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

<table>
<thead>
<tr>
<th>Component</th>
<th>Needs* (up to 10 years)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Corridors</td>
<td>$33 billion</td>
<td>Information from 2,300 plans and project proposals from FDOT, public and private partners.</td>
</tr>
<tr>
<td>Rail Corridors</td>
<td>$3 billion</td>
<td>To be resolved:</td>
</tr>
<tr>
<td>Waterways</td>
<td>$60 million</td>
<td>- Inconsistent assumptions and performance measures (i.e., what “need” is being met?)</td>
</tr>
<tr>
<td>Airports</td>
<td>$12 billion</td>
<td>- Insufficient or no cost data for many facilities</td>
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<tr>
<td>Seaports</td>
<td>$3 billion</td>
<td>- No information available for some facilities</td>
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<tr>
<td>Spaceport</td>
<td>$160 million</td>
<td>- Limited information on SIS terminals and Connectors</td>
</tr>
<tr>
<td>Passenger Terminals</td>
<td>$2 billion</td>
<td>- Some private sector needs not yet available</td>
</tr>
<tr>
<td>Freight Terminals</td>
<td>$3 million</td>
<td></td>
</tr>
<tr>
<td>Connectors</td>
<td>$3 billion</td>
<td></td>
</tr>
<tr>
<td>High Speed Rail</td>
<td>$8 billion</td>
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</tbody>
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* 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

- Late 1990s: 50% SIS/FIHS, 50% Other Arterials
- 2005 - 2014 Plan (before Investment Policy): 62% SIS/FIHS, 38% Other Arterials
- By 2015: 75% SIS/FIHS, 25% Other Arterials

* Does not include Urban Attributable Funds
Allocations before 75%/25% Policy - Highway Construction and ROW

![Bar chart showing billions of dollars for Fiscal Years 2010 to 2015 for SIS/FIHS and Other Arterials.]
Transition to 75%/25% Policy - Highway Construction and ROW

![Bar chart showing Transition to SIS/FIHS and Other Arterials spending from 2010 to 2015.](chart.png)
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
- Seaports 34%
- Airports 57%
- Freight Terminals 8%
- Passenger Terminals 1%

SIS and Emerging SIS
- SIS 80%
- Emerging SIS 20%

Planning & Engineering
- Construction 58%
- Right of Way 25%
- Planning & Engineering 17%

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

SIS COMPONENT

HUBS

CORRIDORS

CONNECTORS

SIS ELEMENT

SAFETY & SECURITY | PRESERVATION | MOBILITY | ECONOMY | COMMUNITY

AR - AIRPORTS
SE - SEAPORTS
PA - PASSENGER TERMINALS
SP - SPACEPORT
FR - INTERMODAL FREIGHT / RAIL TERMINALS
HS - PROPOSED HIGH SPEED RAIL / STATIONS
HW - HIGHWAY
RA - RAIL
WA - WATERWAYS
RO - ROAD
RA - RAIL
WA - WATERWAY

COORDINATION

INTERNAL | EXTERNAL

AIRPORT
FLORIDA AIRPORT MANAGEMENT OFFICE
SEAPORT
FLORIDA SEAPORT ASSOCIATION
PASSENGER TERMINALS
FLORIDA SPACE AUTHORITY
INTERMODAL FREIGHT / RAIL TERMINALS
RAIL PROGRAM OFFICE
PROPOSED HIGH SPEED RAIL STATIONS
RAIL PROGRAM OFFICE
FLORIDA HIGH SPEED RAIL AUTHORITY
HIGHWAY
STATE PlANNING OFFICE; DISTRICT PLANNING OFFICES
RAIL
FLORIDA RAILROAD ASSOCIATION
WATERWAYS
SEAPORT PROGRAM OFFICE
ROAD
STATE PLANNING OFFICE; DISTRICT PLANNING OFFICES
RAIL
FLORIDA RAILROAD ASSOCIATION
WATERWAY
SEAPORT PROGRAM OFFICE

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

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