



2010 SIS Strategic Plan Update

Implementation Workstation

Florida Department of Transportation

August – September 2009



Workstation Topics

- Identifying SIS investments needs
- Setting SIS priorities
- Funding strategies
- Other implementation issues

Designation, Eligibility, and Prioritization

Three Sets of Decision Rules

Which facilities are of statewide significance?

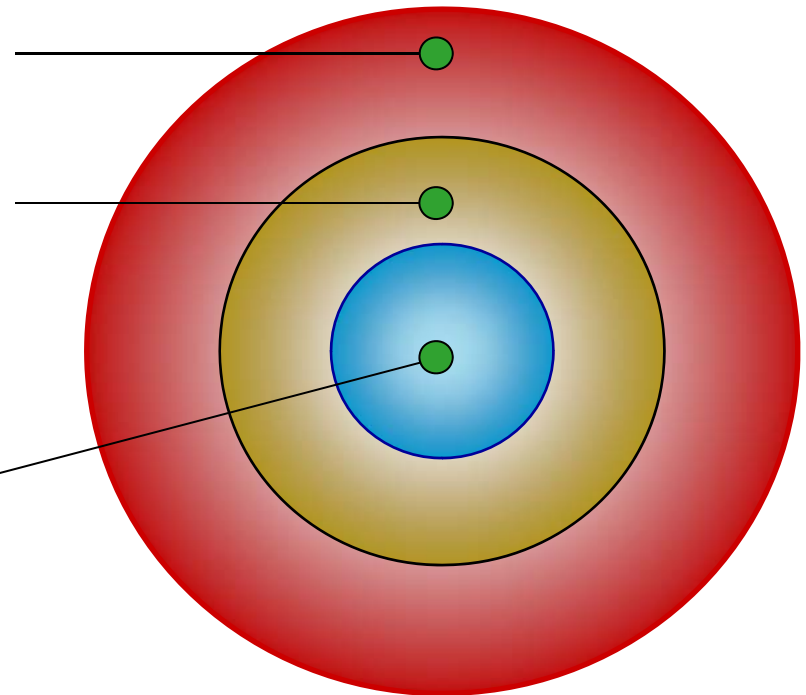
Designation Criteria

What investments are needed, and which needs are eligible for SIS and Emerging SIS funding?

Needs Policies including Eligibility Criteria

Which projects will be funded given available resources?

Prioritization Process



Draft Committee Recommendations: Needs Assessment

- Statewide assessment of investment needs to support SIS goals
- Increased emphasis on alternatives for moving people, goods
 - Statewide passenger rail system; commuter rail in major urban areas
 - Multimodal freight system supporting global supply chain
 - Multimodal solutions in congested corridors
- Consideration of unique regional needs and opportunities
 - Enhanced coordination with regional and community visions
 - Proactive planning for Emerging SIS
- Enhanced consideration of community, environmental issues
 - Use of Efficient Transportation Decision Making process for all modes
 - Climate change and energy



Should Adopted SIS Goals Be Revised?

- A **safer** and more **secure** transportation system for residents, businesses, and visitors
- Effective **preservation** and **management** of Florida's transportation facilities and services
- Increased **mobility** for people and for freight and efficient operations of Florida's transportation system.
- Enhanced **economic competitiveness** and economic diversification
- Enriched **quality of life** and responsible **environmental stewardship**

Should Funding Eligibility Guidelines Change?

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

Should Factors Used to Set Priorities Change?

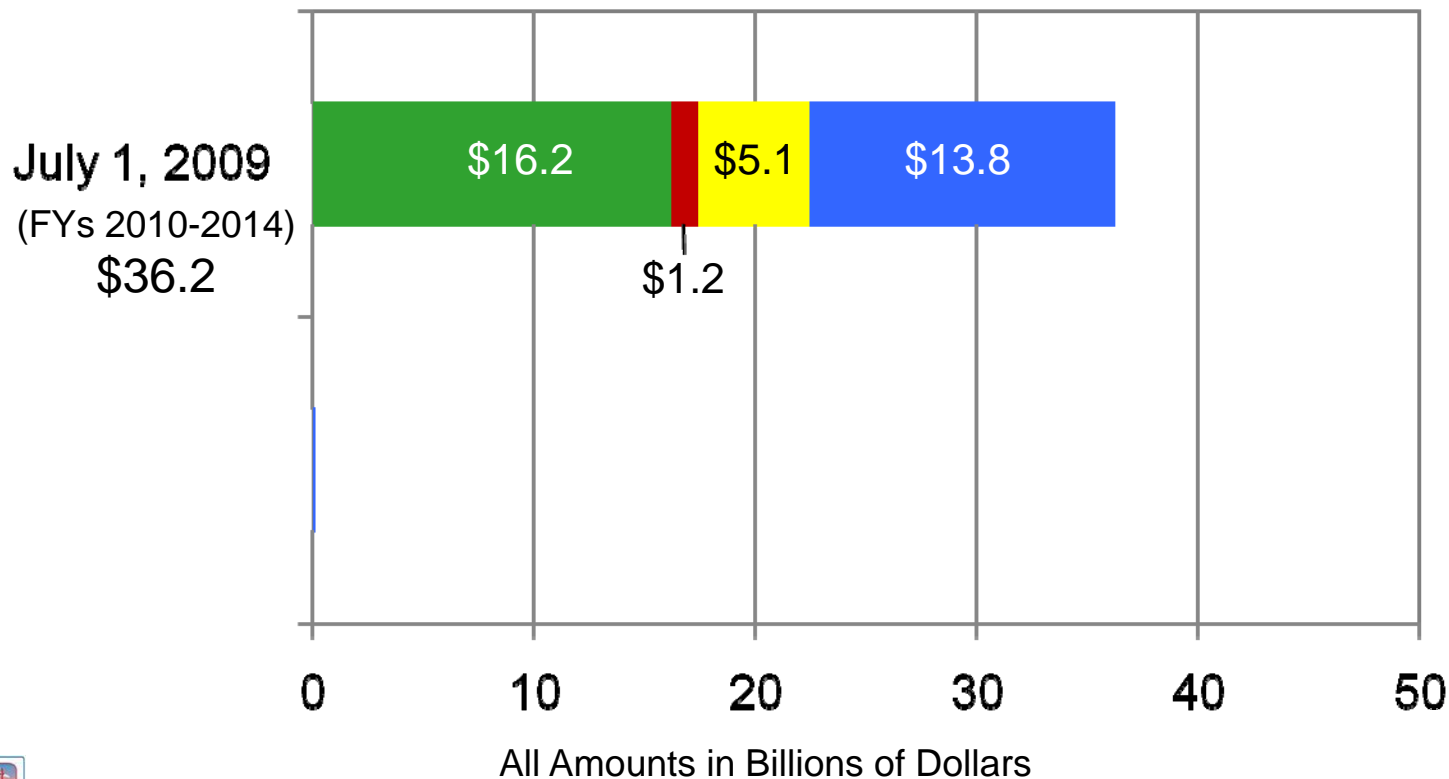
- Support SIS goals
 - Emphasis on mobility and economic competitiveness goals
 - Additional consideration for projects meeting safety and preservation goals
 - Proactive screening through ETDM to address quality of life/environmental stewardship goal
- Reasonable distribution
 - Among modes
 - Between SIS and Emerging SIS
 - Geographic
- Ability to leverage funds through partnerships
- Production readiness



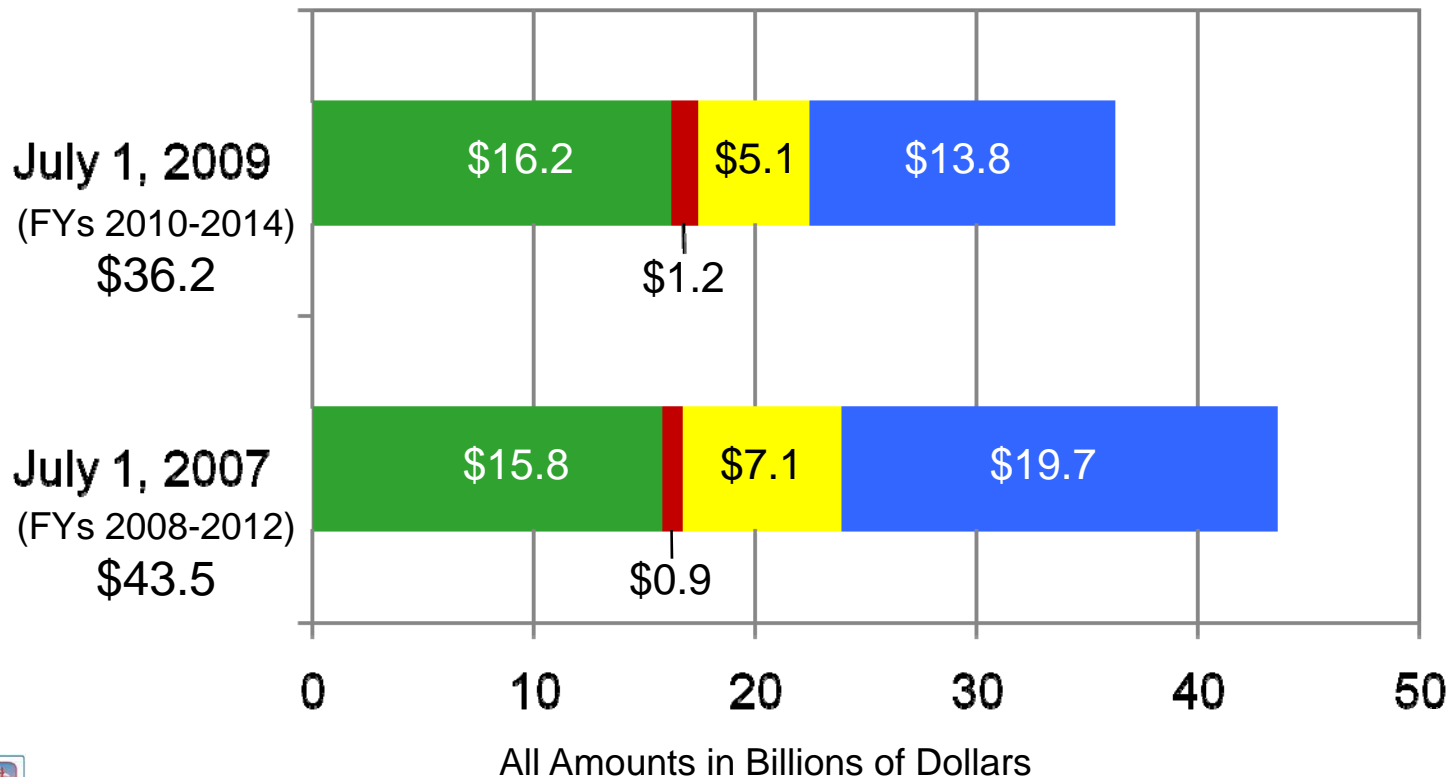
Draft Committee Recommendations: Prioritization Process

- Refine principles to guide prioritization on a statewide basis
- Expand opportunities for partner input
- Emphasize multimodal and innovative projects in addition to established processes
- Respond to changing economic conditions and opportunities

Impact of Revenue Reductions on the 5-Year Work Program

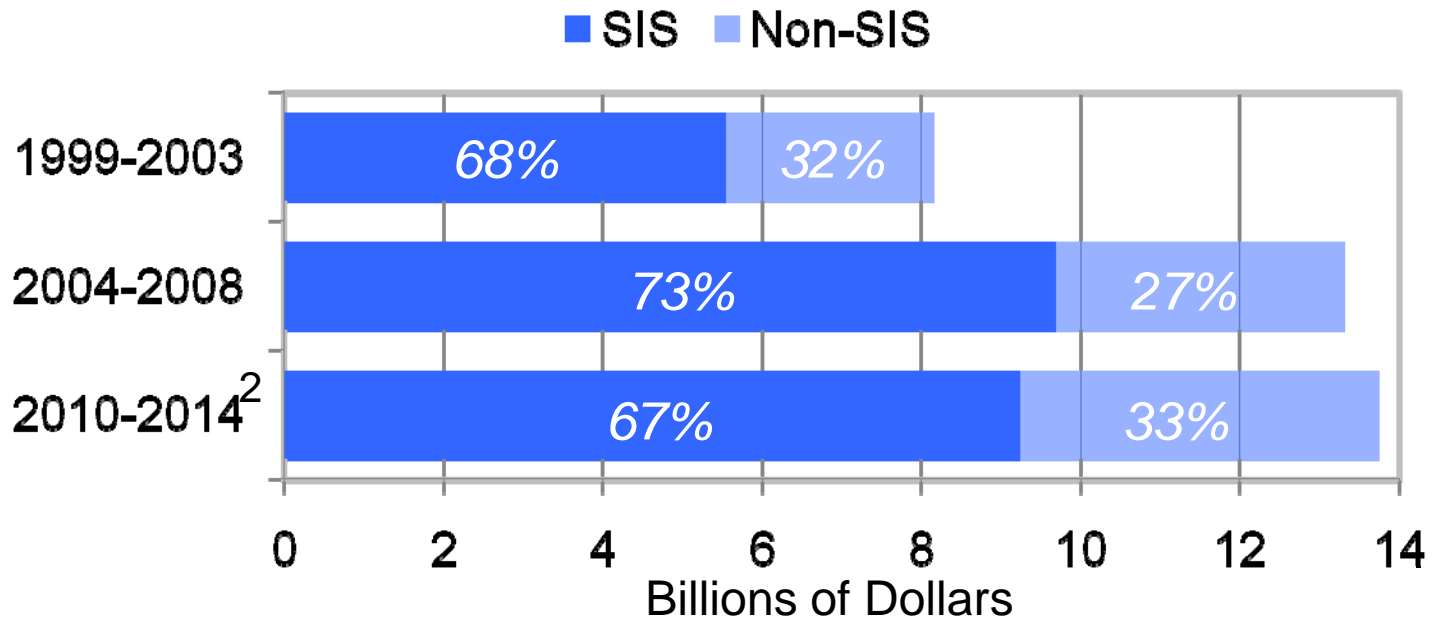


Impact of Revenue Reductions on the 5-Year Work Program



State Capacity Investments

Capacity Investments¹ Before and After Creation of the SIS



¹Funds which “flow through” the Work Program. Does not include Local Funds for projects implemented by Partners.

²July 1, 2009 Adopted Work Program; includes funds rolled forward from prior years. 2009 data omitted solely to allow 5-year comparisons.

Draft Committee Recommendations: Finance Strategy

- Maintain SIS as state's highest priority for transportation capacity investment
- Identify and pursue SIS funding sources including
 - Tolls and other user fees
 - Public/private partnerships
 - Joint funding programs
 - Federal funding under new authorization
- Provide sustainable funding for regionally significant projects not on SIS (TRIP, New Starts, small county programs)



Draft Committee Recommendations: Other SIS Implementation Issues

- Further integration of modal planning
- Enhanced partner coordination and outreach
- Ongoing SIS technical advisory committee to provide periodic input
- Regular performance reporting

Discussion Questions

- What changes would you suggest to the adopted SIS goals?
- What changes are needed in the eligibility of different types of modal projects for SIS funding?
- What factors should be used to establish SIS priorities on a statewide basis?
- What suggestions do you have about the SIS investment strategy and potential funding sources?
- How should FDOT better communicate and coordinate SIS decisions with public and private sector partners at all levels?
- What other changes would you suggest regarding SIS implementation?





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Thank You

Buckle up, every trip, every time!