



2010 SIS Strategic Plan: Changes to Designation Criteria and Thresholds

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The designation framework set forth in the 2005 SIS Strategic Plan will continue in the 2010, with adjustments to ensure the SIS continues to focus on those facilities of greatest strategic value to Florida's economy. This document identifies the changes in designation criteria and thresholds adopted as part of the 2010 SIS Strategic Plan, as well as changes under review to be considered as part of the 2010 SIS Data and Designation Review or other aspects of the 2010 SIS Strategic Plan implementation. For those criteria changes adopted as part of this plan, detailed data sources, methodologies, and other supporting information will be documented as part of the 2010 SIS Data and Designation Review.

Airports

The minimum size criteria and thresholds for Commercial Service Airports or General Aviation Reliever Airports are not changed at this time. FDOT will monitor changing technologies and operations in the aviation industry to determine whether future criteria or threshold changes are needed to serve this mode.

Spaceports

The minimum size criteria and thresholds for Spaceports are not changed at this time. However, FDOT will work in consultation with Space Florida and other partners to develop criteria and thresholds for designating Emerging SIS spaceports. Criteria and thresholds development will be coordinated with Space Florida's 2010 Spaceport Master Plan.

Deepwater Seaports

The minimum size criteria and thresholds for seaports related to freight tonnage and container volume are not changed at this time. However, the threshold for home-port cruise passenger volume has increased to more closely reflect activities at a seaport hosting at least two major cruise ships on a year-round basis, as shown in Table 1.

Table 1. Changes in Minimum Size Thresholds for SIS and Emerging SIS Seaports

Criterion	Previous Threshold	Updated Threshold
Home-port cruise passenger volume	SIS - 250,000 passengers per year Emerging SIS - 50,000 passengers per year and > 50 miles driving distance to nearest SIS seaport	SIS - 500,000 passengers per year Emerging SIS - 250,000 passengers per year and > 50 miles driving distance to nearest SIS seaport

Interregional Passenger Terminals

The minimum size thresholds for interregional rail, bus, and multimodal terminals have changed to use activity measures reflecting national and industry standards. The updated thresholds are identified in Table 2.

Table 2. Changes in Minimum Size Thresholds for SIS and Emerging SIS Passenger Terminals

Criterion	Previous Threshold	Updated Threshold
Passenger volume (interregional or interstate bus terminals); or	SIS - 100,000 passengers per year Emerging SIS - 50,000 passengers per year and > 50 miles driving distance to nearest SIS passenger terminal	SIS - 0.25% of U.S. total interregional bus passengers per year (floor of 100,000 passengers per year) Emerging SIS - 0.125% of U.S. total interregional bus passengers per year (floor of 50,000 passengers per year) and > 50 miles driving distance to nearest SIS passenger terminal designated based on bus ridership
Passenger volume (interregional or interstate rail terminals) ; or	SIS - 100,000 passengers per year Emerging SIS - 50,000 passengers per year and > 50 miles driving distance to nearest SIS passenger terminal	SIS - 0.25% of U.S. total interregional rail passengers per year (floor of 100,000 passengers per year) Emerging SIS - 0.125% of U.S. total interregional rail passengers (floor of 50,000 passengers per year) and > 50 miles driving distance to nearest SIS passenger terminal designated based on rail ridership
Passenger volume (multimodal terminals providing interregional or interstate service)	SIS - 100,000 passengers per year Emerging SIS - 50,000 passengers per year and > 50 miles driving distance to nearest SIS passenger terminal	SIS - 0.25% of U.S. total interregional rail or bus passengers per year (floor of 100,000 passengers per year) Emerging SIS - 0.125% of U.S. total interregional rail or bus passengers (floor of 50,000 passengers per year) and > 50 miles driving distance to nearest SIS passenger terminal



Urban Fixed Guideway Transit Corridors and Terminals

A new category of criteria and thresholds is created for urban fixed guideway transit corridors and terminals, such as commuter rail, heavy rail, light rail, and bus rapid transit. Criteria and thresholds are created for designation of SIS corridors and for designation of selected stations as SIS hubs. Table 3 lists the new criteria and thresholds.

Table 3. Addition of Criteria and Thresholds for SIS Urban Fixed Guideway Transit Corridors and Terminals

New Criteria	Previous Threshold	New Threshold
Urban fixed guideway transit corridors and all stations	None	Urban fixed guideway transit corridors connecting multiple urbanized area counties and serving a regionally significant facility within a single economic region ¹
Urban fixed guideway terminals	SIS - 100,000 passengers per year Emerging SIS - 50,000 passengers per year <i>(previously designated using criteria for interregional or interstate passenger terminals listed in Table 2)</i>	All qualifying urban fixed guideway system stations will be included in corridor designation. Stations will be treated as hubs if they meet one or more of the following criteria: <ul style="list-style-type: none"> • Are located at or near the termini of the urban fixed guideway corridor • Serve a SIS airport, seaport, or spaceport • Are integrated with other passenger rail or bus systems providing connections to other regions or states

¹ FDOT will apply the criteria to individual transit corridors rather than entire regional transit systems. Proposed corridors also will be subject to the adopted criteria and thresholds. If a corridor is proposed for development in segments of independent utility, the individual segments may be evaluated in the context of the ultimate corridor.

Busways, Truckways, and Transit Facilities

The criteria and thresholds for exclusive-use busways and transit facilities are deleted because they are superseded by the addition of criteria and thresholds for urban fixed guideway transit corridors and terminals as shown in Table 3. The criteria and thresholds for exclusive-use truckway facilities will be assessed as part of the reevaluation of Highway Corridor criteria and thresholds (see page 5).

Freight Rail Terminals

The minimum size criteria and thresholds for carload freight rail terminals are not changed at this time. However, the thresholds for intermodal freight rail terminals have changed to reflect industry standards for how freight cargo is assessed at these stations. These changes are shown in Table 4. Further review is underway to determine any additional changes needed to reflect industry standards for assessing the function of the entire freight rail system. This assessment will be conducted in the 2010 SIS Data and Designation Review.

Table 4. Changes in Minimum Size Criteria and Thresholds for SIS and Emerging SIS Intermodal Freight Rail Terminals

Criterion	Previous Threshold	Updated Threshold
Intermodal Rail Freight Volume	SIS - 0.25% of U.S. total (as measured in <u>tons per year</u>) Emerging SIS - 0.05% of U.S. total (as measured in <u>tons per year</u>) and > 50 miles driving distance to nearest SIS intermodal rail freight terminal	SIS - 0.25% of U.S. total (as measured in <u>units per year</u>) Emerging SIS - 0.05% of U.S. total (as measured in <u>units per year</u>) and > 50 miles driving distance to nearest SIS intermodal rail freight terminal

Freight Rail Corridors

Criteria and thresholds for freight rail corridors will be assessed further in the 2010 SIS Data and Designation Review to determine the appropriate measure to reflect industry standards for assessing the function of these corridors.

Waterway Corridors

The minimum size criteria and thresholds for Waterways are not changed at this time. FDOT will monitor changing technologies and operations in the marine industry to determine whether future criterion or threshold changes are needed to serve this mode.

Highway Corridors

FDOT is reviewing the implications of sunsetting² the Florida Intrastate Highway System (FIHS) as a separate statewide highway network to simplify the planning process. FIHS designation is currently required prior to SIS designation for most types of highway corridors. Therefore, FDOT is working with partners to develop new criteria and thresholds to evaluate future changes to the SIS highway network in the absence of the FIHS. These new criteria and thresholds will be documented in the 2010 SIS Data and Designation Review and will consider factors such as the primary function of proposed SIS highways, connectivity to urbanized areas and rural employment centers, and traffic and truck volumes.

Economic Connectivity Criteria and Thresholds

The economic connectivity criteria and thresholds for each mode are under review. FDOT is working to refine the criteria and thresholds for economic connectivity to implement a more quantitative approach for assessing economic connectivity needs. The refinement and application of these criteria and thresholds will be documented in the 2010 SIS Data and Designation Review.

Intermodal Connectors

The criteria for designating intermodal connectors are under review. Consistent with the 2010 SIS Strategic Plan, FDOT will refine the policies guiding designation of intermodal connectors to provide greater flexibility to address the varying functions of specific hubs. In addition, FDOT will develop designation criteria for two new types of connectors. One type will designate 'hub-to-hub' transit systems and other fixed guideway facilities directly connecting two SIS hubs, such as passenger connections between commercial service airports and major cruise passenger ports of origin. The other type will designate public roads primarily used for moving freight over short distances between two SIS hubs, such as between a deepwater seaport and an intermodal freight rail terminal. These criteria, and the resulting changes in connector designations, will be documented in the 2010 SIS Data and Designation Review.

² As used here, "sunsetting" means eliminating all references to the Florida Intrastate Highway System (FIHS) in Florida statutes, and at the same time incorporating needed references to SIS highway corridors.

Military Access Facilities

Criteria and thresholds are created for designating transportation facilities linking SIS corridors to the state’s strategic military installations. Because of their unique function, the military access facilities will not necessarily be subject to the same standards identified for SIS corridors and connectors. Table 5 lists the additional criteria and thresholds.

Table 5. Addition of Criteria and Thresholds for Military Access Facilities

Criterion	Previous Threshold	Updated Threshold
Strategic Highway Network (STRAHNET) roads and Strategic Rail Corridor Network (STRACNET) rail lines serving main entrance(s) of U.S. Department of Defense military installations with at least 0.25% of total military and civilian personnel	None	Yes
Strategic Highway Network (STRAHNET) roads and Strategic Rail Corridor Network (STRACNET) rail lines serving main entrance(s) of military installations designated as the Governor’s Continuity of Government site(s)	None	Yes