

STRATEGIC INTERMODAL SYSTEM

Policy Plan



March 2022

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EXECUTIVE SUMMARY

Nearly 20 years ago, the state of Florida transformed its transportation planning and investment process by creating the Strategic Intermodal System (SIS). The SIS is a high priority network of transportation facilities that plays a vital role in supporting Florida's economy. The SIS was established to focus resources on transportation facilities of statewide and interregional significance.

Almost two decades later, the SIS represents the backbone of the state's overall transportation system because of the vital role it plays in moving both people and goods. Florida's diverse population and growing economy is increasing the importance of the SIS as Florida becomes a global hub for trade, tourism, and investment. The airports, spaceports, seaports, waterways, rail corridors and terminals, urban fixed guideway transit corridors, and highways designated as part of the SIS are the workhorses of Florida's transportation system, accounting for more than two-thirds of all vehicle miles traveled (VMT) on the State Highway System and nearly all passengers and freight moving via air, water, and rail.

The Florida Department of Transportation (FDOT) has invested more than \$13 billion of state and federal funding into the SIS since it was created in 2003. These investments, leveraged with additional regional, local, and private sector funding, have benefited the state's economy and communities by supporting **three (3) objectives:**



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.



Economic Development

Provide transportation systems to support statewide and regional economic development.

As the state's economy and communities continue to evolve, the SIS must adapt to meet the needs of current and future generations. This update of the SIS Policy Plan reaffirms the statutory intent and objectives of the SIS, while at the same time strengthens direction in **three (3) cross-cutting policy areas:**



Redefining “capacity”

This plan broadens the meaning of the term from traditional physical capacity (such as adding lanes) to a variety of approaches for enhancing throughput of people and freight. It also recognizes the importance of maintaining capacity over time by planning and adapting infrastructure in preparation for extreme weather events, coastal and inland flooding, and other hazards.



Increasing flexibility in how the SIS is implemented

This plan commits to updating project eligibility guidance and prioritization processes to recognize the needs of major urban, developing urban, and rural areas across the state. This will allow the SIS to address unique regional and local needs that impact interregional and statewide travel through a holistic planning approach. As part of this shift, FDOT will provide for greater flexibility in its investment decision-making process to advance emerging mobility and safety solutions on SIS facilities. FDOT will also provide greater flexibility for funding improvements on regionally significant facilities not designated as part of the SIS that would improve overall performance of the SIS.



Improving the balance between statewide and regional needs and priorities

This plan reaffirms the statutory intent to focus SIS designation on facilities important for statewide and interregional travel, while recognizing that many of these facilities also play important regional and local functions. The plan highlights the importance of collaborative planning to identify strategies and projects that advance both statewide and regional goals, such as reducing congestion and delay in urban areas and improving connectivity in rural areas. Additional strategies could include creating the foundation for an interconnected statewide passenger rail and transit system that provides more options for long-distance trips.

In support of these three major cross-cutting policy areas, the SIS Policy Plan also identifies implementation strategies related to **five (5) focus areas:**

1

Safety

Committing to a vision of zero fatalities and serious injuries on SIS facilities.

2

Resilience

Identifying and mitigating vulnerabilities for the SIS network.

3

Technology and Innovation

Leveraging new technologies and business models to improve the overall performance of the SIS network.

4

Urban Mobility and Connectivity

Improving interregional and regional travel in urban areas.

5

Rural Mobility and Connectivity

Improving interregional and regional travel in rural areas.

By implementing these policy changes, FDOT is committed to improving the overall performance and function of the SIS for Florida's residents, visitors, and businesses.

FTP/SIS POLICY FRAMEWORK



FTP POLICY ELEMENT

December 2020

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida created by, and providing direction to, FDOT and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. The FTP includes seven goals to guide transportation planning decisions.



SIS POLICY PLAN

March 2022

The SIS Policy Plan establishes the policy framework for planning and managing the SIS network, the high priority network of transportation facilities important to the state's economic competitiveness. 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 SIS Policy Plan is a primary emphasis of FTP implementation and aligns with the current FTP Policy Element.



For more information regarding the SIS Policy Plan, please contact:
FDOT Systems Implementation Office
(850) 414-4900
www.fdot.gov/planning/systems

PARTNER AND PUBLIC INVOLVEMENT

INPUT

INFORMS



GUIDES



SIS OBJECTIVES

Interregional Connectivity, Intermodal Connectivity, Economic Competitiveness

2022 SIS Policy Plan Update

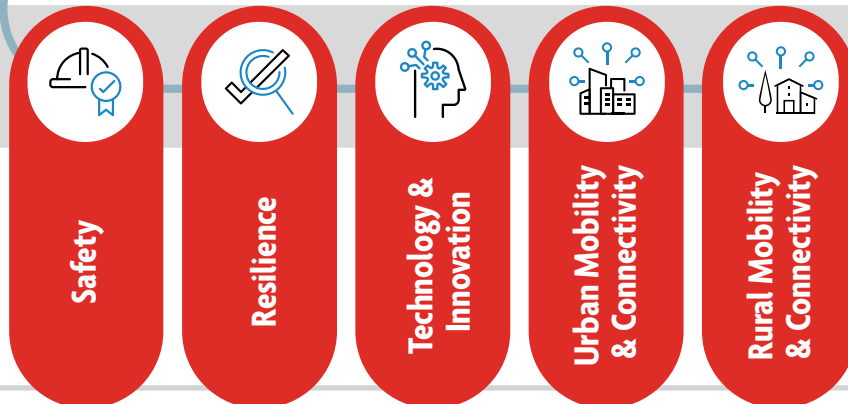
INFORMS

CROSS-CUTTING POLICY AREAS



SIS POLICIES

FOCUS AREAS



BACKGROUND

Statutory Intent

Florida's Governor and Legislature established the SIS in 2003 to enhance Florida's economy, quality of life, and environmental stewardship by focusing state resources on the transportation facilities most critical for statewide and interregional travel.

“... the Legislature declares that the designation of a strategic intermodal system, composed of facilities and services of statewide and interregional significance, will 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. To that end, it is the intent of the Legislature that the Strategic Intermodal System consist of transportation facilities that meet a strategic and essential state interest and that limited resources available for the implementation of statewide and interregional transportation priorities be focused on that system.” (S. 339.61, F.S.)

A key concept within the legislation creating the SIS, as well as the recommendations of a 41-member Steering Committee whose report served as the basis for the legislation creating the SIS, was that the SIS would become one of three elements of Florida's entire transportation system. As such the SIS would focus investments on facilities of statewide and interregional significance that connect with systems of regional or local significance to enable complete end-to-end trips.

FLORIDA'S TRANSPORTATION SYSTEM

	SIS	Regional	Local
As defined by...	<ul style="list-style-type: none"> Statewide and interregional significance 	<ul style="list-style-type: none"> Intraregional significance 	<ul style="list-style-type: none"> Local significance
Designated based on...	<ul style="list-style-type: none"> Quantitative passenger and freight activity Access to economic regions 	<ul style="list-style-type: none"> Regional objectives and priorities (transportation activity, access, etc.) 	<ul style="list-style-type: none"> All other facilities
Led by...	<ul style="list-style-type: none"> State 	<ul style="list-style-type: none"> Regional partners 	<ul style="list-style-type: none"> Local partners

SIS Policy Plan

Florida Statute requires FDOT to develop and regularly update the SIS Plan with input from transportation partners and the public. FDOT has met this requirement through the development of a collection of documents. The SIS Policy Plan identifies objectives, cross-cutting policy areas, focus areas, and implementation strategies to guide planning and investment decisions over the next five (5) years. Additional documents include designation criteria, funding eligibility guidelines, maps of SIS facilities, a multimodal unfunded needs plan, and a funding strategy.

STRATEGIC INTERMODAL SYSTEM PLAN

STATUTORY REQUIREMENTS, F.S. 339.64

Required Elements	Where Addressed
Needs assessment	SIS Policy Plan (policy direction)
	Multimodal Unfunded Needs Plan
	Funding Eligibility Guidance
Prioritization process	SIS Policy Plan (policy direction)
	Funding Eligibility Guidance
Map of SIS facilities	SIS Policy Plan (policy direction)
	Adopted Designation Criteria
	SIS Atlas
Finance plan based on anticipated revenues, including 10- and 20-year cost feasible components	SIS Policy Plan (policy direction) SIS Funding Strategy* <small>(First Five Year Adopted Plan, Second Five Year Approved Plan, SIS Cost Feasible Plan)</small>
Assessment of impacts of proposed improvements to SIS corridors on military installations	SIS Policy Plan (policy direction) Periodic Study

HISTORY OF THE SIS

2000

The 2000 FTP, developed by FDOT with input from more than 30 statewide partners, calls for development of the SIS.

2002

A 41-member Steering Committee issues final report to the Governor, Legislature, and Secretary of Transportation with recommendations for creating the SIS.

2003

Governor signs legislation formally creating the SIS and adopting the designation policies recommended by the Steering Committee.

2004

Legislation makes all SIS facilities eligible for state transportation funding and identifies revenue sources for annual SIS funding; initial SIS projects funded.

2005

FDOT submits initial SIS Strategic Plan to Governor and Legislature; legislation authorizes use of a portion of documentary stamp proceeds to provide additional funding for SIS projects supporting growth management goals and directs FDOT to evaluate the connectivity between the SIS and military facilities and the impact of SIS investments on military facilities.

2006

FDOT completes first SIS Multimodal Unfunded Needs Plan.

2007

Legislation clarifies SIS designation processes, expands the potential role of public-private partnerships, and adds criteria for general aviation airports serving as relievers to SIS airports.

2009

FDOT completes first SIS Cost Feasible Plan.

2010

FDOT updates the SIS Strategic Plan, which creates new designation criteria for urban fixed guideway transit corridors and terminals, military access facilities, and hub-to-hub connectors.

2011

Legislation directs the SIS to identify existing or planned facilities that significantly improve the state's competitive position to compete for the movement of additional goods into and through the state.

2012

Legislation directs the SIS to include criteria for designating Intermodal Logistics Centers (ILCs).

2016

FDOT renames the SIS Strategic Plan as the SIS Policy Plan and realigns its update schedule to follow the update of the FTP in 2015, with guidance from the Steering Committee.

2022

FDOT updates the SIS Policy Plan to strengthen direction for redefining capacity, increasing flexibility in how the SIS is implemented, and improving the balance between statewide and regional needs and priorities.

PLAN DEVELOPMENT PROCESS

The goals and objectives of the FTP, FDOT's Vital Few initiative, and input from transportation partners and the public guided the development of this SIS Policy Plan update.

Partner and Public Involvement

Partner and public involvement are key to the success of all transportation plans. Statutory requirements call for FDOT to provide metropolitan planning organizations (MPOs), regional planning councils (RPCs), local governments, transportation providers, affected public agencies, and residents with an opportunity to participate in the development of the SIS Policy Plan update. More significantly, this on-going commitment aimed at collaboration and engagement recognizes the benefits of working together to foster meaningful participation throughout the plan update process.

FTP/SIS Implementation Committee

The SIS Policy Plan update process builds upon the work of the 36-member FTP Steering/Implementation Committee, which provided overall guidance for the FTP and remained together to support FTP implementation. The committee includes local, regional, state, and federal agencies; modal partners; business and economic development organizations; environmental and community partners; and other organizations involved in planning and managing Florida's transportation system. FDOT staff consulted with the FTP Steering/Implementation Committee on the general direction of this SIS Policy Plan update. In addition, the committee established four (4) sub-committees or working groups to review trends and develop detailed strategies related to safety; resilience, environmental issues, and technology (focused on automated, connected, electric, and shared [ACES] vehicles). Input received from these sub-committees or working groups shaped strategies for both the FTP and the SIS Policy Plan.

36
Members



4
Sub-Committees



Over
1,800
Participants
in over
65
Briefings



Additional Statewide, Regional, and Local Partners

During the development of this SIS Policy Plan, FDOT staff reached out to MPOs, RPCs, local governments, and modal partners through a combination of executive-level staff meetings, presentations at regularly scheduled meetings, and other input forums. Specifically, FDOT staff engaged in targeted outreach with the Metropolitan Planning Organization Advisory Council (MPOAC) and interested MPOs to discuss opportunities and challenges being faced by specific regions of the state.

Throughout the update process, FDOT gathered input from partners at more than 65 briefings during regularly scheduled or specifically convened partner meetings. Together, these events involved more than 1,800 participants.

Additional Public Input Opportunities

In addition, partners and the public were invited to the SIS Virtual Room, an online workshop experience, to provide input on the objectives, focus areas, and strategies for the plan update. A statewide webinar was held in December to kick-off the 30-day public comment period. Following the webinar, the Virtual Room shifted to a public comment platform showcasing the draft plan and offering an opportunity for public comment. In total, the Virtual Room welcomed over 760 visitors and received over 140 comments. These comments were addressed in this final plan.



760+
Virtual Visitors

140+
Total Public
Comments



The tables below show how the FTP goals and FDOT's Vital Few initiative are supported by the SIS Policy Plan. Based on review of the existing SIS Policy Plan and its implementation, review of the updated FTP, and input from external partners and the public, FDOT identified three cross-cutting policy areas and five focus areas as an emphasis of this SIS Policy Plan. The three cross-cutting policy areas are redefining capacity, increasing flexibility, and clarifying interregional connectivity. The five focus areas are safety, resilience, technology and innovation, urban mobility and connectivity, and rural mobility and connectivity.

Relationship to FTP Goals

The FTP identifies seven long-range goals to guide decision-making for the future of Florida's transportation system. These seven goals guide all transportation plans in the state, including the SIS Policy Plan. The SIS Policy Plan is a primary emphasis of FTP implementation and aligns with the most recent FTP Policy Element, which was completed in 2020.

FTP Goal	SIS Implications
Safety and security for residents, visitors, and businesses	Given FDOT's commitment to Vision Zero, safety is one of the five focus areas of the SIS Policy Plan.
Agile, resilient, and quality transportation infrastructure	With an emphasis on identifying and mitigating vulnerabilities for the SIS network, resilience is one of the five focus areas for the SIS Policy Plan.
Connected, efficient, and reliable mobility for people and freight	Recognizing the unique needs of major urban, developing urban, and rural areas, both urban and rural mobility and connectivity are focus areas for the SIS Policy Plan.
Transportation choices that improve accessibility and equity	Providing additional options for Florida's residents, visitors, and businesses is a key consideration for improving rural, urban, and interregional mobility and connectivity as part of the five focus areas of the SIS Policy Plan.
Transportation solutions that strengthen Florida's economy	Economic development is one of the three (3) SIS objectives.
Transportation systems that enhance Florida's communities	Planning for future SIS investments will reflect FTP strategies in this area.
Transportation solutions that enhance Florida's environment	Planning for future SIS investments will reflect FTP strategies in this area.

Relationship to the Vital Few

The Vital Few is a strategic FDOT initiative that encompasses four priority areas essential to FDOT's vision and mission: improve safety, enhance mobility, inspire innovation, and foster talent. In 2020, FDOT staff from across the state collaborated to develop actionable recommendations in each of these areas. The SIS is one of the key programs for moving the Vital Few needle and accomplishing FDOT's mission.

Vital Few	SIS Implications
Improve Safety	Given FDOT's commitment to Vision Zero, safety is one of the five focus areas for the SIS Policy Plan.
Enhance Mobility	Urban and rural mobility and connectivity are both focus areas for the SIS Policy Plan.
Inspire Innovation	Technology and innovation is one of five focus areas for the SIS Policy Plan.
Foster Talent	The SIS Policy Plan supports FTP and Vital Few strategies regarding workforce development.

THE SIS TODAY

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



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 FDOT to revise existing criteria or adopt new criteria in coordination with MPOs, RPCs, local governments, transportation providers and public agencies, and other affected stakeholders.

The most recent 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 simplifying criteria where needed.

Current Designation Structure

Per statute, four (4) types of facilities are designated as part of the SIS:



Hubs

Airports, seaports, spaceports, passenger terminals, and rail terminals serving to move goods or people between Florida regions or between Florida and other markets in the United States and the rest of the world.



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, or 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.

Summary of SIS Criteria

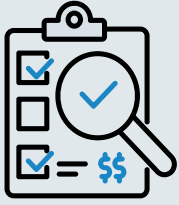
Specific criteria and thresholds for each type of SIS and Strategic Growth facility can be found in the SIS Designation Criteria document. The SIS includes transportation facilities owned by FDOT, local governments, independent authorities, and the private sector. To be designated as part of the SIS, 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 facilitating economic development.

Current Designated Facilities

The following table summarizes current SIS designated facilities as of December 2021. Additional information regarding current facilities can be obtained from the SIS Atlas.

Facility Type	SIS	Strategic Growth
Commercial Service Airport	7	11
General Aviation Reliever Airport	3	NA
Spaceport	1	1
Public Seaport	8	4
Interregional Passenger Terminal	12	3
Intermodal Freight Rail Terminal	6	1
Rail Corridor	1,785 mi.	399 mi.
Rail Connector	115 mi.	126 mi.
Waterway Corridor	893 mi.	6 mi.
Waterway Connector	196 mi.	NA
Highway Corridor	4,351 mi.	NA
Highway Connector	110 mi.	94 mi.
Urban Fixed Guideway Transit Corridor	123 mi.	NA
Military Access Facility	57 mi.	NA



Project Identification

Projects are determined by several methods. First, projects are determined through collaboration with statewide transportation partners, such as MPOs, RPCs, local governments, and modal partners. These entities identify transportation needs already included in long-range transportation, comprehensive, and master plans. Additionally, research efforts, such as corridor studies and travel demand modeling, can identify potential SIS projects.

Project Prioritization

The SIS project prioritization and selection process takes into consideration a number of factors to ensure that funded projects address needs that are of statewide significance. The project prioritization process begins with the FDOT Districts and Office of Modal Development identifying initial project priorities. The district and modal priorities consider MPO, local government, and modal partner priorities, and serve as the basis for the statewide SIS prioritization process. Each modal office has its own process for receiving and ranking their projects. Those prioritized projects are then submitted to the Systems Implementation Office (SIO) for SIS funding consideration. Once those projects have been received by the SIO, they are then prioritized for funding consideration based on the following factors:



- planning consistency with MPO, district, and statewide priorities
- funding availability
- funding stipulations
- long-term feasibility
- timing of project phases
- project continuity
- connectivity
- return on investment

Results derived from the Strategic Investment Tool (SIT) are also utilized as a factor. Through the application of the SIT, projects are scored and ranked based on their ability to meet FTP goals and SIS objectives.

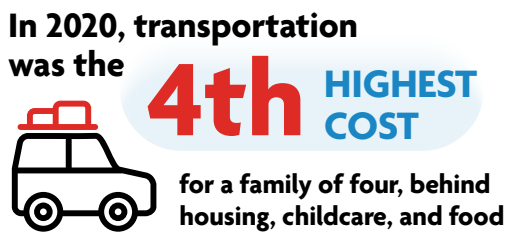
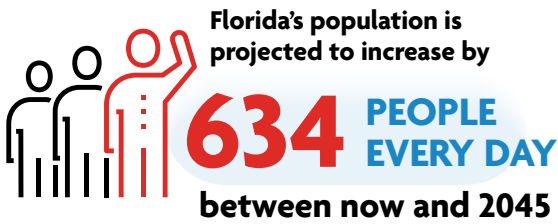
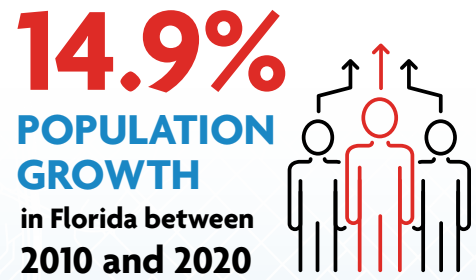


Planning and Collaboration

Planning and collaboration with partners is important to advancing the objectives of the SIS while supporting regional and local priorities at the same time.

TRENDS

Florida's demographics, economy, and development patterns have shifted since the inception of the SIS almost 20 years ago. At the same time, new and emerging technologies are transforming how people live, work, and travel at an accelerating pace. In addition, the state is facing an increasingly complex mix of risks ranging from extreme weather to public health emergencies. All together, these factors impact demand for travel to, from, and within Florida and present challenges in meeting SIS objectives.



Population and Demographics

Florida's population is projected to increase by 634 people a day on average between 2021 and 2045. This population growth will increase demand for travel both within and between Florida's regions.

Additionally, Florida's growing population is becoming increasingly diverse in terms of age, ethnicity, and economic status. This suggests that an array of different transportation options might be needed. By 2045, more than one out of four residents will be age 65 or older and will likely become more reliant on public transportation and ride sharing options as they transition away from driving. An increasing share of Florida's population is anticipated to have one or more disabilities or chronic health conditions. Transportation remains one of the highest costs for a family of four in Florida. The SIS, along with other elements of Florida's transportation system, will be challenged with supporting more affordable and convenient transportation options for Florida households.

Economy

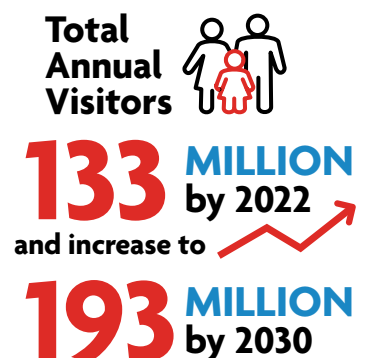
Florida's economy has been impacted by the economic shock caused by the global COVID-19 pandemic. The state's economy has started to recover and is trending towards pre-pandemic growth levels.

The number of total annual visitors to Florida fell to roughly 79 million in 2020, the lowest number in more than a decade. However, the number of Florida visitors will reach 133 million by 2022 and continue to increase to 193 million by 2030.

Global trade is anticipated to resume its long-term growth trend in the next few decades, particularly with key markets in Latin America and the Caribbean. The Florida Chamber Foundation and other statewide partners set a goal of doubling the value of Florida-origin goods exports and tripling the value of Florida-origin service exports by 2030. These lofty goals will create even more demand on the state's SIS facilities.

E-commerce has grown substantially over the past decade with rapid acceleration during the past few years. Expectations for expedited delivery of products directly to households results in more trucks on the road and the increased need for conveniently located and well-stocked distribution centers to facilitate efficient product delivery.

Long-term, Florida's economy is anticipated to become more diverse and experience growth in sectors such as professional services and technology that demand lighter, high-value freight. Additionally, commuting patterns have changed with more people working flexible hours or in remote environments. This may reduce some trips during peak periods, but increase travel at other times of the day.



Development Patterns

As Florida's population continues to grow and diversify, the places people and businesses choose to locate are also changing.

The large urban areas in the southeast, central, northeast, and Tampa Bay regions are projected to account for the majority of the state's population growth through 2045. These areas already face high levels of congestion and have limited ability to further expand highway systems; therefore, they are seeking more multimodal options. While the greatest increases in population remain tied to Florida's largest urban areas, the rate of growth is higher in some of Florida's developing urban areas such as The Villages, Cape Coral/Fort Myers, and Naples.

Florida's rural areas include agricultural communities, recreational areas, small towns and villages, and smaller cities that serve as regional business centers. Some rural areas are growing, while others face long-term population loss. Improved connectivity is important to meet the needs of all rural communities. Connectivity is also critical in providing for increased access to employment opportunities for residents and businesses in rural areas and providing for redundancy to Florida's transportation network.

Between 2020 and 2045,

60% of Florida's population growth

is projected to be concentrated in **10 COUNTIES**

Miami-Dade, Orange, Hillsborough, Broward, Palm Beach, Lee, Osceola, Polk, Duval, and Pasco

Technology and Innovation

Emerging technologies and innovative business models are already impacting Florida's transportation system. Advancements in automated vehicle technology could revolutionize traffic safety by reducing or eliminating human error from driving, while promoting the efficient use of existing capacity. Greater adoption of electric and other alternative fuel vehicles can have substantial impacts on Florida's air quality, energy consumption, and environment. Innovations such as positive train control have improved rail safety, while new mobility options provide more transportation choices than ever before. These types of innovations offer a variety of opportunities to improve first and last mile connectivity to SIS hubs. Each of these new technologies and innovations, however, come with potential consequences, such as cybersecurity threats or a lack of adequate vehicle charging infrastructure, especially during emergency evacuation circumstances. Looking into the future, Florida is preparing for new modes of transportation such as unmanned aerial vehicles acting as on-demand ridesharing services, as well as commercial space travel and tourism.

Electric Vehicle (EV) Market Adoption Projections of Light-Duty (LD) Vehicles by Scenario

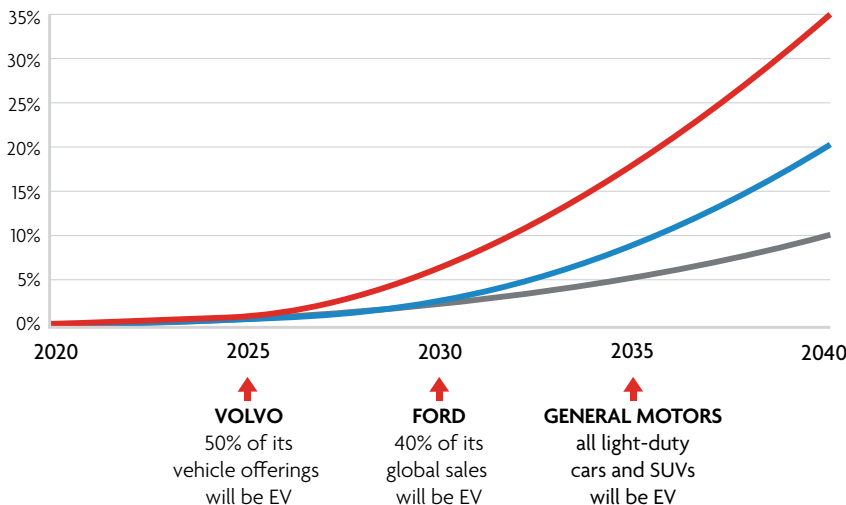


Figure 1: EV Market Adoption Projections of LD Vehicles by Scenario

Increasing Risks

Florida faces an increasing number and range of risks from extreme weather and sea level change to public health emergencies and supply chain disruptions. The number of federal disaster declarations increased substantially in the 1990s and has remained high, with more frequent hurricanes and flooding events leaving Florida's infrastructure vulnerable. These risks impact the entire transportation system but are particularly impactful to the SIS because of its critical role in moving people and goods. The SIS also plays a major role in emergency evacuation and response.

Federal Emergency Management Agency (FEMA) Emergency Declarations

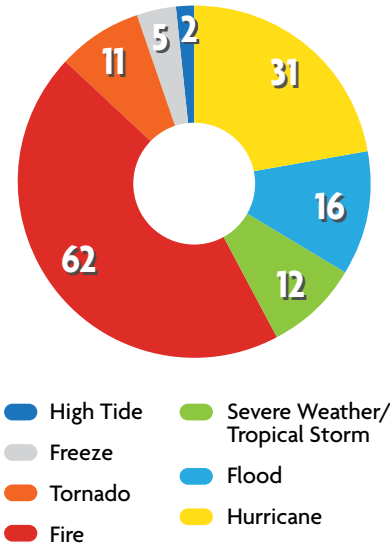
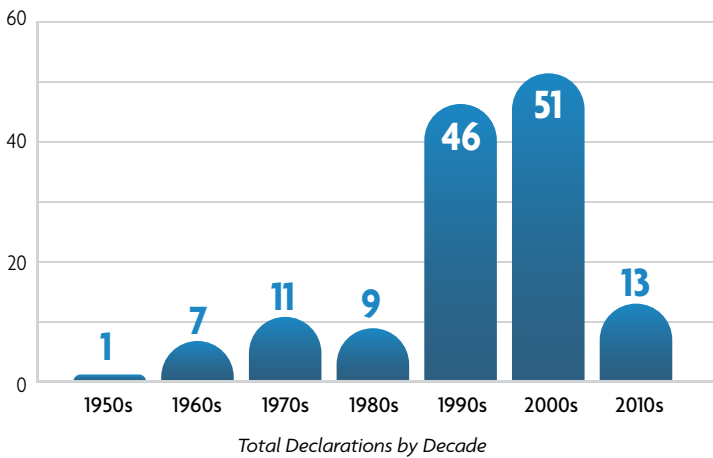
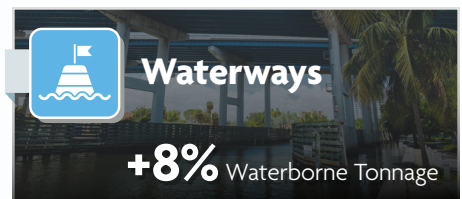


Figure 2: FEMA Declarations

Modal Impacts from 2014 to 2018



CROSS-CUTTING POLICY AREAS

This SIS Policy Plan emphasizes three cross-cutting policy areas guiding how FDOT will plan and manage the SIS over the next five years:

Redefining Capacity



Increasing Flexibility



Clarifying Interregional Connectivity



These issues emerged from partner and public engagement on how the SIS is fulfilling its statutory intent and objectives. These changes are foundational in addressing all five (5) focus areas in the SIS Policy Plan and will enable the SIS to fully support the FTP and the Vital Few.

Redefining Capacity

Where We've Been...

The statute creating the SIS references goals of “economic development, improved mobility, and increased intermodal connectivity” and a focus on “capacity improvements.”

Since its implementation, improvements to the SIS have been funded from a variety of federal, state, local, and private sector sources. Many of these sources have specific definitions for capacity or specific guidelines for funding eligibility. The primary state funding source for SIS highways is discretionary highway capacity funds, defined as funds available to FDOT above the prior year funding level for capacity improvements (s. 339.135(4)(a)2, F.S.).

When the SIS was created, “capacity enhancements” generally involved adding physical capacity such as a new lane or improved interchange on a highway, a second track on a rail line, or a siding. Today, better information and technology has introduced a wider range of multimodal, operational, and technological solutions for improving mobility. Many of these strategies are eligible for certain categories of SIS funding, but may not have been prioritized as highly in the past compared to traditional capacity expansion projects.

Where We Are Going...

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. The FTP and Vital Few initiatives both call for greater focus on moving people and freight rather than solely focusing on vehicular movement. As this concept is applied to the SIS, expanded capacity could mean adding a lane on a highway, but it also could mean improving system management to enable more vehicles to operate efficiently in that lane, enhancing safety to reduce the number of crashes and related delay, or expanding modal options such as express buses that enable more people to move in an existing corridor.

Moving forward, implementation of the SIS will:

1

Redefine capacity for those funding sources where capacity is not already defined to emphasize throughput of people and freight rather than vehicles.

2

Clarify the ability to use SIS funds for projects that improve mobility, connectivity, or reliability rather than purely on physical measures of capacity. These could include safety, operational, and technological improvements.

3

Modify SIS funding eligibility to include projects or project components that increase the resiliency of system capacity, including adaptation of existing infrastructure.





Increasing Flexibility

Where We've Been...

Florida Statute establishes two important guidelines for SIS implementation. First, facilities designated as part of the SIS must meet adopted criteria. Second, SIS projects funded through state and federal sources must be included in FDOT's Five-Year Work Program and meet the requirements for the specific funding sources.

Working within these guidelines, FDOT has sought to adapt SIS planning and implementation to be responsive to changing opportunities and the differences in needs across the many regions of Florida. The ability to use State Transportation Trust Fund revenues to support projects on all designated SIS facilities, including those owned by local governments, transportation authorities, or the private sector, has enabled innovative modal partnerships in many regions of the state.

Where We Are Going...

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. In addition, the growing number of risks and potential disruptors facing Florida, from extreme weather to cybersecurity, suggests the need for a more agile approach.

During this update process, MPOs, local governments, and other partners pointed to the need for greater flexibility in SIS implementation, particularly related to meeting unique urban or rural needs, and the need to be responsive to near-term challenges and opportunities.



1

Moving forward, the SIS program will:

Adjust implementation to facilitate emerging mobility or safety solutions that could be implemented in the short-term. FDOT will explore how to provide greater flexibility for these initiatives, while maintaining the integrity of the Work Program process and in collaboration with MPO priorities.

2

Update funding guidance and prioritization processes to align funding with needs in major urban, developing urban, and rural areas. These changes would be intended to facilitate approaches such as multimodal improvements in large urban areas or smaller-scale intersection improvements or passing lanes in rural areas where major capacity investments are not needed.

3

Modify policy to increase flexibility to use SIS funds on facilities not designated as part of the SIS for projects that would improve the performance of the SIS. For example, this change would allow for the use of SIS funding on urban arterials or local transit systems to accommodate regional and local trips and provide alternatives to congested SIS corridors. This type of improvement would provide relief to the SIS through enhanced capacity on regional or local facilities. FDOT will work with MPOs to conduct pilot initiatives to develop criteria for such projects. The pilots will identify and assess the benefits of funding such projects.



Clarifying Interregional Connectivity

Where We've Been...

Florida Statute defines the SIS as facilities and services of statewide and interregional significance. Interregional connectivity is one of three objectives for the SIS. These concepts have been applied to the SIS in two ways:

Designation of the SIS includes criteria focused on moving people and freight between Florida regions and between Florida and other states and countries. For designation purposes, the SIS focuses on connections between economic regions comprising multiple cities and counties. Enterprise Florida no longer actively maintains the economic region boundaries used for the initial SIS designation; therefore, designation decisions are now based on a combination of urbanized areas (designated by the U.S. Census) and Rural Areas of Opportunity (designated by the Governor and Legislature). Together, these boundaries guide SIS designation to facilities that connect the broad regions of the state.

Planning for future SIS investments includes a strong role for the seven (7) FDOT Districts, working in partnership with MPOs, RPCs, and other regional partners to address the unique needs of each region within the state as well as the connections between regions.

Where We Are Going...

As Florida continues to grow and change, so too do the needs of its multiple regions. During this update process, MPOs, RPCs, local governments, and other partners highlighted the need for greater clarity in the definition of interregional connectivity, including how this concept applies to transit. They also highlighted the need for greater balance between interregional and regional mobility needs, particularly in large urban regions.

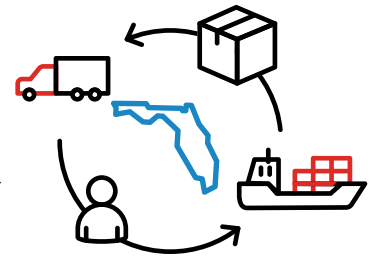


Moving forward, the SIS program will:

- 1 Clarify** the definition of interregional, consistent with statute. Designation will continue to be based on urban area and Rural Areas of Opportunity definitions, as adjusted over time. Planning will continue to reflect strong coordination with MPOs and regional partners so the SIS functions as part of a comprehensive multimodal transportation system.
- 2 Revise** designation criteria for fixed-guideway transit corridors that function as part of an interconnected statewide system. This change will advance the vision of a statewide transit system by recognizing and advancing local corridors that contribute to realizing the vision.
- 3 Enhance** needs and prioritization processes to emphasize both statewide/interregional and regional priorities. This will include enhanced collaboration with MPOs on regional and/or corridor planning initiatives such as conducting pilot initiatives to identify the appropriate projects in the context of community, economic, and environmental goals.

The SIS and Florida's Supply Chain

Growing demand for moving freight, particularly global trade, to, from, and within Florida was a key driver for the creation of the SIS in 2003. Today, the SIS accounts for virtually all of the freight moved to, from, or within Florida via air, water, and rail, as well as about 70 percent of the truck freight moving on the State Highway System.



The SIS includes Florida's largest and most significant airports, seaports, freight rail terminals and corridors, and truck corridors, as well as the critical connections among these facilities.

The SIS adapted to many changes in supply chain and logistics practices during the past two decades. The SIS added new types of freight facilities such as intermodal logistics centers, accommodated significant shifts in rail activity between corridors, and supported new capabilities such as increasing commercial payload launches from the Cape Canaveral Spaceport. Many SIS hubs expanded their activity levels and became focal points for related activities such as e-commerce fulfillment centers, foreign trade zones, cargo processing and storage, or final assembly, customization, and other manufacturing activities.

SIS investments supported a more than 50 percent increase in truck VMT and a doubling of merchandise imports and exports in Florida over the past two decades. Florida's competitiveness in logistics and distribution, in turn, supported its large consumer and visitor population, as well as growth in manufacturing and agricultural industries.

During 2020 and 2021, the combination of a global pandemic, an economic shock, and a rapid shift in consumer preferences toward e-commerce and home delivery of household goods highlighted the need for a more agile and resilient global supply chain. In the coming years, Florida's supply chain will adjust to further changes in global trade.

Focusing on a core statewide system can help Florida remain competitive as a hub for trade, logistics, and manufacturing. FDOT will continue to carefully monitor trends to ensure the SIS designation focuses on the largest and most strategic facilities. In addition, the major policy directions included in this Plan are anticipated to enhance freight mobility.



Redefining capacity to focus on throughput of freight (as well as people) will advance SIS investments that increase freight mobility and supply chain resilience. These investments could include using technology for management of truck flows on key corridors and connectors and at terminal gates, partnering with industry to expand truck parking or staging areas or intermodal logistics centers that benefit overall system mobility, and/or smaller-scale projects like improving turning radii or creating passing lanes on rural corridors and intersections.



Increasing flexibility in implementation of the SIS will enable FDOT and other partners to target investments to support critical freight mobility needs in major urban, developing urban, and rural areas. Existing initiatives to support "quick fix" operational improvements to SIS connectors can be expanded to other SIS investments.



Balancing statewide/interregional and regional/local mobility needs will enable FDOT and partners to recognize both the critical long-distance function many SIS hubs and corridors play with freight mobility and the local commuting, access, and delivery trips handled by many SIS facilities. A more robust and holistic planning process will support seamless end-to-end freight trips, including first and last mile connectivity that may involve facilities funded through programs other than the SIS. This collaborative planning process will also enhance consistency among transportation, land use, economic, and workforce development decisions, focusing freight-related investments in areas targeted for industrial development.

FDOT will work closely with MPOs, local governments, and modal partners to ensure SIS designation and implementation supports the critical needs of Florida's supply chain and logistics system. This will include close coordination with Florida's Freight Mobility and Trade Plan and associated decisions about allocating state and federal revenues targeted for freight system improvements on the SIS, as well as on regional and local facilities.

FOCUS AREAS

Five (5) focus areas with corresponding policy statements and implementation strategies were developed as part of the SIS Policy Plan update. The focus areas build on the three cross-cutting policy areas to support the SIS objectives and FTP goals.



Safety

Committing to a vision of zero fatalities and serious injuries on SIS facilities.



Resilience

Identifying and mitigating vulnerabilities for the SIS network.



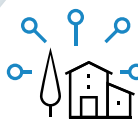
Technology and Innovation

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.



SAFETY

Committing to a vision of zero fatalities and serious injuries on SIS facilities

Safety is Florida's highest transportation priority. The FTP's safety vision is clear: "Eliminate all transportation-related fatalities and serious injuries for all modes of travel." Travel on SIS highway facilities accounts for more than half of all VMT on Florida's roadways. Reducing fatalities and serious injuries on the SIS is an important step in meeting the state's commitment to Vision Zero. Approximately 24 percent of fatalities and 21 percent of serious injuries occurred on SIS highways.

The fatality rate per 100 million VMT is lower on SIS highways compared to all public roads; however, commercial vehicle and lane departure crashes occur more frequently on SIS highways than on other public roads. This statistic can be attributed to the fact that SIS facilities typically handle higher commercial vehicle volumes and are designed for higher speeds. Intersections, at-grade rail crossings, and other points where different modes or major flows of passenger and freight traffic interact also can be safety risks.

Fatalities/Serious Injuries

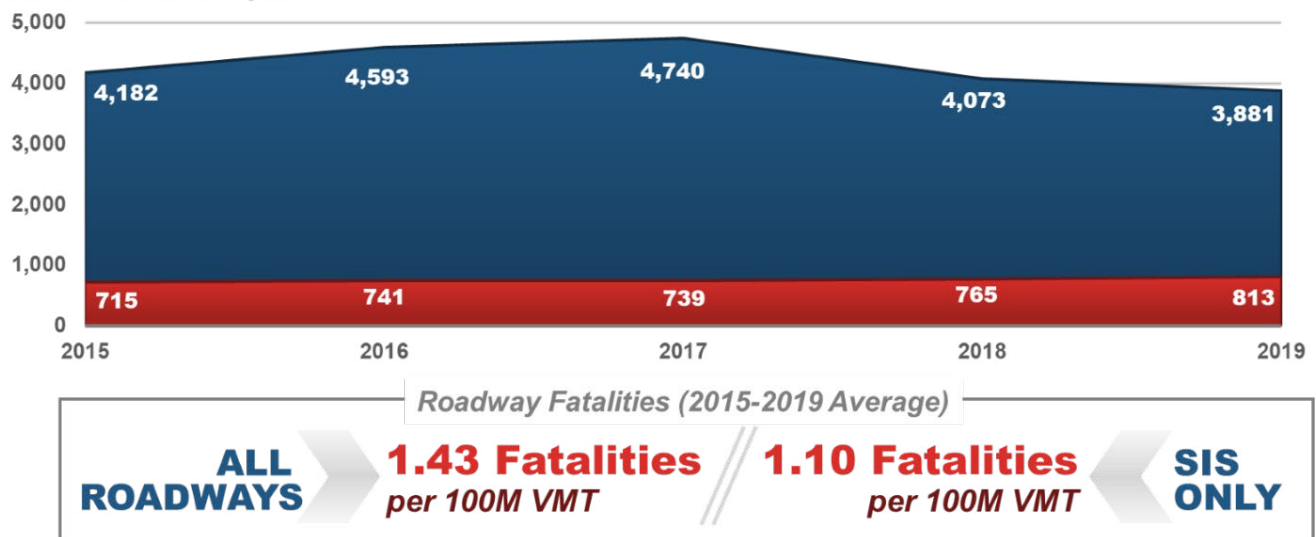


Figure 3: Traffic Fatalities and Serious Injuries on the SIS

Florida has embraced "Safe System" principles in emphasizing traffic safety. These principles, which consider the safety of users, vehicles, speeds, roads, and post-crash care, represent a holistic approach to eliminating fatalities and serious injuries. By integrating these principles into policy, the SIS program is well positioned to further advance FDOT's overall safety vision. Implementing policies that incorporate additional safety countermeasures into SIS improvement projects also could help to achieve Vision Zero.

Vision Zero holds that traffic fatalities and serious injuries are preventable and focuses attention on the shortcomings of the transportation system itself, including the built environment and policies and technologies that influence behavior. FDOT and the SIS are committed to ensuring a safe transportation system through implementation of this Policy Plan.

SIS Policy Changes



Designation

No recommended changes



Needs and Priorities

Increase emphasis on safety as a factor for setting priorities among SIS capacity projects. Highlight SIS projects that are anticipated to provide safety benefits. In addition, increase the emphasis on safety in the SIS prioritization process to better leverage SIS investments in support of statewide safety goals.

Clarify and promote the ability to include safety features in SIS capacity projects. Coordinate efforts, such as redesigning an intersection to integrate safety countermeasures concurrently with adding capacity to that intersection. This approach could help address capacity and safety needs at the same time.

Address high risk emphasis areas associated with higher fatality rates on SIS highways. For example, SIS investments could incorporate engineering and operational solutions to reduce lane departure crashes (e.g., guardrails and clear zones, etc.) and commercial vehicle crashes (e.g., corridor redesign, etc.)

Provide safe alternatives to highways for interregional travel. Make SIS investments in other modes such as passenger/freight rail and transit.



Planning and Collaboration

Support aggressive deployment of in-vehicle and roadside safety technologies to reduce or eliminate crashes associated with human error. This may require the deployment of roadside technology infrastructure such as sensors and/or smart signals on SIS facilities.

Work with partners to identify targeted strategies for improving safety on SIS facilities. Partner with safety coalitions and community traffic safety teams that can help identify potential safety enhancements to SIS facilities. FDOT will work with partners to develop and implement a SIS Safety Action Plan to identify specific safety challenges and priorities.



RESILIENCE

Identifying and mitigating vulnerabilities for the SIS network

A key strategy for implementing the FTP is to identify and mitigate risks to Florida's transportation system. This strategy calls for Florida's transportation partners to provide infrastructure and services to help prepare for, respond to, and recover from emergencies, as well as to reduce and mitigate transportation-related risks. This can be accomplished by increasing the redundancy of the transportation system and implementing comprehensive emergency response and recovery plans. It can also be achieved by evaluating and implementing infrastructure projects, programs, and processes to enhance the resiliency of the SIS. While these strategies are important for the entire system, they are particularly important for the SIS because of its critical function.

A broad range of risks and emergencies can affect the resiliency of the SIS. Given the state is surrounded by water and prone to hurricanes and storms, a major focus for SIS resiliency is storm surge and inland and coastal flooding, including sea level rise. Storm surge is one of the main causes of property damage and deaths during a storm. Florida has the highest population of any state at risk due to storm surge inundation with almost 7.6 million residents at risk in the event of a Category 5 storm. The need to provide access, alternative routes, and capacity during a storm related event is critical for both evacuation and response efforts. The SIS plays a key role in the mobility and connectivity of people and goods during such events.

Florida has 3.5 million people at risk of coastal flooding and currently has more than 3,600 square miles of land in the 100-year coastal floodplain, areas where there is a 1 percent annual chance of flooding. These figures indicate the extent of exposure for people living in those areas and the vulnerability of transportation infrastructure that provides them with access and connectivity.

All regions of Florida are affected including 15 percent of SIS rail miles and 13 percent of SIS highway miles. SIS facilities in Miami-Dade and Monroe counties are impacted at higher percentages. Of the SIS hubs, three (3) airports, one (1) spaceport, 12 seaports, one (1) freight terminal, and 13 passenger terminals are located in the 100-year floodplain.

Extreme heat is another important issue for Florida. The annual average temperature increased 1.3°F from 1970 to 2014. Extreme heat impacts infrastructure as materials such as concrete and asphalt expand, crack, or buckle when exposed to long periods of high temperatures. Extreme heat also can affect the logistics of air travel, with heat impacting airplane take-offs. Additionally, extreme heat can also affect transit usage by deterring transit users from outdoor stations.

Enhancing the resiliency of transportation infrastructure to avoid, withstand, or absorb the impacts of climate events is critical to ensure that the SIS fulfills its key function of moving both people and freight.

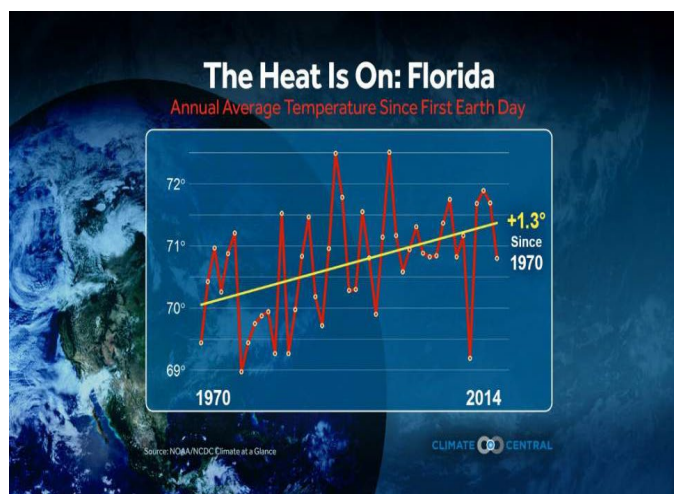


Figure 4: Annual Average Temperature Since First Earth Day

SIS Policy Changes



Designation

Consider vulnerabilities in the community and environment screening process. FDOT will work with partners to identify SIS facilities that may be vulnerable to hazards and disruptions prior to designation. This early screening allows for consideration of strategies to enhance resiliency, while ensuring efficient SIS investments.



Needs and Priorities

Identify resilience strategies as part of SIS mobility and connectivity needs and projects. FDOT will leverage SIS funding to enhance transportation and community resiliency. This approach can provide cost savings and reduce travel impacts during construction. Examples include intelligent transportation systems (ITS) sensors to detect hazards and enhanced stormwater management to mitigate flooding.

Expand SIS funding eligibility for adaptation or retrofit of existing infrastructure. Examples include hardening facilities, enhancing seawalls, and providing sheltering capabilities at SIS hubs, such as airports for stranded evacuees.

Expand the definition of capacity on the SIS to include increasing redundancy or providing alternatives to vulnerable infrastructure, using a systemwide approach. The emphasis will be on improving the ability of the SIS to retain its function despite potential impacts from an event. Examples may include identifying two SIS connectors to the same facility or relocating a SIS facility to a less vulnerable area.



Planning and Collaboration

Expand collaboration with MPOs, RPCs, water management districts, local governments, regional resilience collaboratives, and industry on resilience strategies. Collaboration across functions and jurisdictions supports resilience at all levels. For example, collaboration on stormwater management can address transportation infrastructure and community development, especially as Florida's population continues to grow.

Strengthen coordination with other state agencies to leverage programs and funding to enhance resiliency. This approach requires ongoing coordination to address transportation as well as land use, environmental, social, and community needs.

Working with other state and federal agencies will allow funds from a variety of sources to be used for resilience needs. For example, creating a natural shoreline increases community protection and resilience of nearby roadways. FDOT will maintain and implement a SIS Resilience Action Plan to address these opportunities.



TECHNOLOGY AND INNOVATION

Leveraging new technologies and business models to improve the overall performance of the SIS network

Automated, Connected, Electric, and Shared Vehicles (ACES) are projected to become a significant part of Florida's transportation system over the next 20 years. The SIS must adapt to capitalize on the expected safety and mobility benefits of ACES. By 2040, autonomous vehicles (AV) could represent the majority of the vehicles on the road, while EVs could make up more than one-third of all automobiles on the road and ridesharing with Transportation Network Companies (TNC) could be the preferred choice for 35 percent of all daily trips. These shifts will result in a significantly different transportation network than today.

As a result, FDOT is moving aggressively to prepare for the impacts of ACES. The Connected and Automated Vehicles (CAV) Program is rapidly transitioning from research, development, and pilot projects to full scale implementation. The recently completed *Electric Vehicle Infrastructure Master Plan* established a path forward to develop EV charging station infrastructure along Florida's highways. As of 2018, there were 363 micromobility options in Florida. This number is anticipated to grow over the coming years to provide connections for urban area residents.

To keep pace with advancements in ACES technology, FDOT has conducted the *Preparing SIS for AV/CV and Other Emerging Technologies Study* to accommodate emerging transportation technology as part of the overall system plan and the needs assessment (per F.S. 339.64). In addition, the SIS is supporting the Vital Few initiative by focusing on improving safety, enhancing mobility, and inspiring innovation to create and deliver a reliable and congestion free multimodal transportation system that moves people and goods faster, safer, and cleaner than imaginable, through integrated mobility solutions. With advancements in technology, the SIS is on the cutting edge of revolutionizing capacity to include technological solutions for the next generation of transportation users.

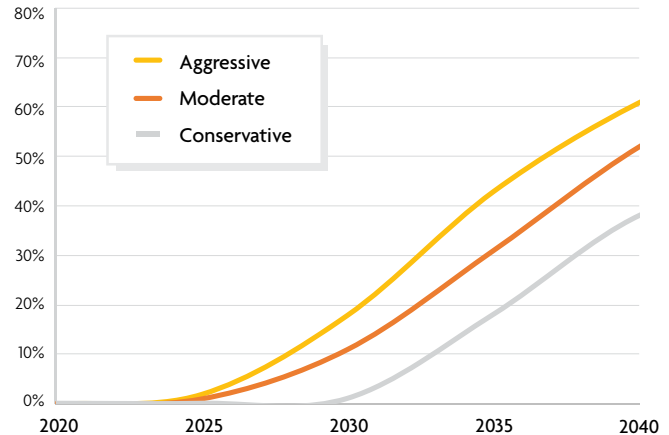


Figure 5: Projected Connected and Automated Vehicle Adoption Rate

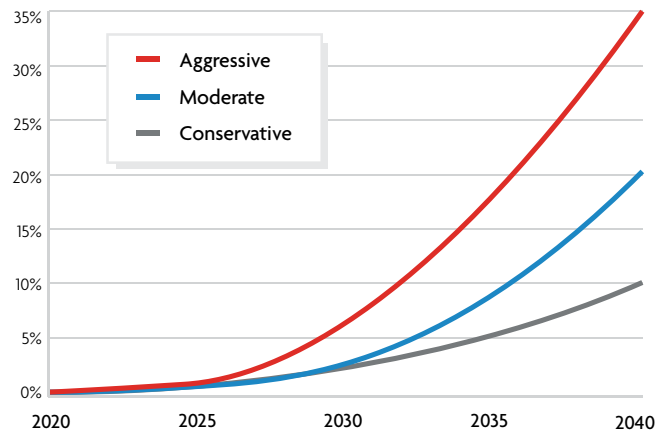


Figure 6 Projected Electric Vehicle Adoption Rate

SIS Policy Changes



Designation

No recommended changes



Needs and Priorities

Expand the definition of SIS capacity projects to include technology solutions for improving the safety, efficiency, and reliability of all SIS facilities.

Expand funding eligibility for technology infrastructure such as smart signals, roadside units and location reference markers for connected vehicles, broadband for transportation purposes, special use lanes for autonomous vehicles, and associated right-of-way, property, curb, and other asset management.

Provide more flexibility for emerging mobility solutions, such as “quick response” initiatives, to encourage innovation and development of cost-effective solutions that can be implemented in a short time period and may have a long-term impact on the system.



Planning and Collaboration

Expand internal and external partnerships with technology providers, manufacturers, research and development institutions, and smart city/region initiatives to identify and implement technology and emerging mobility programs and projects.



URBAN MOBILITY AND CONNECTIVITY

Improving interregional and regional travel in urban areas

The SIS is designed to encompass the largest and most strategic transportation facilities throughout Florida, connecting regions that include both urban and rural areas. There are 30 urbanized areas in the state, ranging from Miami, with more than 6 million residents to Titusville, with about 60,000. These areas have different demographics, economic drivers, environmental resources, and transportation connections and issues.

Urban areas throughout Florida struggle with effectively and efficiently moving both people and goods. The state continues to grow and welcome well over 100 million visitors a year, and as such, there continues to be a tremendous strain on urban areas to expand or even maintain their transportation systems.

Congestion can impede both regional and interregional trips, particularly in urban areas where there are limited options for adding capacity to SIS corridors and few modal alternatives, either for through trips or for local and regional trips that currently use the SIS. Traditional capacity improvements often are challenging in urban areas. This is due to the cost and availability of right-of-way and in some instances the need for structural design and engineering solutions to accommodate the urban environment and the potential impact on existing development. In these instances, FDOT will investigate alternative capacity solutions by refocusing the capacity on the throughput of people and goods instead of on vehicular throughput, while creating opportunities for modal choice. This is best accomplished through holistic planning approaches now and well into the future.

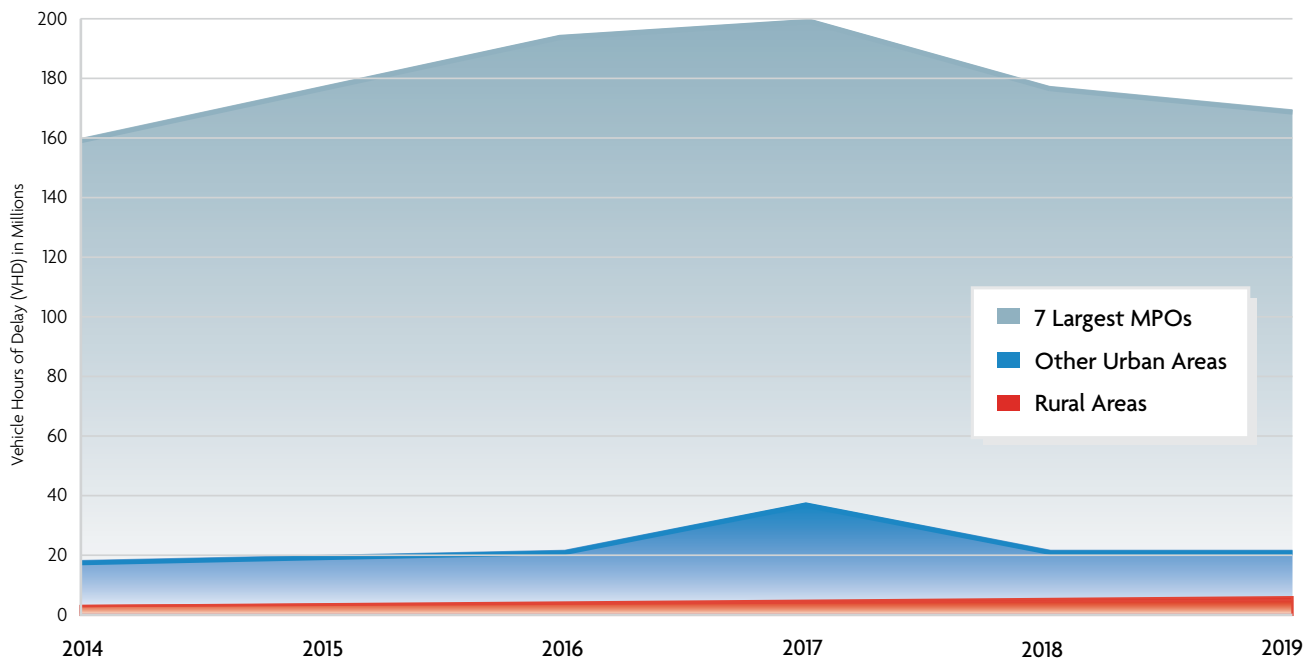


Figure 7: SIS Delay Focused in the Largest MPOs

SIS Policy Changes



Designation

Clarify definition of interregional for designation purposes. Designation will continue to be based on urban area and Rural Areas of Opportunity definitions, as adjusted over time.



Needs and Priorities

Redefine SIS capacity projects to include mobility and reliability improvements.

Provide flexibility for emerging mobility solutions involving new technology or business models.

Balance statewide/interregional and regional/local needs and expand multimodal travel options both within and between regions.

Provide flexibility for use of SIS funds off-SIS to improve performance of the SIS.



Planning and Collaboration

Strengthen coordination with MPOs and local governments on solutions to support end-to-end trips.

Work with MPOs, local governments, and other partners to **develop and implement multimodal system and corridor plans** that provide integrated solutions for short- and long-term needs involving both SIS and non-SIS facilities.

Improve coordination between SIS investments and local land use decisions through integrated planning and coordinated timelines, such as encouraging mixed-use development to support transit-oriented development.

Work with MPOs to **segment larger highway or transit corridor projects** to facilitate funding and accomplish both statewide and regional priorities.

Work with transit providers to better **leverage available state, federal, and local funding sources** to advance transit projects on SIS facilities or in support of the SIS.



RURAL MOBILITY AND CONNECTIVITY

Improving interregional and regional travel in rural areas

The vast majority of Florida's land is in rural areas outside of defined urban areas. These range from agricultural communities to recreational areas and from small towns and villages to smaller cities that serve as regional business centers. Florida's rural areas support the state's large agricultural, forest products, and mining industries. Some rural areas are critical locations for manufacturing and distribution; others support growing industries such as health services and ecotourism. Florida's rural areas also offer a key living choice for about 10 percent of the state's population.

The SIS plays a critical role in providing connectivity within rural areas and between rural areas and urban areas in Florida, as well as between rural areas and other states and countries. SIS designation explicitly considers connectivity to the areas designated by the Governor as Rural Areas of Opportunity. In many rural areas, the SIS highway corridors also function as the primary regional transportation network, accommodating local commuting, shopping, and social trips as well as longer-distance freight and visitor flows. Rural SIS highway corridors also provide connections between Florida's urban areas and support emergency evacuation and response statewide. More than one out of every five daily VMT on the SIS is in a rural area, including trips that begin and end in urban areas. SIS VMT increased 31 percent between 2014 and 2019.

Many of the rural SIS corridors were not designed for today's level of traffic or for significant truck flows. Some corridors require additional physical capacity, while others could benefit from more efficient operations or smaller-scale enhancements such as passing lanes, shoulders, or intersection improvements. Legislation enacted in 2021 placed additional emphasis on upgrading existing arterial highways to controlled access facilities, as well as widening of existing two-lane arterial rural roads with at least 15 percent truck traffic to four lanes. These types of strategies could help ensure mobility for freight and through traffic in key rural areas, particularly along corridors that serve as the sole point of connection to communities or economic activity centers.

Many of Florida's rural areas have few alternatives to highway travel for local, regional, or long-distance trips. Freight rail and intercity passenger rail or bus are options in some rural areas, but for the most part, rural residents and businesses rely on airports, seaports, and freight and passenger terminals in urban areas. SIS planning in rural areas will continue to consider the importance of these connections, as well as opportunities for using broadband and other technologies as alternatives to travel.

Florida's rural areas contain a wide range of unique community and environmental resources. Some rural areas envision significant growth in population or economic activities, while others prefer to maintain their rural character. SIS implementation must respect and work toward regional and community visions in rural Florida, including stronger coordination with land use, environmental stewardship, and economic development decisions.

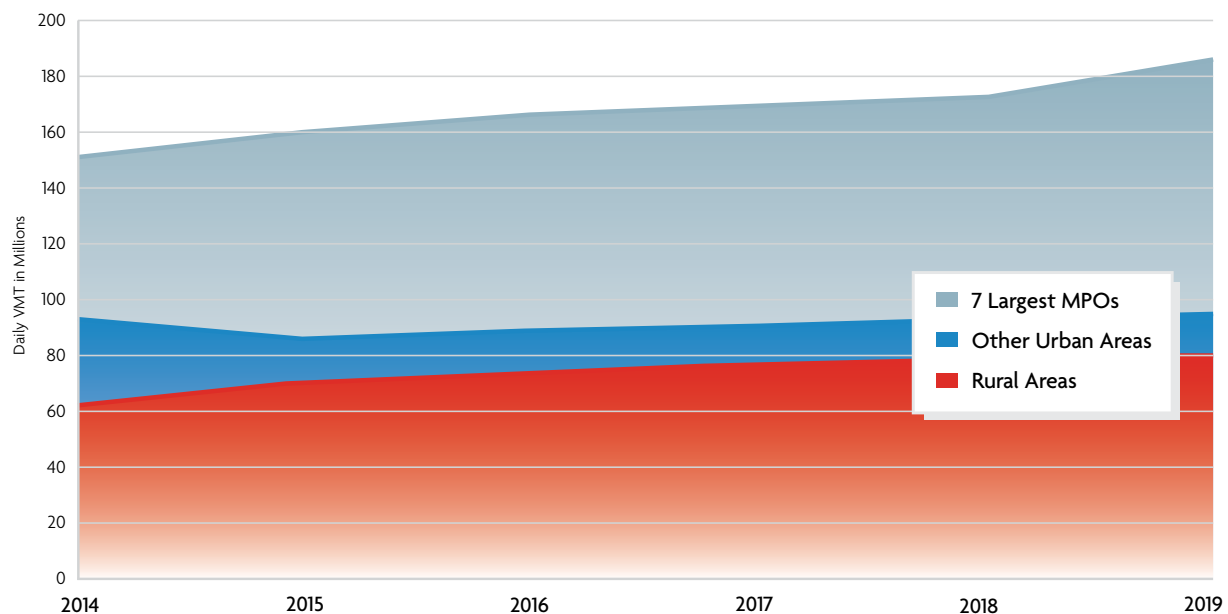


Figure 8: VMT Growth on the SIS in Largest MPOs, Other Urban Areas, and Rural Areas

SIS Policy Changes



Designation

Reassess SIS highway criteria to reflect the statutory emphasis on controlled access facilities including changes identified by the 2021 Legislature.

Align designation of SIS facilities with the National Highway System (NHS), National Highway Freight Network (NHFN), Strategic Highway Network (STRAHNET), routes of significance, and emergency evacuation corridors where feasible.

Consider community context and vision in the community and environmental process, for example, review regional and comprehensive plans prior to designation of a facility.



Needs and Priorities

Redefine capacity to include rural mobility/connectivity improvements, including smaller-scale projects, such as turning or passing lanes, or intersection improvements to enable rural corridors to function during major disruptions. Allow for improvements to regional and local facilities to support the SIS through enhanced mobility and connectivity.

Expand funding eligibility for operational and technology solutions for improved connectivity (e.g., rural transportation systems management and operations (TSM&O), broadband).

Improve connectivity to rural activity centers.



Planning and Collaboration

Develop and implement regional/corridor planning processes addressing both SIS and non-SIS facilities.

Improve coordination between SIS investments and local land use decisions through integrated planning and coordinated timelines.

Strengthen collaboration with local governments on how rural connectivity improvements can support economic, community, and environmental goals.

IMPLEMENTATION

The SIS Policy Plan establishes the policy framework for planning and managing the SIS over the next five years. FDOT will work with MPOs, local governments, modal operators, and other partners to implement this Policy Plan, with emphasis on the following topics:

- **Designation criteria and policies:** FDOT, with input from partners and the public, will evaluate and update, as applicable, the criteria and thresholds used to designate facilities as a part of the SIS to reflect the objectives and policies identified in this plan.
- **Needs and prioritization policies:** FDOT will adapt its guidance and processes for identifying, evaluating, and setting priorities among potential investment needs consistent with the policies identified in this plan. FDOT anticipates conducting a small number of pilot initiatives, in collaboration with MPOs and local governments, to refine new policies for implementation during the next few years. FDOT will also enhance partner education and awareness of these policies and provide guidance on how these identified policies can be implemented in the context of specific projects.
- **Planning and collaboration policies:** FDOT will collaborate with partners to implement the policies identified in this plan. This will include a more proactive, integrated long-range approach to developing solutions for statewide/interregional and regional/local mobility and connectivity needs.

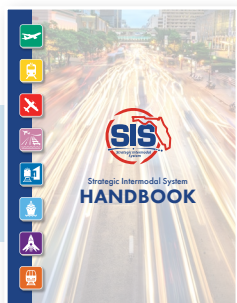
FDOT will continue to implement all statutory requirements related to SIS planning by updating and maintaining the full family of SIS guidance and planning documents consistent with the SIS Policy Plan, including:



SIS First Five Year Plan



SIS Second Five Year Plan



SIS Handbook



Adopted Designation Criteria



FDOT's Systems Implementation Office will lead these implementation activities, including supporting activities to:

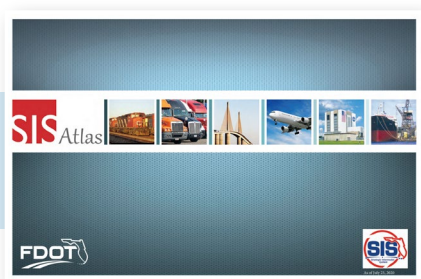
- Continue collaboration with transportation partners regarding SIS planning and implementation issues;
- Maintain maps, lists, brochures, and other public information materials related to the SIS;
- Update FDOT procedures, handbooks, and other guidance documents;
- Provide training as needed for FDOT staff and transportation partners to implement new policies;
- Monitor progress in implementation of this Plan, including monitoring and reporting on performance measures for the SIS consistent with other state and federal performance measures; and
- Prepare for the next comprehensive update of the SIS Policy Plan.



SIS Cost Feasible Plan



SIS Multimodal Unfunded Needs Plan



SIS Atlas



Funding Eligibility Guidance

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GLOSSARY

Capacity – Throughput of people and freight on a facility.

Commercial Service Airport – An airport receiving scheduled passenger service and having 2,500 or more enplaned passengers per year. FDOT only designates primary commercial service airports, or those that have over 10,000 annual enplanements.

Community – A physical or cultural grouping of stakeholders with common interests created by shared proximity or use. Community can be defined at various levels within a larger context (e.g., neighborhood, city, metropolitan area, or region).

Congestion – A condition in which traffic demand is sufficient to cause the level of service to be at or below adopted standards.

Connector, SIS – Highways, passenger and freight rail lines, urban fixed guideway transit, or waterways linking hubs to corridors, linking hubs to other hubs, or linking corridors to major military facilities.

Coordination – The comparison of plans, programs, and schedules of one agency with related plans, programs, and schedules of other agencies or entities with legal standing, and adjustment of plans, programs, and schedules to achieve general consistency.

Corridors, SIS – Highways, passenger and freight rail lines, urban fixed guideway transit, and waterways connecting regions within Florida or connecting Florida and other states or nations. Also see **Transportation Corridor**.

Cost Feasible Plan – A phased plan of transportation improvements based on (and constrained by) estimates of future revenues.

Designation – The process of identifying hubs, corridors, and connectors meeting the criteria established to be a part of the SIS.

Destination – The point in a trip where travel ends.

Economic Competitiveness – A state or region's ability to compete in regional, national, and global markets, as evidenced in the attraction of new businesses and the expansion of existing businesses.

Economic Regions – Regions that are defined by commuting patterns, supply chains, and other business-to-business relationships rather than by political boundaries or natural systems.

Emerging SIS – A term formally used to describe facilities and services of statewide or interregional significance meeting lower levels of people and goods movement than other SIS facilities. The criteria for Emerging SIS designation were replaced by Strategic Growth designation in the 2018 SIS Policy Plan update.

Enplanements – Total number of commercial and charter air passengers boarding an airplane.

Extreme Heat – A period of excessively hot temperatures, typically measured as the number of days over a threshold such as 100°F.

FDOT – Florida Department of Transportation.

Florida Transportation Plan (FTP) – A statewide plan defining Florida's long-range transportation goals and objectives for at least the next 20 years.

General Aviation Airport – An airport that serves corporate aviation, flight schools, air charter operations, light cargo, or private pilots flying for business or recreation.

Hub, SIS – Ports and terminals moving goods or people between Florida regions or between Florida and other origin/destination markets in the United States and the rest of the world.

Hub-to-Hub Connector – A connector allowing for transfers between modes and connecting two hubs, such as transit facilities connecting airports with intermodal passenger terminals or major cruise passenger seaports.

Impacts – The effects of a transportation project, including direct (primary) effects, indirect (secondary) effects, and cumulative effects.

Intercity – Relating to the connection between any two or more cities. Such connections may be within a region (see **Intraregional**) or between two regions if the cities are in different regions (see **Interregional**).

Intermodal – Relating to the connection between any two or more modes of transportation.

Intermodal Connector – See Connector.

Intermodal Logistics Center – A facility or group of facilities serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport where activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by conveyance or shipping through one or more seaports as defined by Section 311.101(2), F.S.

Interregional – Relating to the connection between any two or more regions.

Intraregional – Relating to movement or connections within the same region.

Metropolitan Planning Organization and Transportation Planning Organization (MPO and TPO) – An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state and public transportation operators, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the development of transportation plans and programs and the coordination of transportation planning and funding decisions.

Military Access Facility (MAF) – Intermodal connector designation (highways, rail lines, waterways, and other exclusive use facilities) linking key strategic military installations to the closest and most appropriate SIS corridor.

Mobility – The movement of people and goods.

Mode – Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger, and freight), transit, space, and water.

MPO Advisory Committee (MPOAC) - A statewide transportation planning and policy organization created by the Florida Legislature pursuant to Section 339.175(11), Florida Statutes, to augment the role of individual MPOs in the cooperative transportation planning process. The MPOAC assists MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion.

Multimodal – More than one travel mode potentially including auto, bicycle, bus, pedestrian, aviation, rail, seaports, and transit.

Need – A demand for a mobility improvement identified on the basis of accepted and adopted standards and other assumptions (e.g., land use) and documented in a formal long-range or master plan.

Objective – A long-term (20-25 years) general outcome that is achievable, measureable, and marks progress toward a goal.

Origin – The point in a trip where travel begins.

Partners, Transportation – Parties with interests in transportation facilities and services, including the public, local governments, MPOs, public and private sector users and providers, Native American Nations, FDOT, and other federal and state agencies.

Project – A specific proposed transportation facility or service listed in an adopted Work Program, Cost Feasible Plan, or Unfunded Needs Plan.

Public Seaport – A seaport defined in Chapters 311 and 403 of the Florida Statutes. Florida's public seaports handle most of the marine cargo passing into and out of the state.

Quality of Life – All of the characteristics of an area's living conditions, including such things as housing, education, transportation infrastructure, leisure time offerings, climate, employment opportunities, medical and health care infrastructure, and environmental resources.

Redundancy – Duplication of critical components or functions of a system with the intention of increasing reliability of the system, usually in the case of a backup or fail-safe.

Regional Planning Council (RPC) – A quasi-governmental organization that is designated by Florida law to address problems and plan solutions that are of greater-than-local concern or scope, and are to be recognized by local governments as one of the means to provide input into state policy development.

Reliability – The percent of trips that meet a predetermined performance standard for time or speed.

Rural Areas of Opportunity (RAO) – Rural communities, or a region composed of rural communities, that have been adversely affected by extraordinary economic events or natural disasters.

State Highway System (SHS) – A network of approximately 12,000 miles of highways owned and maintained by the State of Florida or state-created authorities. Major elements include Interstate highways, Florida's Turnpike System, other toll facilities operated by transportation authorities, and arterial highways.

Storm Surge – The rising of water associated with a storm, oftentimes a hurricane or tropical storm.

Strategic – Highly important to or an integral part of a long-term plan of action.

Strategic Intermodal System (SIS) – Florida's high priority transportation network composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

System – Individual facilities, services, forms of transportation (modes), and connectors combined into a single integrated transportation network.

Transit – Mass transportation by bus, rail, or other conveyance providing general or special services to the public on a regular and continuing basis. Transit does not include school buses, charter services, or sightseeing services.

Transportation Corridor – Any land area designated by the state, a county, or a municipality which is between two geographic points, and which is used or is suitable for the movement of people and goods by one or more modes of transportation, including areas necessary for management of access and securing applicable approvals and permits. Transportation corridors shall contain, but are not limited to, the following: a) existing publicly owned rights-of-way; b) all property or property interests necessary for future transportation facilities, including rights of access to air, view, and light, whether public or private, for the purpose of securing and utilizing future transportation right-of-way, including but not limited to, any lands reasonably necessary now or in the future for securing applicable approvals and permits, borrow pits, drainage ditches, water retention areas, rest areas, replacement access for landowners whose access could be impaired due to the construction of a future facility, and replacement right-of-way for relocation of rail and utility facilities.

Urban Fixed Guideway Transit – A form of transit consisting of vehicles operating only on a guideway constructed for a specific purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley coaches, and ferryboats as “fixed guideway transit.”

Urbanized Areas – Defined by the U.S. Census as a densely settled territory which has a minimum residential population of at least 50,000 people and generally an overall population density of at least 1,000 people per square mile of land area.

Vital Few – A strategic initiative of FDOT encompassing four priority areas essential to achieving the agency's vision and mission: improve safety, enhance mobility, inspire innovation, and foster talent.

Work Program – The five-year listing of all transportation projects planned for each fiscal year by FDOT, as adjusted for the legislatively approved budget for the first year of the program.

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