



SIS Investment-Decision Making

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May 18, 2009



Today's Presentation

- Context for decision-making
- Overview of existing modal processes
- How are SIS investment decisions made?
 - Strategic Plan guidance
 - Decision making today
- Experience to date and potential issues



Context: The SIS Defined

- The SIS is...
 - A statewide network of high-priority transportation facilities comprised of
 - State Highways owned by FDOT
 - Airports, seaports, rail lines and other facilities owned by local governments and the private sector
 - A primary focus of FDOT funding programs for capacity projects, regardless of mode

- The SIS is not...
 - A single program for funding all of these facilities



Context: Funding for SIS Capacity Projects

- FDOT sources
 - State and federal funds allocated to the SIS
 - State funds allocated for public transportation modes (Aviation, Ports, and Rail)
 - State and federal discretionary funds allocated to Districts

- Other sources external to FDOT work program
 - Local governments
 - Federal government (primarily aviation)
 - Private sector



Context: FDOT Work Program

- Work Program covers five years and is updated annually
- By law, the Work Program must be balanced to available revenues
- Bottom up process – developed by Districts, working with metropolitan, local and modal partners
- Public Hearings required by law
- Formal review by Florida Transportation Commission at statewide public hearing
- Submitted to Governor and Legislature near beginning of Legislative Session
- Adjusted for Legislative budget decisions



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Differences in Modal Decision-Making Processes Related to FDOT Funds

	Highways	Other Modes
<i>Planning process...</i>	Established in early 1990s through FIHS	Enhanced since creation of SIS
<i>Projects implemented by...</i>	Nearly all by FDOT	Generally by modal partners receiving FDOT grants
<i>Key decision points...</i>	Iterative cycle with Needs Plan, Cost-Feasible Plan, 10-Year Plan, Work Program	Generally in context of the Work Program
<i>District role...</i>	Determine use of District managed funds and provide input to statewide decisions	Varies by mode
<i>MPO role...</i>	Closely linked to MPO process	Varies by MPO and mode



FTP, SIS and Statewide Modal Plans

Florida Transportation Plan

Strategic Intermodal System

Modal Systems and Plans

Highway	Rail	Transit	Seaport	Air/Space	Other
<ul style="list-style-type: none">• Florida Intrastate Highway System Modal Plan	<ul style="list-style-type: none">• State Rail Plan<ul style="list-style-type: none">➢ Passenger Rail➢ Freight Rail	<ul style="list-style-type: none">• Transit Plan	<ul style="list-style-type: none">• Seaport System Plan• Waterway System Plan	<ul style="list-style-type: none">• Aviation System Plan• Spaceport Master Plan	<ul style="list-style-type: none">• Freight & Goods Mobility Plan• Bicycle/ Pedestrian• ITS Strategic Plan



Public Transportation Modes on the SIS

- Aviation, seaports, rail

- Primary sources of funding
 - Local government
 - Federal funding directly to facility owners (primarily aviation)
 - Private sector

- FDOT is a funding partner
 - Statewide modal programs – for SIS and non-SIS projects
 - SIS funds



Public Transportation Modes on the SIS

- Decision-making process
 - Statewide modal plan provides policy guidance
 - Florida Aviation System Plan
 - Florida Seaport System Plan (being developed)
 - Florida Rail System Plan
 - Statewide advisory committees guide decision-making where applicable
 - Continuing Florida Aviation System Planning Process -- advisory
 - Florida Seaport Transportation and Economic Development Council (FSTED) – allocates funding through Chapter 311 program
 - Potential projects identified primarily by modal partners on annual basis
 - Must be consistent with statewide modal plan
 - Must be included in applicable master plan for seaports/airports



Public Transportation Modes on the SIS

- Decision-making process (continued)
 - Statewide and District roles vary by mode
 - MPO role varies by mode
 - Each mode uses appropriate factors to select projects, including
 - Support of 2025 FTP and statewide modal plan goals
 - Modal partner and regional/local priorities
 - Project readiness
 - Ability to leverage federal funding
 - Balance of funding across facilities/regions
 - Mode-specific analyses, tools being developed or enhanced



Highways

- Sources of funds
 - Statewide SIS funds
 - Funds allocated to Districts

- Capacity projects funded with state funding
 - Intelligent Transportation System (ITS)/traffic management
 - Road widening
 - Interchange construction and improvement
 - New highways



Highways

- Decision making process – Statewide managed SIS funds
 - Needs identified through unfunded needs plan
 - Cost Feasible Plan identifies projects potentially funded over 20-year period
 - 10-Year Plan refines project list over next 10 years; new 10th year identified each year from Cost Feasible Plan
 - Work Program projects moved forward from 10-Year Plan
 - Partner involvement throughout process



Highways

- Decision making process - District managed funds
 - Funds allocated by formula
 - Can be used for SIS and non-SIS projects
 - Priorities set by Districts
 - Working with MPOs, local governments and other partners
 - Coordinated with statewide project funding decisions



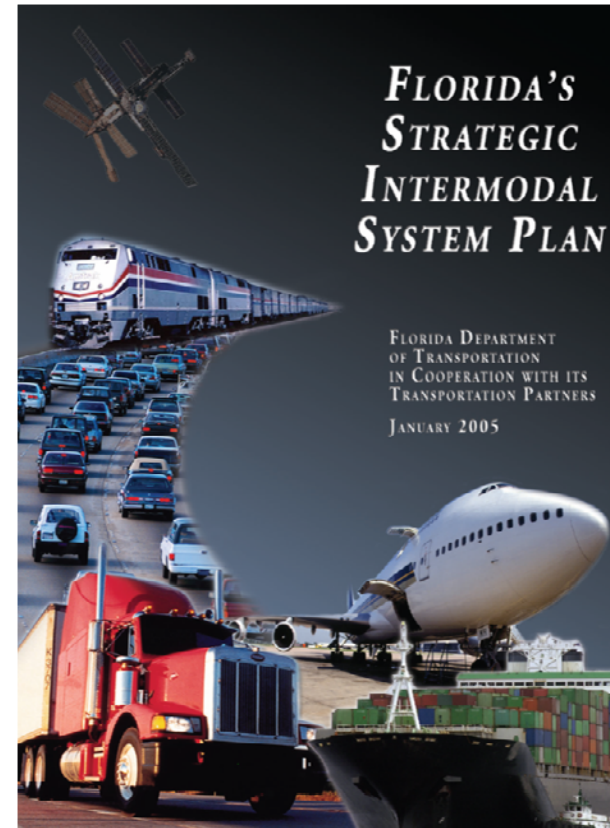
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SIS Strategic Plan Guidance

- Goals
- Needs identification and prioritization
- Funding eligibility
- Project selection factors

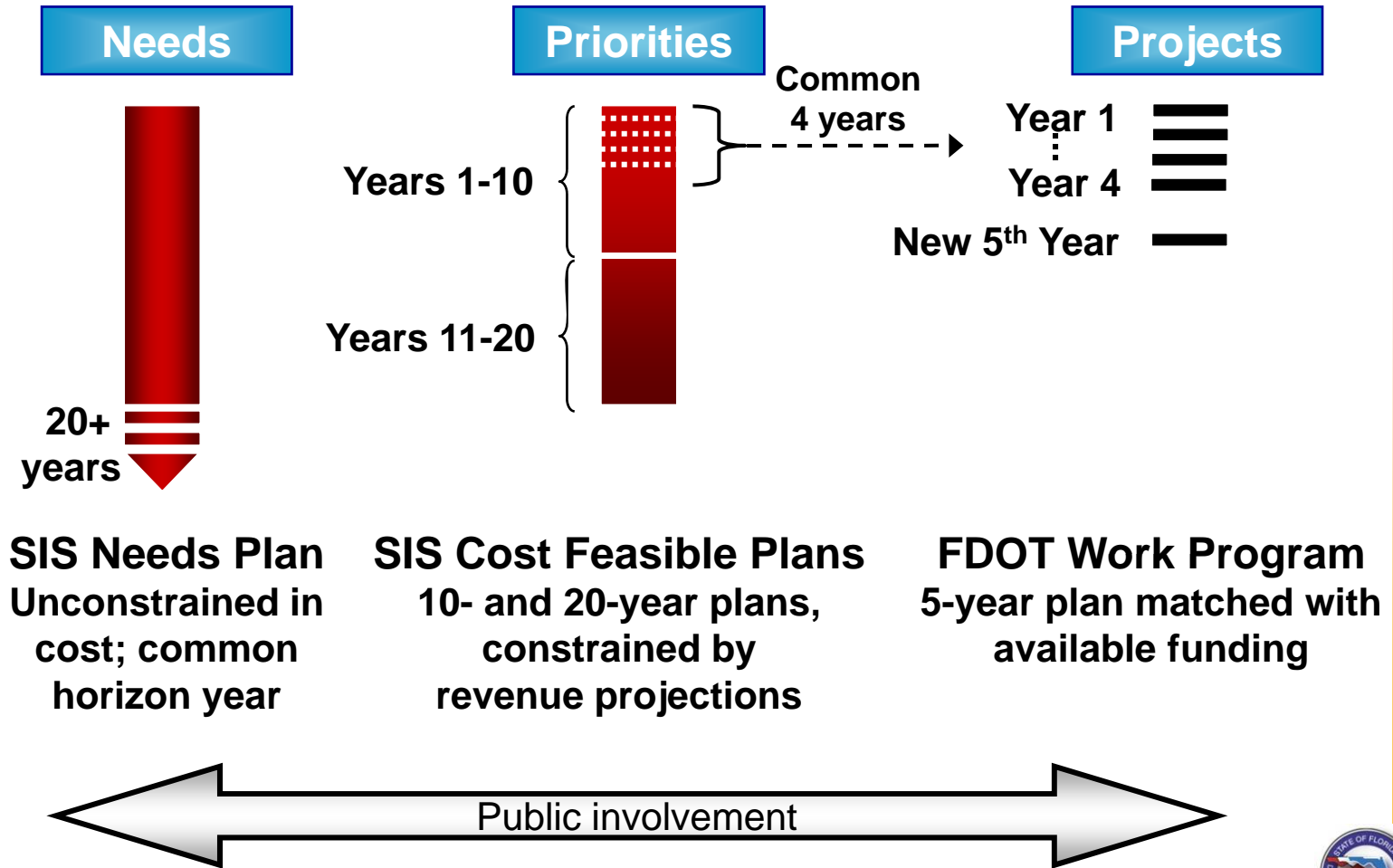


Adopted Goals

Goals	Role in Prioritization
Safety & Security	Projects funded by existing FDOT and partner programs, unless incorporated into other SIS projects
Preservation	
Mobility	Primary factors for influencing prioritization and targeting funding
Economic Competitiveness	
Community & Environment	Proactive screening to determine positive or negative impacts and potential changes in project scope (e.g., mitigation or context-sensitive design)



Envisioned Long-Term Needs & Priorities Framework



Initial Project Eligibility for State SIS Funding

Type of Facility	Eligible	Not Eligible
Corridors and Connectors	<ul style="list-style-type: none"> ◆ Capacity and operational improvements ◆ Safety, security, preservation when part of broader project 	<ul style="list-style-type: none"> ◆ Stand-alone safety, security, preservation projects
Hubs	<ul style="list-style-type: none"> ◆ Ground transportation projects to continue SIS connectors on hub property ◆ Terminal direct connections to other modes (e.g., passenger rail at airport) 	<ul style="list-style-type: none"> ◆ Terminal construction, equipment, maintenance ◆ On-site storage facilities ◆ General airside/waterside improvements ◆ Other capital improvements on hub property ◆ Improvements off hub property



Approach to Setting Priorities

From...	To...
Individual modes and facilities	Complete end-to-end trip
Individual jurisdictions	Economic regions and trade corridors
Facility design standards	User-oriented service standards
Capacity and throughput	Reliability and bottlenecks
Travel time and vehicle operating costs	Business logistics and economic competitiveness
Reacting to economic growth and community and environmental impacts	Proactive planning for economic, community and environmental goals



Other Factors Recommended in SIS Plan to Guide Project Selection

- Project readiness
- Project cost and availability of partner financial contributions
- Balance of quick fix, operational improvements and long-term capacity improvements
- Reasonable distribution of investments between SIS and Emerging SIS and geographically
- Whether public benefits exceed public investment where facility is owned by private sector



Statewide SIS Funds: Investment Decisions Today

- Combination of “bottom up” and “top-down” processes
- District input
 - Priorities identified by Districts working with MPOs, local governments, other partners
- Statewide input
 - Priorities established based on statewide needs
 - Developed in cooperation with statewide modal plans



Statewide SIS Funds: Current Project Selection Criteria

- Support SIS goals
- Ability to leverage funds through partnerships
- Production readiness
- For Growth Management funds:
 - Link to growth management objectives (e.g. concurrency, backlog funding, urban infill and redevelopment)



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SIS Implementation Experience: 6 Eventful Years

- 2004
 - Legislation identifies SIS as state's highest priority for transportation capacity; identifies initial funding sources yielding \$100M/year
 - Initial SIS projects selected– focused on connectors

- 2005
 - Growth management legislation provides recurring and non-recurring funding for SIS; additional projects selected

- 2006/2007
 - Period of rapid construction cost increases and project deferrals

- 2008/2009
 - Period of declining revenues and more project deferrals



Transition to Multimodal Planning and Prioritization Process

- Multimodal Needs Plan adopted 2006
- Draft Highway Cost-Feasible Plan under review
- Multimodal Cost-Feasible Plan not yet started
- SIS projects emphasized in work program since 2004 (all modes)
- Strategic Investment Tool being implemented to assist decision-making
 - 24 measures to evaluate projects with respect to SIS goals



Strategic Investment Tool

- **Safety and Security**
 - Crash ratio
 - Fatal crash
 - Bridge appraisal rating
 - Link to military base
- **System Preservation**
 - Volume /capacity (v/c) ratio
 - Truck volume (AADTT)
 - Vehicular volume (AADT)
 - Bridge condition rating
- **Mobility**
 - Connector location
 - Volume /capacity (v/c) ratio
 - Truck volume (% trucks)
 - Vehicular volume (AADT)
- System gap
- Change in v/c – LOS / interchange operations
- Bottleneck /grade separation
- Delay
- **Economics**
 - Demographic preparedness
 - Primary sector robustness
 - Tourism intensity
 - Supporting facilities
- **Quality of Life**
 - Land and social criteria
 - Geology criteria
 - Habitat criteria
 - Water criteria



Strategic Investment Tool

SIT has three components:



WilburSmith
ASSOCIATES



Issues Raised for SIS Update

- Desire for greater transparency
- Increased opportunities for partner input and coordination
- Enhancing coordination with modal, MPO and private sector planning cycles
- Reevaluation of SIS funding eligibility criteria
- Development of multimodal cost-feasible plan
- Policies for public/private partnerships including role of partner funding in setting priorities
- Potential need for greater flexibility in use of SIS funds





Questions or Comments?

*Buckle Up!
Every Trip, Every Time!*

