



2010 SIS Strategic Plan Update

Urban Issues Breakout Group Update to the Leadership Committee

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Key Questions for Breakout Group

1. How does the SIS support **intraregional movement** of people and goods, recognizing the importance of Florida's urban areas?
2. How do we reduce the impact of **urban congestion** on interregional, interstate, and international trips using the SIS?
3. How should the role of **regional and local road systems** linked to the SIS be addressed?
4. Should we re-examine the role of **public transportation** systems (transit and commuter rail) on the SIS?
5. Should we re-examine the relationship between the SIS and land use planning/**growth management** in urban areas?



Overview of Breakout Group Discussion

Evolution of the SIS and Urban Transportation

- SIS Strategic Plan, 2005
 - Focuses on travel between regions, states, and nations
 - Most urban transit systems and arterials not designated
 - Tri-Rail designated due to SFRC and connectivity to Amtrak

- Growth Management Legislation, 2005
 - Local governments to develop community vision for sustainable growth
 - New funding programs for regional and local transportation
 - Transportation Regional Incentive Program (TRIP)
 - Florida Transit New Starts Program (New Starts)



Overview of Breakout Group Discussion

Evolution of the SIS and Urban Transportation

- 2025 Florida Transportation Plan, 2005
 - Reaffirms three-tiered approach to planning FL transportation system
 - SIS & Emerging SIS (State) = international, interstate, interregional travel
 - Regional (Regional Partners) = intraregional systems/facilities
 - Local (Local Partners) = local systems/facilities

- New Starts Transit Program
 - To advance projects that support growth management goals
 - To help projects qualify for Federal Transit Administration New Starts discretionary funding
 - New Starts commitment levels were originally projected at \$220 million total for 2009 –2011, current estimate is less than \$25 million



Draft Policy Recommendations

- A. Recognize as part of SIS planning and implementation the importance of transportation investments within a region, especially in urban areas, to the prosperity and competitiveness of Florida's economy.
- B. Invest in transit capital projects through the separate Transit New Starts program, and provide sustainable funding for this program.
- C. Provide flexibility to use SIS funds to invest in parallel reliever systems (e.g., local/regional roads and transit projects) to relieve congestion on SIS facilities in cases in which the reliever project would remove local trips from the SIS facility and improve the performance of the SIS facility at a lower cost than adding capacity to the SIS facility.



Draft Policy Recommendations (cont.)

- D.** Support development of coordinated, regional transportation and land use strategies that ensure a balanced mix of land uses adjacent to SIS facilities and support the emphasis of the SIS on statewide and interregional needs by reducing the number of local trips on the SIS. Provide multiple transportation and land use strategies that reflect the unique needs of urban, transitioning, and rural areas.

- E.** Support potential changes to urban growth management policies to link development approval to multimodal measures of mobility rather than to highway level of service. These mobility measures should consider impacts on both intraurban mobility and statewide mobility using the SIS.





Questions or Comments?

Buckle up, every trip, every time!

