

# 2010 SIS Strategic Plan Update Leadership Committee

## *Revised Draft Recommendations*

### Finance Strategy (FI)

FI.1 **Investment Strategies.** FDOT should expand state investment strategies to emphasize economic competitiveness and serving Florida's population and businesses. FDOT should continue implementation of the investment policies developed under the previous SIS Strategic Plan and aggressively work to remove barriers to implementing the policies. To further advance the policies, FDOT should:

- Transition to allocating 75 percent of discretionary capacity funds to the SIS and Emerging SIS, taking into consideration the impact of transportation revenue reductions and the concerns of partners.<sup>1</sup>
- Ensure a reasonable distribution of funds between the SIS and Emerging SIS and among economic regions. "Reasonable distribution" is intended to be applied over the long-term, recognizing the need for annual fluctuations in funding distribution as a result of considerations of relative project priorities and partner input and to accommodate the enormous cost of major projects.
- Emphasize funding assistance for regionally significant facilities<sup>2</sup> with state funding programs such as the Transportation Regional Incentive Program (TRIP) and the Transit New Starts programs.
- Continue its commitment to the safety and preservation of the entire state transportation system.

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<sup>1</sup> The policy does not apply to funds for the state's transit programs, or to funds reserved by federal law for urbanized areas with a population greater than 200,000.

<sup>2</sup> These regionally significant facilities may include other commercial service and major reliever airports, other deepwater and major special-generator seaports, other major freight terminals and distribution centers, regional passenger terminals, and highway, rail and waterway corridors serving major regional economic centers.

- Address the state's support for non-highway modes, by developing appropriate strategies to ensure emphasis on the SIS and regionally significant facilities does not adversely affect non-highway funding programs.

FI.2 **Funding Sources.** FDOT should identify and pursue revenue sources and strategies developed under the previous SIS Strategic Plan, including the following:

- Consider expanding the use of direct transportation user fees such as tolls and freight or passenger surcharges where appropriate, including advanced technologies and operational strategies for fee collection and use. Particular attention should be given to sustainable revenue sources to address concerns about the future of the motor fuel tax, such as a fee based on vehicle miles traveled (VMT).
- Consider increased opportunities for joint funding of SIS projects, including public-private partnerships (PPP), identify barriers to joint funding, and work toward removing those barriers.
- Expand and clarify participatory funding strategies, such as assigning state funding priorities based on the share of non-state funding commitments (e.g., matching funds), to encourage multimodal projects and partnerships with federal and local governments, independent authorities or private entities while ensuring project implementation decisions are based on the priorities set forth in the SIS Strategic Plan.

FI.3 **Incentive Program.** Create an incentive program for joint funded multimodal projects so that state funds are available to leverage public and/or private sector funding, including investment opportunities and/or funding commitments that are subject to time constraints.

FI.4 **Federal Funding.** FDOT should aggressively pursue strategies to optimize federal funding, such as working with its congressional delegation and partners to advocate for a fair share of transportation funding and flexibility in the use of federal funds in the next federal authorization, and positioning Florida for all available discretionary federal funding.

FI.5 **Urban Transit Capital Projects.** SIS investments should be coordinated with transit projects funded through the separate State New Starts program to encourage capital investments in urban transit capital projects (both new systems and extensions of existing systems). The State should provide sustainable funding for this program. FDOT should coordinate SIS and New Starts funding decisions to facilitate commuter rail and intercity transit development, and to ensure SIS passenger rail systems and terminals are integrated with state, regional and local transit systems.