The value of Florida’s imports and exports has increased significantly since the designation of the SIS in 2003. FDOT is making SIS investments that reflect the evolution of air, water and space transportation to accommodate new technologies for moving people and cargo, and related changes in types of hubs.

The SIS continues to help FDOT focus significant attention and resources on the state’s most strategic transportation facilities.

Of the $13.6 billion programmed for SIS capacity funding in the current Work Program covering 2015 to 2019, $12.1 billion has been programmed for highway improvements, $691 million for aviation and spaceports, $312 million for seaports, $129 million for rail, $216 million for Transit New Starts, and $154 million for intermodal capacity improvements.

The Department has developed a return on investment methodology to analyze the full set of benefits and costs associated with projects and better inform transportation investment decisions. A number of strategies to apply this methodology are being tested, including a pilot collaboration with a Preliminary Design and Engineering study.

The SIS is the primary focus for ensuring a strong link between economic competitiveness and transportation. FDOT committed 68 percent of its programmed funding for SIS projects for 2015.
The Strategic Intermodal System (SIS) is a high-priority network of transportation facilities critical to Florida’s economic competitiveness and quality of life. The SIS comprises the state’s largest and most strategic transportation facilities, including major air, space, water, rail, and highway facilities. The SIS facilities are the primary means for moving people and freight between Florida’s diverse regions, as well as between Florida and other states and nations. The SIS is Florida’s highest statewide priority for transportation capacity improvements. These measures indicate how well the SIS is meeting the mobility needs of the state.

**Accessibility**

Intermodal connectivity is vital for the efficient movement of people and goods. The vast majority of SIS intermodal connector roads are performing at an acceptable level of service.

**Quality**

In 2013, approximately 85 percent of the SHS and 79 percent of the SIS during the peak hour met or exceeded acceptable level of service (LOS) criteria. LOS provides a measure for evaluating roadway performance by relating travel demand to roadway capacity. Various LOS grades are established along with thresholds that provide a basic standard of acceptability. Delay is important because it equates to cost, in time and money, for individuals and businesses.

**Utilization**

Florida has also experienced a marked reduction in severe peak hour congestion on the SHS and on the SIS, beginning in 2008.
**ECONOMIC IMPORTANCE OF STRATEGIC INTERMODAL SYSTEM**

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