INTERMODAL SYSTEM	HUBS	AIRPORTS			Operations/Delay				↔	Aviation Program Office	Florida Airport Managers; MPOAC	
		SEAPORTS							↔	Seaports Program Office	Florida Seaport Council; MPOAC	
		PASSENGER TERMINALS								↔		
		SPACEPORT								↔		Florida Space Authority
		INTERMODAL FREIGHT / RAIL TERMINALS								↔	Rail Program Office	
		PROPOSED HIGH SPEED RAIL STATIONS								↔	Rail Program Office	Florida High Speed Rail Authority
	CORRIDORS	HIGHWAY	Critical Crash Segments	Pavement Condition Bridge Rating	Level Of Service	Freight Connectivity	ETDM Screening			↔	State Planning Office; District Planning Offices	MPOAC
		RAIL		Weight Restrictions						↔	Rail Program Office	Florida Railroad Association
		WATERWAYS								↔	Seaports Program Office	
		PROPOSED HIGH SPEED RAIL								↔	Rail Program Office	Florida High Speed Rail Authority
	CONNECTORS	ROAD	Critical Crash Segments	Pavement Condition Bridge Rating	Level Of Service	Freight Connectivity	ETDM Screening			↔	State Planning Office; District Planning Offices	MPOAC
		RAIL		Weight Restrictions						↔	Rail Program Office	Florida Railroad Association
		WATERWAY								↔	Seaports Program Office	

SIS KEY GOALS:

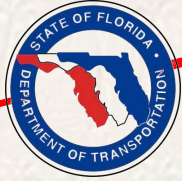
- SAFETY** - A safer and more secure transportation system for residents, businesses and visitors.
- PRESERVATION** - Effective preservation and efficient operations and management of Florida's transportation system.
- MOBILITY** - Increased mobility for people and for freight, with integration and connectivity across and between modes.
- ECONOMY** - Enhanced economic competitiveness and economic diversification.
- QUALITY OF LIFE** - Enriched quality of life and responsible environmental stewardship.

DRAFT



Project Eligibility for SIS Funds: Hubs and Terminals

- Improve functionality, not size, of the hub
- Fund projects that
 - Streamline movement of interregional, interstate and international passengers and goods
 - Provide substantial public benefit
- Project Priorities
 - Ground transportation
 - Terminal connections



Future Approach to Setting Priorities

From...	To...
Individual modes and facilities	Complete end-to-end trip
Individual jurisdictions	Economic regions and trade corridors
Capacity and throughput	Reliability and bottlenecks
Travel time and vehicle operating costs	Business logistics and economic competitiveness
Reacting to economic growth and community and environmental impacts	Proactive planning for economic, community and environmental goals

