



# *2010 SIS Strategic Plan Update*

*Emerging SIS Breakout Group  
Update to the Leadership Committee*

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# Key Questions for Breakout Group

1. Is there a continued need for separate designation criteria and policies? Or should we fully integrate those facilities designated as Emerging SIS into the SIS?
2. If we retain a separate Emerging SIS category, should the designation emphasize policy objectives, such as connections to economically distressed areas, rather than minimum size thresholds?
3. If we retain a separate Emerging SIS category, how should we encourage proactive planning for the future of these facilities?
  - How can Emerging SIS investments support statewide and regional economic development goals, while also addressing environmental stewardship and community livability concerns?
  - Should strategies differ among urban, transitioning, and economically distressed areas?



# Overview of Breakout Group Discussion

- Evolution of Emerging SIS
  - SIS Steering Committee Final Report, 2002 – recommends identification of *Emerging* facilities as potential candidates for future SIS designation Original SIS Steering Committee
  - Florida Legislature, 2003 -- Adopts criteria for SIS and *Emerging SIS* by reference to Steering Committee report
  - SIS Strategic Plan, 2005
    - *Emerging SIS* is fully eligible for SIS funding;
    - Priorities for funding SIS and Emerging SIS will be established in a unified manner with “reasonable distribution” of investments between SIS and Emerging SIS;
    - SIS planning/implementation processes apply to Emerging SIS



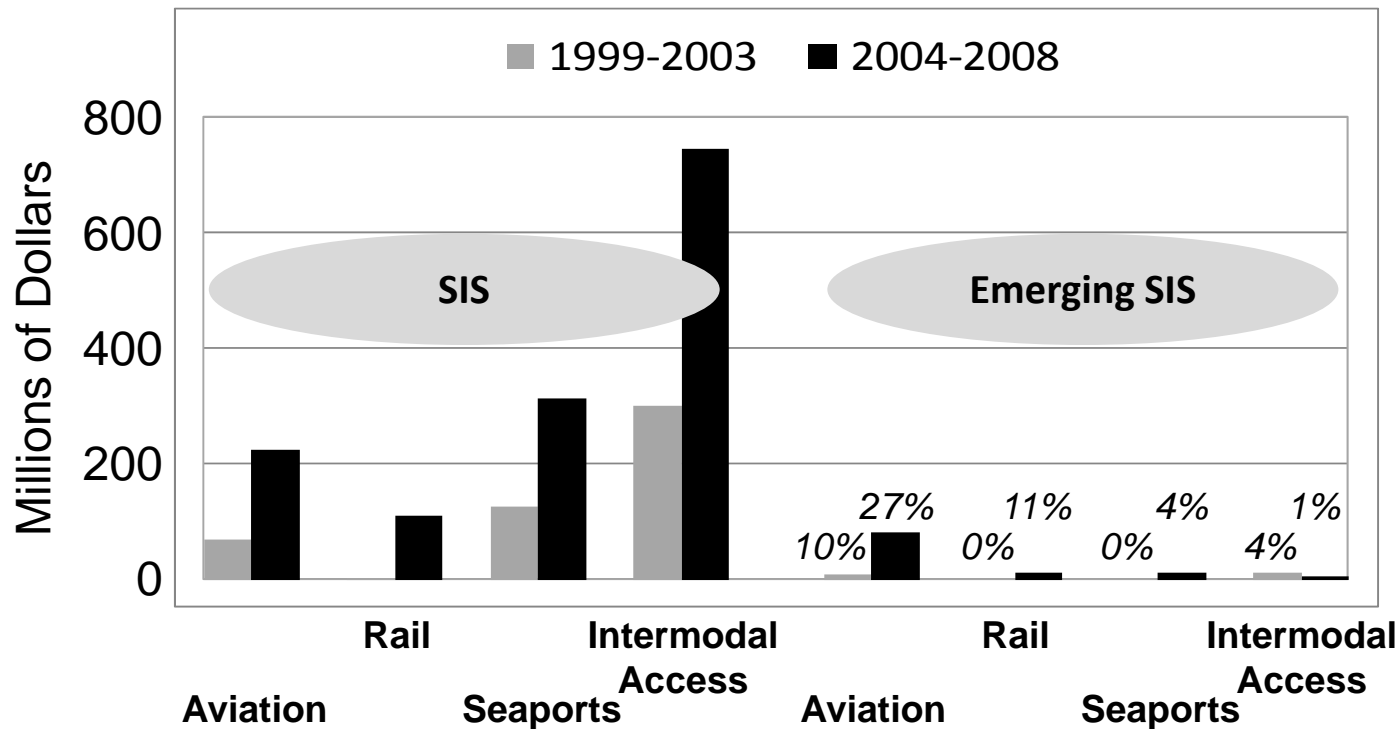
# Overview of Breakout Group Discussion

- Implementation experience to date
  - Many Emerging SIS facilities are designated based on meeting economic connectivity criteria, not minimum size criteria
  - Emerging SIS handles 1-15% of overall SIS transportation activity for most modes
  - Emerging SIS accounts for 4-27% of all SIS funding by mode; share has increased for highways, rail, airports, seaports since SIS was established



# SIS and Emerging SIS Investments

## SIS Non-Highway Capacity Investments<sup>1</sup> Before and After Creation of the SIS



<sup>1</sup>Funds which "flow through" the Work Program; Does not include Local Funds for projects implemented by Partners.

X% = Emerging SIS percentage of Total SIS Funding for Each Modal Program



# *Draft Policy Recommendations*

- A. Maintain separate designation criteria and policies for Emerging SIS.
- B. Continue policy of making Emerging SIS facilities eligible for SIS funding, with a reasonable allocation of funding between SIS and Emerging SIS determined each year by the Secretary based on relative priorities, including partner input.



## *Draft Policy Recommendations (cont)*

- C.** Designate Emerging SIS facilities based on criteria that primarily reflect statewide policy objectives, including the following considerations:
1. maximizing the use of existing facilities, including identifying new roles for underutilized facilities where possible;
  2. supporting regional visions for future growth and development;
  3. economic development (including Rural Areas of Critical Economic Concern);
  4. intermodal transportation needs that support national defense goals; and
  5. intermodal transportation needs that support statewide emergency evacuation and response that have not been previously identified by other criteria.



## *Draft Policy Recommendations (cont)*

- D. Encourage proactive planning and intergovernmental coordination regarding future investments in Emerging SIS facilities anticipated to help accomplish statewide policy objectives and achieve regional visions.
  
- E. Encourage integrated planning for regions with multiple Emerging SIS facilities.





*Questions or Comments?*

*Buckle up, every trip, every time!*

