Strategic Intermodal System

presented by
Chris Edmonston, Systems Planning Office

October 18, 2017
Agenda

• Introduction
• Background
• Current SIS Structure
• SIS Multimodal Unfunded Needs Plan
• SIS Funding Strategy – CFP, 2nd Five Year Plan, 1st Five Year Plan
• SIS Implementation and Prioritization Process
• Q & A
• **SIS established in 2003**
  
  – Enhance Florida’s economic competitiveness
  
  – Focus resources on facilities most critical for statewide and interregional travel
  
  – Initial SIS designation criteria

• **SIS facilities**
  
  – Two system components: SIS facilities, Emerging SIS facilities
  
  – Types of facilities: hubs, corridors, connectors
  
  – Comprise state’s largest and most strategic air, space, water, rail, transit and highway facilities
  
  – Primary means for moving people and freight
Brief History of the SIS

- 2000 – Initial call for development of the SIS
- 2002 – 41-member Steering Committee defines policy framework
- 2003 – Governor and Legislature establish the SIS and authorize designation of initial facilities as proposed
- 2004 – Governor and Legislature enact framework for funding future SIS improvements; first projects funded
- 2005 – Governor and Legislature provide recurring funding for SIS projects; first SIS Strategic Plan adopted
- 2010 – SIS Strategic Plan updated
- 2016 – SIS Policy Plan updated
Why Was the SIS Created?

- Help meet growing demand for moving people and freight
- Link Florida’s economic regions
- Enhance Florida’s competitiveness as a global trade hub
- Make strategic choices for transportation investments within financial constraints
SIS Facilities Serve:

- 54 percent of all traffic and 70 percent of all truck traffic on the State Highway System although the highway portion of the SIS represents only 3 percent of the total road mileage in the state;
- More than 99 percent of all airport passengers enplanements in Florida, and 99 percent of originating and terminating air cargo tonnage;
- 99 percent of all waterborne freight tonnage and virtually all home-port cruise passengers;
- 89 percent of interregional rail and bus passengers;
- Nearly all freight moving via rail; and,
- All waterborne freight on coastal and intracoastal shipping routes and 66% of waterborne freight on inland interregional waterways.
Total SIS Designations

- SIS Airports: 20
- SIS Spaceports: 2*
- SIS Seaports: 12*
- SIS Intermodal Logistic Center: 1*
- SIS Freight Terminals: 8*
- SIS Passenger Terminals: 20*
- SIS Urban Fixed Guideway Stations: 36*
- SIS Highway Miles: 4881*
- SIS Railroad Miles: 2325*
- SIS Waterway Miles: 1986*

*Planned Add facilities included.
How SIS Designation Has Changed

• New Facility Types Created Since 2003
  – Legislative Mandates
    • Military Access Facilities (MAF) - 2003
    • General Aviation Airports - 2007
    • Intermodal Logistics Centers (ILCs) - 2012
  – SIS Plan Updates
    • Urban Fixed Guideway Transit Corridors and Terminals - 2010
    • Hub-to-hub Connectors - 2010
## How SIS Designation Has Changed

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>2004</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Service Airports</td>
<td>16</td>
<td>18</td>
</tr>
<tr>
<td>General Aviation Airports</td>
<td>N/A</td>
<td>2</td>
</tr>
<tr>
<td>Spaceports</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Seaports</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>Interregional Passenger Terminals</td>
<td>32</td>
<td>20</td>
</tr>
<tr>
<td>Freight Rail Terminals</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>Urban Fixed Guideway Terminals</td>
<td>N/A</td>
<td>36</td>
</tr>
<tr>
<td>Intermodal Logistics Centers</td>
<td>N/A</td>
<td>1</td>
</tr>
<tr>
<td>Highway Corridors</td>
<td>4,200 miles</td>
<td>4,396 miles</td>
</tr>
<tr>
<td>Intermodal Connectors</td>
<td>~245 miles</td>
<td>257 miles</td>
</tr>
<tr>
<td>Military Access Facility</td>
<td>N/A</td>
<td>48 miles</td>
</tr>
<tr>
<td>Rail Corridor</td>
<td>1,940 miles</td>
<td>2,090 miles</td>
</tr>
<tr>
<td>Intermodal Connectors</td>
<td>~136 miles</td>
<td>235 miles</td>
</tr>
<tr>
<td>Waterway Corridor</td>
<td>1,210 miles</td>
<td>1,930 miles</td>
</tr>
<tr>
<td>Intermodal Connectors</td>
<td>~160 miles</td>
<td>56 miles</td>
</tr>
</tbody>
</table>
Florida Transportation Plan and SIS Policy Plan

Coordination with local partners and MPOs
District Level Priorities

Highway (Systems Training Office)
Rail (Rail Office)
Seaport (Seaport Office)
Aviation (Aviation Office)
Transit (Transit Office)
Spaceports (Aviation Office)

Statewide Priorities by Mode
Highway
Rail
Seaport
Aviation
Transit
Spaceports

Statewide Evaluation Across Modes

SIS Funding Strategy
(SIS First Five Year Plan, SIS Second Five Year Plan, Cost Feasible Plan)
SIS Funding Plans

- Multimodal Unfunded Needs Plan (MMUNP)
- 2nd Five Year Plan
- Adopted SIS Work Program (1st Five)
- Long-Range Cost Feasible Plan (CFP)
### 2045 SIS Unfunded Needs Plan
#### Project Cost Summary – By Mode

<table>
<thead>
<tr>
<th>Mode</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aviation</td>
<td>$ 989 Million</td>
</tr>
<tr>
<td>Highway</td>
<td>$64.309 Billion</td>
</tr>
<tr>
<td>Seaport</td>
<td>$6.616 Billion</td>
</tr>
<tr>
<td>Spaceport</td>
<td>$1.007 Billion</td>
</tr>
<tr>
<td>Transit</td>
<td>$21.838 Billion</td>
</tr>
<tr>
<td>Rail</td>
<td>$12.220 Billion</td>
</tr>
</tbody>
</table>

**Total Unfunded Needs**  -$106.98 Billion
Long-Range Cost Feasible Plan (2013)

- **CFP Investments Statewide:**
  - District Managed Funds- $3.57 billion
  - State Managed Funds - $6.84 billion
  - Other Funds - $3.38 billion

- **Phasing breakdown:**
  - PD&E - $30.46 million
  - PE - $695.9 million
  - ROW - $2.82 billion
  - CON - $10.95 billion
Second Five Year Plan Highway

- $9.7 billion in SIS highway:
  - $7.2 billion State managed
  - $2.5 billion District managed

- Phasing breakdown:
  - PD&E $ 24 million
  - PE $ 182 million
  - ENV $ 5 million
  - ROW $ 378 million
  - CON $ 9.1 billion
• **$13.8 billion in SIS highway:**
  – $8.3 billion State managed
  – $5.5 billion District managed

• **Phasing breakdown:**
  – PD&E  $  59 million
  – PE    $  457 million
  – ENV   $  53 million
  – ROW   $  2.0 billion
  – CON   $ 11.3 billion
MPO/District Priorities
Consideration of Critical Issues
Available Funding vs. Project Costs
Production Schedule
Continuation of Project Phasing
System Connectivity
SIT and Other Analysis Tools
Senior Management/Executive Guidance
• **New SIS Structure**
  - SIS
  - Strategic Growth
  - Freight Hubs

• **Timeline**
  - December 2017-Designation structure and Review
  - December 2018 – Funding Eligibility and Project Prioritization
QUESTIONS?