
Appendix B: Adopted Criteria and Thresholds

This section describes the adopted SIS and Emerging SIS criteria and thresholds for hubs, corridors, and intermodal connectors. The criteria used for community and environment screening and for evaluation of planned facilities also are included. Some of the common terms used in applying SIS and Emerging SIS criteria include the following:

- **Hubs** are ports and terminals that move goods or people between Florida regions or between Florida and other markets in the United States and the rest of the world. These include airports, spaceports, seaports, interregional passenger terminals (e.g., intercity bus, rail, or intermodal centers), and freight rail terminals.
- **Corridors** are highways, rail lines, waterways and other exclusive-use facilities that connect major markets within Florida or between Florida and other states or nations.
- **Connectors** are highways, rail lines, and waterways that connect hubs and corridors.
- **Fast-growing counties** are those counties that have projected population or employment growth that rank among the top 25 percent statewide over the next 20 years, according to the forecast prepared by the Bureau of Economic and Business Research at the University of Florida and Woods and Poole Economics, Inc.
- **Transportation-dependent industry clusters** are identified by determining the modes of interregional, interstate, and international transportation typically used by Florida's eight key industries (see Table 1). Clusters refer to concentrations of large establishments in these industries in a relatively small geographic area, although in certain industries (e.g., military, mining, or universities) a single large establishment can have extremely large economic impacts. In most cases, large establishments are defined based on employment, with 100 employees per establishment as a threshold.
- An **economic region** is an area of Florida that reflects the scale at which Florida's economy functions, including factors such as population density, land use patterns, commuting patterns, the industry clusters, and economic assets such as universities, research facilities, and corporate headquarters. These regions typically are larger than existing county or metropolitan planning area boundaries and encompass multiple jurisdictions. For the purposes of SIS designation, the economic regions are the strategic planning areas defined by Enterprise Florida in Florida's Strategic Plan for Economic Development.
- **Economic connectivity needs** are identified by determining where designated SIS hubs and corridors do not adequately serve clusters of transportation-dependent industries in or adjacent to the fast-growing counties. A 50-mile driving distance is applied for assessing the adequacy of connections from SIS hubs to these industry clusters. To ensure that Emerging SIS facilities provide additional connectivity to developing economic regions, rather than provide redundancy to SIS hubs, Emerging SIS facilities can be designated only if they are located greater than 50 miles from the nearest SIS hub of the same type. The only exception

to this 50-mile rule is for hubs that meet the Emerging SIS minimum size criteria and serve substantially different trip origin/destination patterns or types of movements than the closest SIS hub of the same type for a sustained period of time. Guidance for the application of the 50-mile threshold is discussed on page B-31.

- **Rural Areas of Critical Economic Concern (RACEC)**, as designated by the Governor, must be a rural community or region that has been adversely affected by an extraordinary economic event or a natural disaster, or that presents a unique economic development opportunity of regional impact that will create more than 1,000 jobs over a five-year period. Such areas are to be priority assignments of the Rural Economic Development Initiative (REDI).

The criteria and thresholds on pages B-3 to B-30 have been adopted pursuant to §339.63, Florida Statutes, to identify those transportation hubs, corridors and connectors to be designated as SIS or Emerging SIS. The SIS criteria indicate the level of economic importance to the State, such as volume of passengers or freight shipments; thresholds are based on national or industry-accepted standards. Emerging SIS criteria also indicate level of economic importance and the degree of economic connectivity, but do not currently meet the SIS thresholds.

Table 1. Interregional, Interstate and International Transportation Needs for Florida’s Key Industries

	Airports	Spaceport	Seaports	Rail	Highway	Intercity Bus
Agriculture/Forestry	○	○	◐	◐	●	○
Mining	○	○	●	●	◐	○
Distribution	◐	○	◐	●	●	○
High-Tech	●	◐	◐	○	●	○
Universities	◐	○	○	○	●	○
Health Care	◐	○	○	○	◐	○
Tourism	●	○	●	◐	●	◐
Military	●	◐	◐	◐	●	○

Key: Less Important ○ → ◐ → ● More Important

Source: SIS Steering Committee Final Report, December 2002.

■ **Hubs and Corridors Criteria** (*thick/thin double lines delineating “groups” of criteria, as well as “AND” and “OR” criteria, have been added for clarity throughout this section*)

Commercial Service Airports

SIS criteria apply to all airports that provide scheduled commercial passenger and/or air cargo services, which are indicators that the airport has significant economic competitiveness benefits and considerable landside transportation impacts. Florida currently has 19 commercial service airports that can be considered for designation as a SIS or Emerging SIS facility.

SIS Airports

To be designated as a **SIS airport**, the commercial service airport must meet *minimum size* criteria and *community and environment* screening criteria. The community and environment screening criteria, which are the same for all types of SIS facilities, are documented on pages B-36 through B-38. The minimum size threshold for commercial service airports are summarized in the table below.

SIS Airports Minimum Size Criteria (must meet at least one)					
Criterion	Description	Threshold	Rationale	Source	Year
Passenger volume	Passenger enplanements at Florida commercial service airports	> 0.25% of total U.S. enplanements (1.8 million passengers per year in 2006)	Represents “medium” hubs as defined by the Federal Aviation Administration	Federal Aviation Administration	2006
Freight and mail volume	Total mail and air cargo tonnage handled by Florida commercial service airports	> 0.25% of total U.S. air freight and mail tonnage (82,000 tons per year in 2006)	Similar concept to the “medium” passenger hubs as defined by the Federal Aviation Administration	Airports Council International	2006

Emerging SIS Airports

If a commercial service airport does not meet SIS *minimum size* criteria, it can be considered for designation as an Emerging SIS airport if it meets the *distance* criterion, and either Emerging SIS *minimum size* criteria or *economic connectivity* criteria

Emerging SIS Airports – Distance Criterion (<i>must meet</i>)					
Criterion	Description	Threshold	Rationale	Source	Year
Proximity to SIS airports	Distance from closest SIS airport	> 50 miles driving distance	Airports within 50 miles of a larger airport tend to function as reliever facilities, rather than providing additional economic connectivity to regions not already served by the SIS	FDOT SIS Base Map	2005

AND (next page)

Emerging SIS Airports – Minimum Size Criteria (*must meet at least one*)

Criterion	Description	Threshold	Rationale	Source	Year
Passenger volume	Passenger enplanements at Florida commercial service airports	> 0.05% of total U.S. enplanements (370,000 passengers per year in 2006)	Represents “small” hubs as defined by the Federal Aviation Administration	Federal Aviation Administration	2006
Freight and mail volume	Total mail and air cargo tonnage handled by Florida commercial service airports	> 0.05% of total U.S. air freight and mail tonnage (16,000 tons per year in 2006)	Similar concept to the “small” passenger hubs as defined by the Federal Aviation Administration	Airports Council International	2006

OR

Emerging SIS Airports – Economic Connectivity Criteria

Criterion	Description	Threshold	Rationale	Source	Year
Service to clusters of industries dependent on air transportation located in or adjacent to fast-growing county that ranks among the top 25% statewide in terms of population growth over the next 20 years.	Proximity to one or more of the following <ul style="list-style-type: none"> • Four-year colleges and universities • Clusters of high-technology business with more than 100 employees • Clusters of tourist establishments or hospitality businesses with more than 100 employees 	Within 50 miles	These industries require convenient access to air transportation for both people and freight	Population forecast – Florida Office of Economic and Demographic Research	2005
				University locations – Florida Division of Colleges and Universities; Foundation for Independent Higher Education	2006
				Industry establishment data – InfoUSA database	2005

General Aviation Reliever Airports to SIS Airports

Legislation enacted by the Governor and Legislature in 2007 amended Section 339.63, Florida Statutes, to define criteria for designation of general aviation relievers to SIS airports as part of the SIS, upon request of a particular airport that meets the defined criteria. To be designated as part of the SIS, a general aviation airport must meet all of the following criteria:

General Aviation Relievers to SIS Airports Minimum Size Criteria (must meet all of the following)					
Criterion	Description	Threshold	Rationale	Source	Year
Serve as reliever facility to an existing SIS airport	Federal designation	Yes	These airports are intended to relieve congestion at SIS airports and provide improved general aviation access to the overall community.	Federal Aviation Administration, National Plan of Integrated Airport Systems	2007
Itinerant flight operations	Number of nonlocal flight operations per year	75,000	Counting only itinerant operations emphasizes those general aviation airports that serve as origins or destinations for flights that leave the local area. The threshold is set approximately equal to 0.15% of the nation's total itinerant operations in 2006.	Federal Aviation Administration Aeronautical Information Services	2006
Runway length	Length of runway	5,500 linear feet	Industry standard	Federal Aviation Administration Aeronautical Information Services	2006
Runway capacity	Capable of handling aircraft weighing 60,000 pounds with a dual wheel configuration and that is served by at least one precision instrument approach.	Yes	Industry standard. The precision instrument approach is a ground-based system which provides precise guidance to an aircraft approaching a runway, using a combination of radio signals and high-intensity lighting arrays to enable a safe landing during poor weather conditions.	Federal Aviation Administration Aeronautical Information Services	2006

Continued on next page

Criterion	Description	Threshold	Rationale	Source	Year
Service to clusters of industries dependent on air.	Proximity to one or more of the following	Within 50 miles	These industries require convenient access to air transportation for both people and freight	Population forecast – Florida Office of Economic and Demographic Research	2005
	<ul style="list-style-type: none"> • Four-year colleges and universities 			University locations – Florida Division of Colleges and Universities; Foundation for Independent Higher Education	2006
	<ul style="list-style-type: none"> • Clusters of high-technology business with more than 100 employees • Clusters of tourist establishments or hospitality businesses with more than 100 employees 			Industry establishment data – InfoUSA	2005

Spaceports

The designation criterion for spaceports includes operating spaceports handling commercial or military freight payloads on the SIS. Although Florida Statutes Section 331.304 defines a number of areas in the State as “Spaceport territory,” only the property located in Brevard County is included on the SIS.

SIS Spaceports

SIS Spaceports are defined as operating spaceports handling commercial or military freight payloads.

SIS Spaceport Criterion					
Criterion	Description	Threshold	Rationale	Source	Year
Annual civil, commercial or military payloads	Civil, commercial or military payloads	Yes	Reflects statewide commitment to space transportation industry	Space Florida	2007

Emerging SIS Spaceports

There are no criteria for designation of Emerging SIS spaceports.

Emerging SIS Spaceport Criterion					
Criterion	Description	Threshold	Rationale	Source	Year
N/A	N/A	N/A	N/A	N/A	N/A

Deepwater Seaports

The SIS and Emerging SIS criteria and thresholds are currently applied to deepwater ports as defined in Chapter 311, Florida Statutes, as these seaports have significant economic competitiveness benefits and considerable landside transportation impacts. Florida currently has 14 deepwater ports that can be considered for designation as a SIS or Emerging SIS facility.

SIS Seaports

To be designated a **SIS seaport**, the deepwater port must meet *minimum size* criteria and *community and environment* screening criteria. The community and environment screening criteria, which are the same for all types of SIS facilities, are documented on pages B-36 through B-38. The minimum size thresholds for SIS Seaports are summarized in the table below.

SIS Seaports Minimum Size Criteria (must meet at least one)					
Criterion	Description	Threshold	Rationale	Source	Year
Cruise passenger volume	Annual homeport cruise passenger embarkations and disembarkations at Florida deepwater seaports	≥ 250,000 homeport passengers per year	Represents the minimum threshold for inclusion on the National Highway System (NHS) Intermodal Connectors Inventory	Florida Ports Council – <i>Five-Year Plan to Achieve the Mission of Florida’s Seaports 2005/2006 – 2009/2010</i>	2005-2006
Freight tonnage	Annual freight throughput measured in tons at Florida deepwater seaports	> 0.25% of total U.S. waterborne freight tonnage (6.4 million tons of inbound and outbound freight per year in 2005-2006)	Similar concept to the “medium” hub airports		
Container volume	Annual containerized freight throughput measured in 20-foot equivalent units (TEU) at Florida deepwater seaports	> 0.25% of total U.S. waterborne container movements (105,000 TEUs shipped inbound or outbound per year in 2005-2006)	Similar concept to the “medium” hub airports		

Emerging SIS Seaports

If a deepwater port does not meet SIS *minimum size* criteria, it can be considered for designation as an Emerging SIS seaport if it meets the *distance* criterion, and either Emerging SIS *minimum size* criteria or *economic connectivity* criteria.

Emerging SIS Seaports – Distance Criterion					
Criterion	Description	Threshold	Rationale	Source	Year
Proximity to SIS seaports	Distance from closest SIS seaport	> 50 miles driving distance	Seaports within 50 miles of a larger seaport may function as supporting facilities, rather than providing additional economic connectivity to regions not already served by the SIS	FDOT SIS Base Map	2007

AND

Emerging SIS Seaports – Minimum Size Criteria (<i>must meet at least one</i>)					
Criterion	Description	Threshold	Rationale	Source	Year
Cruise passenger volume	Annual homeport cruise passenger embarkations and disembarkations at Florida deepwater seaports	≥ 50,000 homeport passengers per year	Represents 20% of the minimum threshold for inclusion on the NHS Intermodal Connectors	Florida Ports Council – <i>Five-Year Plan to Achieve the Mission of Florida’s Seaports</i>	2005-2006
Freight tonnage	Annual freight throughput at measured in tons at Florida deepwater seaports	> 0.05% of total U.S. waterborne freight tonnage (1.3 million tons of inbound and outbound freight per year in 2005-2006)	Similar concept to the “small” hub airports (i.e., 20% of the SIS threshold)		2005-2006
Container volume	Annual containerized freight throughput measured in TEUs at Florida deepwater seaports	> 0.05% of total U.S. waterborne container movements (22,000 TEUs shipped inbound or outbound per year in 2005-2006)	Similar concept to the “small” hub airports (i.e., 20% of the SIS threshold)		2005-2006 – 2009/2010

OR (continued on next page)

Emerging SIS Seaports – Economic Connectivity Criteria

Criterion	Description	Threshold	Rationale	Source	Year
Service to industries dependent on waterborne transportation service located in or adjacent to fast-growing county that ranks among the top 25% statewide in terms of population growth over the next 20 years.	Proximity to one or more of the following	Within 50 miles	These industries require convenient access to waterborne freight transportation	Population forecast – Florida Office of Economic and Demographic Research	2005
	<ul style="list-style-type: none"> Counties with annual agricultural production valued at more than \$100 million. 			Agricultural data – U.S. Bureau of Economic Analysis, Census of Agriculture	2006
	<ul style="list-style-type: none"> Clusters of major mines with more than 100 employees. 			Mine data – Mineral Resource Data Systems	2006
	<ul style="list-style-type: none"> Clusters of warehouses and distribution centers with more than 100 employees. 			Industry establishment data – InfoUSA database	2005

Passenger Terminals

The SIS and Emerging SIS criteria and thresholds are applied to passenger terminals that carry interstate or interregional passengers and provide on-site ticketing and support services. Examples of passenger terminals include rail stations, bus stations, and multimodal terminals that combine two or more of these types of systems.

SIS Passenger Terminals

To be designated as a **SIS passenger terminal**, the passenger terminal must meet *minimum size* criteria and *community and environment* screening criteria. The community and environment screening criteria, which are the same for all types of SIS facilities, are documented on pages B-36 through B-38. The minimum size thresholds for passenger terminals are summarized in the table below.

SIS Passenger Terminals Minimum Size Criteria (must meet at least one)					
Criterion	Description	Threshold	Rationale	Source	Year
Passenger volume (interregional or interstate bus terminals)	Annual interregional or interstate passenger boardings; on-site ticketing and other support services	≥ 100,000 passengers per year	Represents minimum threshold for inclusion on NHS Intermodal Connectors Inventory	Greyhound Lines, Inc.	2005
Passenger volume (interregional or interstate rail terminals)	Annual interregional or interstate passenger boardings; on-site ticketing and other support services	≥ 100,000 passengers per year	Represents minimum threshold for inclusion on NHS Intermodal Connectors Inventory	National Rail Passenger Corporation (Amtrak); South Florida Regional Transportation Authority (Tri-Rail)	2007
Passenger volume (multimodal terminals providing interregional or interstate service)	Annual interregional or interstate bus or rail passenger boardings at multimodal terminals; on-site ticketing and other support services	≥ 100,000 passengers per year	Represents minimum threshold for inclusion on NHS Intermodal Connectors Inventory	Multimodal terminal operators	2005 and 2007

Emerging SIS Passenger Terminals

If a passenger terminal does not meet SIS *minimum size* criteria, it can be considered for designation as an Emerging SIS passenger terminal if it meets the *distance* criterion and either Emerging SIS *minimum size* criteria or *economic connectivity* criteria.

Emerging SIS Passenger Terminals – Distance Criterion					
Criterion	Description	Threshold	Rationale	Source	Year
Proximity to SIS passenger terminals	Distance from closest SIS passenger terminal of same type	> 50 miles driving distance	Passenger terminals within 50 miles of a larger terminal tend to function as reliever facilities, rather than providing additional economic connectivity to regions not already served by the SIS	FDOT SIS Base Map	2007

AND

Emerging SIS Passenger Terminals – Minimum Size Criteria (<i>must meet at least one</i>)					
Criterion	Description	Threshold	Rationale	Source	Year
Passenger volume (interregional or interstate bus terminals)	Annual interregional or interstate passenger boardings by bus terminal; on-site ticketing and other support services	≥ 50,000 passengers per year	Represents one-half of minimum threshold for inclusion on NHS Intermodal Connectors Inventory	Greyhound Lines, Inc.	2005
Passenger volume (interregional or interstate rail terminals)	Annual interregional or interstate passenger boardings by rail terminal; on-site ticketing and other support services	≥ 50,000 passengers per year	Represents one-half of minimum threshold for inclusion on NHS Intermodal Connectors Inventory	National Rail Passenger Corporation (Amtrak); South Florida Regional Transportation Authority (Tri-Rail)	2007
Passenger volume (multimodal terminals providing interregional or interstate service)	Annual interregional or interstate bus or rail passenger boardings at multimodal terminals; on-site ticketing and other support services	≥ 50,000 passengers per year	Represents one-half of minimum threshold for inclusion on NHS Intermodal Connectors Inventory	Multimodal terminal operators	2005 and 2007

OR (continued on next page)

Emerging SIS Passenger Terminals – Economic Connectivity Criteria

Criterion	Description	Threshold	Rationale	Source	Year
Service to industries dependent on interregional passenger transportation and located in or adjacent to a fast-growing county that ranks among the top 25% statewide in terms of population growth over the next 20 years.	Proximity to one or more of the following	Within 50 miles	These industries require convenient access to interregional passenger transportation	Population forecast – Florida Office of Economic and Demographic Research	2005
	<ul style="list-style-type: none"> • Clusters of tourist attractions and related hospitality businesses with more than 100 employees 			Tourism data –InfoUSA database	2006
	<ul style="list-style-type: none"> • Four-year colleges and universities 			University data – Florida Division of Colleges and Universities; Foundation for Independent Higher Education	2005

Freight Rail Terminals

SIS and Emerging SIS criteria and thresholds are defined for two types of freight rail terminals:

- *Intermodal* terminals that carry trailer-on-flat-car or container-on-flat-car traffic and are transferred at these terminals between rail and another mode (such as highway or water); and
- *Carload* terminals, which handle all other types of traffic, including bulk shipments, merchandise in box cars, chemicals, assembled autos, and other large shipments.

A terminal that handles both intermodal and carload flows is evaluated using both thresholds, but doesn't have to meet both to be designated.

SIS Freight Rail Terminals

To be designated as a **SIS freight rail terminal**, the terminal must meet *minimum size* criteria and *community and environment* screening criteria. The community and environment screening criteria, which are the same for all types of SIS facilities, are documented on pages B-36 through B-38. The minimum size thresholds for freight rail terminals are summarized in the table below.

SIS Freight Rail Terminals Minimum Size Criteria (must meet at least one)					
Criterion	Description	Threshold	Rationale	Source	Year
Intermodal rail freight volume	Annual freight throughput at intermodal freight rail terminals measured in tons	> 0.25% of total U.S. intermodal rail movements (425,000 tons per year in 2004)	Similar to medium hubs concept	Surface Transportation Board (STB) Rail Waybill data	2004
Carload rail freight volume	Annual total freight throughput at freight rail terminals measured in tons	> 0.25% of total U.S. carload rail movements (4.1 million tons per year in 2004)	Similar to medium hubs concept	Surface Transportation Board (STB) Rail Waybill data	2004

Emerging SIS Freight Rail Terminals

If a freight rail terminal does not meet SIS *minimum size* criteria, it can be considered for designation as an Emerging SIS freight rail terminal if it meets the *distance* criterion, and either Emerging SIS *minimum size* criteria or *economic connectivity* criteria.

Emerging SIS Freight Rail Terminals – Distance Criterion					
Criterion	Description	Threshold	Rationale	Source	Year
Proximity to SIS freight rail terminals	Distance from closest SIS freight rail terminal of same type	> 50 miles driving distance	Freight rail terminals within 50 miles of a larger freight rail tend to function as reliever facilities, rather than providing additional economic connectivity to regions not already served by the SIS	FDOT SIS Base Map	2007

AND

Emerging SIS Freight Rail Terminals – Minimum Size Criteria (<i>must meet at least one</i>)					
Criterion	Description	Threshold	Rationale	Source	Year
Intermodal rail freight volume	Annual freight throughput at intermodal freight rail terminals measured in tons	> 0.05% of total U.S. intermodal rail movements (85,000 tons per year in 2004)	Similar to small hub concept	Surface Transportation Board (STB) Rail Waybill data	2004
Carload rail tonnage volume	Annual total freight throughput at freight rail terminals measured in tons	> 0.05% of total U.S. carload rail movements (840,000 tons per year in 2004)	Similar to small hub concept	Surface Transportation Board (STB) Rail Waybill data	2004

OR (continued on next page)

Emerging SIS Freight Rail Terminals – Economic Connectivity Criteria

Criterion	Description	Threshold	Rationale	Source	Year
Service to industries dependent on freight rail transportation service located in or adjacent to a fast-growing county that ranks among the top 25% statewide in terms of employment growth over the next 20 years.	Proximity to clusters of warehouses and distribution centers with more than 100 employees	Within 50 miles	These industries require convenient access to intermodal rail freight transportation	Employment forecast – Woods and Poole Economics, Inc. Industry data –InfoUSA	2006 2005
	Proximity to one or more of the following <ul style="list-style-type: none"> • Counties with annual agricultural production valued at more than \$100 million • Clusters of major mines with more than 100 employees • Clusters of wood and paper industry producers with more than 100 employees • Coal-burning utility facilities 	Within 50 miles	These industries require convenient access to carload rail freight transportation	Employment forecast – Woods and Poole Economic, Inc Agricultural data – U.S. Bureau of Economic Analysis, Census of Agriculture Mine data – Mineral Resource Data System Wood and Paper Industry data –InfoUSA database Coal data – U.S. Energy Information Administration, Coal Transportation Rate Database	2006 2002 2006 2005 Varies

Passenger Rail Corridors

SIS criteria and thresholds are applied to rail corridors that provide scheduled interregional or interstate passenger service.

SIS Passenger Rail Corridors

To be designated as a **SIS passenger rail corridor**, the corridor must meet *minimum size* criteria and *community and environment* screening criteria. The community and environment screening criteria, which are the same for all types of SIS facilities, are documented on pages B-36 through B-38. The minimum size threshold for passenger rail corridors is summarized in the table below.

SIS Passenger Rail Corridors Criteria					
Criterion	Description	Threshold	Rationale	Source	Year
Scheduled interregional or interstate passenger rail service	Rail corridors that provide scheduled interregional or interstate passenger service. A rail corridor is considered to provide interregional or interstate passenger service if passengers can make a connection to another region using a single rail operator (e.g., Amtrak), or a combination of two rail operators (e.g., Amtrak and a regional commuter rail service).	Yes	Reflects statewide commitment to interregional passenger rail service	FDOT, <i>Florida Rail System Plan</i>	2006

Emerging SIS Passenger Rail Corridors

There are no criteria for designation of Emerging SIS passenger rail corridors.

Emerging SIS Passenger Rail Corridors Criteria					
Criterion	Description	Threshold	Rationale	Source	Year
N/A	N/A	N/A	N/A	N/A	N/A

Freight Rail Corridors

SIS criteria and thresholds are applied to rail corridors that provide active freight service.

SIS Freight Rail Corridors

To be designated as a **SIS freight rail corridor**, the corridor must meet *minimum size* criteria and *community and environment* screening criteria. The community and environment screening criteria, which are the same for all types of SIS facilities, are documented on pages B-36 through B-38. The minimum size threshold for freight rail corridors is summarized in the table below.

SIS Freight Rail Corridors Minimum Size Criteria					
Criterion	Description	Threshold	Rationale	Source	Year
Freight density	Rail line freight density measured in million gross ton-miles per mile per year (MGTM/M)	≥ 10 MGTM/M	Based on data specific to Florida; threshold is comparable to those established within the rail industry	FDOT, <i>Florida Rail System Plan 2000</i>	2000

Emerging SIS Freight Rail Corridors

If a freight rail corridor does not meet SIS *minimum size* criteria, it can be considered for designation as an Emerging SIS freight rail corridors if it meets Emerging SIS *minimum size* criteria or *economic connectivity* criteria.

Emerging SIS Freight Rail Corridors – Minimum Size Criteria					
Criterion	Description	Threshold	Rationale	Source	Year
Freight density	Rail line freight density measured in MGTM/M per year	≥ 5 MGTM/M	One-half of SIS threshold; threshold is comparable to those established within the rail industry	FDOT, <i>Florida Rail System Plan 2000</i>	2000
<i>OR</i>					
Emerging SIS Freight Rail Corridors – Economic Connectivity Criteria					
Criterion	Description	Threshold	Rationale	Source	Year
Service to industries dependent on rail transportation located in or adjacent to a fast-growing county that ranks among the top 25% statewide in terms of employment growth over the next 20 years.	Proximity to one or more of the following	Within 50 miles	These industries require convenient access to rail freight transportation	Employment forecast – Woods and Poole Economics, Inc.	2006
	• Counties with annual agricultural production valued at more than \$100 million			Agricultural data – U.S. Bureau of Economic Analysis, Census of Agriculture	2002
	• Clusters of major mines with more than 100 employees			Mine data – Mineral Resource Data System	2006
	• Clusters of wood and paper industry producers with more than 100 employees			Other industry data – InfoUSA	2005
	• Clusters of warehouses and distribution centers with more than 100 employees			Coal data – U.S. Energy Information Administration, Coal Transportation Rate Database	Varies
	• Coal-burning utility facilities				

Waterway Corridors

Two types of waterways corridors are designated as part of the SIS:

- (1) **Coastal shipping lanes and intracoastal waterways** – The coastal shipping lanes and Intracoastal Waterway System are the link between Florida’s seaports, the State’s inland waterway system, and domestic and international trade routes. All such waterways are designated as part of the SIS without a minimum size threshold. This decision recognizes the important connectivity provided by these waterways, the potential role of coastal barge and ferry service in the movement of certain travelers and commodities, and water’s potential to act as a transportation alternative to the highway and rail modes.
- (2) **Inland waterways** – The State of Florida has a large number of inland waterways that contribute to freight flows and passenger movement. These water bodies may be harbors, rivers, or canals that serve deepwater seaports or small, “special-generator” ports that handle specific commodities. In order to be designated as SIS or Emerging SIS facilities, these waterways must either be interregional in their physical extent (e.g., the waterway itself must cross a regional boundary), or the majority of goods or passengers carried on the waterways must arrive from or depart to interregional, interstate, or international destinations.

SIS Waterway Corridors

To be designated a **SIS waterway corridor**, the corridor must meet *minimum size* criteria and *community and environment* screening criteria. The community and environment screening criteria, which are the same for all types of SIS facilities, are documented on pages B-36 through B-38. The minimum size thresholds for waterway corridors are summarized in the table below.

SIS Waterway Corridors Minimum Size Criteria (<i>must meet at least one</i>)					
Criterion	Description	Threshold	Rationale	Source	Year
Intracoastal waterways and coastal shipping lanes	Designated intracoastal waterways and Gulf or Atlantic coastal shipping lanes handling international waterborne trade	Yes	Connect Florida seaports, inland waterways and markets to major domestic and international shipping lanes and markets	U.S. Army Corps of Engineers – <i>Waterborne Commerce of the United States</i> 2006	2006
Freight tonnage	Annual freight tonnage on inland interregional waterways	> 0.25% of domestic waterway freight traffic on shallow waterway corridors (2.6 million tons per year in 2006) > 0.25% of total waterway freight traffic on deep draft waterway corridors (6.5 million tons per year in 2006)	Similar to medium concept (i.e., 0.25% of national total). “Shallow draft” waterways (those with draft less than 12 feet) are capable of carrying only domestic freight traffic. “Deep draft” waterways (those with draft greater than or equal to 12 feet) are capable of carrying domestic or international freight traffic.	U.S. Army Corps of Engineers – <i>Waterborne Commerce of the United States</i> 2006	2006

Emerging SIS Waterway Corridors

If a waterway corridor does not meet SIS *minimum size* criteria, it can be considered for designation as an Emerging SIS waterway corridor if it meets the Emerging SIS *minimum size* criteria or *economic connectivity* criteria.

Emerging SIS Waterways – Minimum Size Criteria					
Criterion	Description	Threshold	Rationale	Source	Year
Freight tonnage	Annual freight tonnage on inland interregional waterways	> 0.05% of domestic waterway freight traffic on shallow draft waterway corridors (511,000 tons per year in 2006) > 0.05% of total waterway freight traffic on deep draft waterway corridors (1.3 million tons per year in 2006)	Comparable to small hubs concept (i.e., 20% of SIS threshold) “Shallow draft” waterways (those with draft less than 12 feet) are capable of carrying only domestic freight traffic. “Deep draft” waterways (those with draft greater than or equal to 12 feet) are capable of carrying domestic or international freight traffic.	U.S. Army Corps of Engineers – <i>Waterborne Commerce of the United States</i> 2006	2006

OR (continued on next page)

Emerging SIS Waterways – Economic Connectivity Criteria

Criterion	Description	Threshold	Rationale	Source	Year
Inland interregional service to industries dependent on water transportation located in or adjacent to a fast-growing county that ranks among the top 25% statewide in terms of employment growth over the next 20 years.	Proximity to one or more of the following	Within 50 miles	These industries require convenient access to waterway transportation	Employment forecast – Woods and Poole Economics, Inc.	2006
	<ul style="list-style-type: none"> Counties with annual agricultural production valued at more than \$100 million 			Agricultural data – U.S. Bureau of Economic Analysis, Census of Agriculture	2002
	<ul style="list-style-type: none"> Clusters of major mines with more than 100 employees 			Mine data – Mineral Resource Data System	2006
	<ul style="list-style-type: none"> Clusters of wood and paper industry producers with more than 100 employees 			Wood and Paper industry data –InfoUSA database	2005
	<ul style="list-style-type: none"> Coal-burning utility facilities 			Coal data – U.S. Energy Information Administration, Coal Transportation Rate Database	Varies

Highway Corridors

In most cases, highways must be designated as part of the Florida Intrastate Highway System (FIHS) to be considered for SIS or Emerging SIS designation. The two exceptions are for roadways that are part of the National Highway System and provide connectivity to Alabama or Georgia, and roadways that are part of the State Highway System and serve Rural Areas of Critical Economic Concern, as described below.

SIS Highway Corridors

To be designated as a **SIS highway corridor**, a roadway must meet *minimum size* criteria and *community and environment* screening criteria. The community and environment screening criteria, which are the same for all types of SIS facilities, are documented on pages B-36 through B-38. The minimum size thresholds for highway corridors are summarized in the table below.

SIS Highway Corridors – Florida Intrastate Highway System (FIHS) Facilities Criteria (must meet vehicle volume OR truck percentage on at least 75% of segment length)					
Criterion	Description	Threshold	Rationale	Source	Year
FIHS facility	Designated FIHS facility	Yes	Meets statutory criteria for high-volume, high-speed interregional limited access or controlled access facilities	FDOT, Systems Planning Office, <i>FIHS Status Report</i>	2007
Vehicle volume	Average annual daily traffic (AADT)	≥ 9,000 AADT	Approximately equal to the average AADT on Federal-aid highways nationwide	FDOT, Roadway Characteristics Inventory (RCI) data	2000
Truck percentage of traffic	Percent trucks	> 20% trucks	Represents the generally accepted definition of a truck corridor	FDOT, Roadway Characteristics Inventory (RCI) data	2000
Connectivity on segments between SIS corridors	Percentage of segment length required to meet SIS criteria for full segment to be designated	75%	Ensures that highway segments that do not fully meet criteria are included only when they connect to other SIS highways and where a supermajority of the segment's length meets the criteria	FDOT, Roadway Characteristics Inventory (RCI) data	2000

OR (continued on next page)

SIS Highway Corridors – National Highway System (NHS) Facilities (*must meet both criteria*)

Criterion	Description	Threshold	Rationale	Source	Year
NHS facility	Designated NHS facility	Yes	Ensures connectivity with comparable NHS roadways in neighboring states	Federal Highway Administration – Office of Planning	2007
Connection to Georgia or Alabama	Interstate connection to major markets not already secured by SIS facilities	Yes	Ensures connections to major markets in Alabama and Georgia	Federal Highway Administration – Office of Planning	2007

Emerging SIS Highway Corridors

If Highway Corridor does not meet SIS *minimum size* criteria, it can be considered for designation as an Emerging SIS highway corridor if it meets the *distance* criterion, and either Emerging SIS *minimum size* criteria or *economic connectivity* criteria

Emerging SIS Highway Corridors – FIHS Facilities Criteria <i>(must meet vehicle volume, OR truck percentage AND volume, on at least 50% of segment length)</i>					
Criterion	Description	Threshold	Rationale	Source	Year
FIHS facility	Designated FIHS facility	Yes	Meets statutory criteria for high-volume, high-speed interregional limited access or controlled access facilities	FDOT, Systems Planning Office, <i>FIHS Status Report</i>	2007
Vehicle volume	Average annual daily traffic (AADT)	≥ 6,000 AADT	Represents two-thirds of average AADT Federal-aid highways nationwide and is approximately equal to average AADT in rural and small urban areas (<50,000 population) on Federal-aid highways nationwide	FDOT, Roadway Characteristics Inventory (RCI) data	2000
Truck percentage and volume	Percent trucks in traffic and Average Annual Daily Truck Traffic (AADTT)	> 13% trucks and ≥ 800 AADTT	Percent trucks represents two-thirds of the generally accepted definition of a truck corridor; 800 AADTT minimum helps to identify the most significant rural truck corridors (i.e., prevents a corridor with low truck volume – below 13% trucks – from being designated).	FDOT, Roadway Characteristics Inventory (RCI) data	2000
Connectivity on segments between SIS corridors	Percentage of segment length required to meet Emerging SIS criteria for full segment to be designated	50%	Ensures that highway segments that do not fully meet criteria are included only when they connect to other SIS highways and where a majority of the segment’s length meets the criteria	FDOT, Roadway Characteristics Inventory (RCI) data	2000

OR (continued on next page)

Emerging SIS Highway Corridors – State Highway System (SHS) Facilities Criteria
(must meet vehicle volume, OR truck percentage AND volume, on at least 50% of segment length)

Criterion	Description	Threshold	Rationale	Source	Year
SHS Facility	Designated SHS facility	Yes	Ensures that roadway is owned by FDOT	FDOT, Roadway Characteristics Inventory (RCI) data	2007
Interregional corridors connecting Rural Areas of Critical Economic Concern to the SIS	SHS facilities that provide service to at least one county or city within a designated Rural Area of Critical Economic Concern; that are interregional corridors; and that are bounded by existing SIS highway corridors.	Yes	Interregional SHS facilities in Rural Areas of Critical Economic Concern that are bounded by SIS facilities allow these rural areas to connect to other regions in Florida and nationwide.	FDOT, Roadway Characteristics Inventory (RCI) data	2000
Vehicle volume	Average annual daily traffic (AADT)	≥ 6,000 AADT	Represents two-thirds of average AADT Federal-aid highways nationwide and is approximately equal to average AADT in rural and small urban areas (<50,000 population) on Federal-aid highways nationwide	FDOT, Roadway Characteristics Inventory (RCI) data	2000
Truck percentage and volume	Percent trucks in traffic and Average annual daily truck traffic (AADTT)	> 13% trucks and ≥ 1,000 AADTT	Percent trucks represents two-thirds of the generally accepted definition of a truck corridor; 1,000 AADTT minimum helps to identify the most significant rural truck corridors (i.e., prevents a corridor with low truck volume – below 13% trucks – from being designated)	FDOT, Roadway Characteristics Inventory (RCI) data	2000
Connectivity on segments between SIS corridors	Percentage of segment length required to meet Emerging SIS criteria for full segment to be designated	50%	Ensures that highway segments that do not fully meet criteria are included only when they connect to other SIS highways and where a majority of the segment's length meets the criteria	FDOT, Roadway Characteristics Inventory (RCI) data	2000

Busways, Truckways, and Transit Facilities

Criteria are defined for exclusive-use busways, truckways, and transit facilities to guide future designation decisions.

SIS Busways, Truckways, and Transit Facilities

An exclusive use facility must meet the criterion listed below, as well as the community and environment screening criteria. The community and environment screening criteria, which are the same for all types of SIS facilities, are documented on pages B-36 through B-38.

SIS Exclusive-Use Busways, Truckways, and Transit Facilities Criterion					
Criterion	Description	Threshold	Rationale	Source	Year
Intercity or interregional intermodal service	Provides intercity or interregional service with connection to other modes	Yes	Ensures focus on interregional rather than local trips	FDOT, Public Transit Office	2007

Emerging SIS Busways, Truckways, and Transit Facilities

If a Busway, Truckway, and Transit Facility does not meet SIS *minimum size* criteria, it can be considered for designation as an Emerging SIS use busway, truckway, or transit facility if it meets the following criterion.

Emerging SIS Exclusive-Use Busways, Truckways, and Transit Facilities Criterion					
Criterion	Description	Threshold	Rationale	Source	Year
Alternative travel mode	Provides alternative travel mode within designated SIS interregional highway or rail corridors	Yes	Reflects statewide commitment to use of alternative modes of transportation for people and freight	FDOT, Public Transit Office	2007

Application of the 50-Mile Threshold

In March 2004, the Secretary of Transportation approved the application of the 50-mile threshold used in the distance criterion for Emerging SIS hubs as a driving distance over SIS and Emerging SIS corridors and connectors, rather than as a straight line radius. The only exception to the 50-mile threshold is for hubs that meet the Emerging SIS minimum size criteria AND serve substantially different trip origin/destination patterns or types of movements for a sustained period of time. Exceptions to the 50-mile threshold were approved by the SIS Steering Committee for the Port of Fernandina and by the Secretary of Transportation for Orlando-Sanford International Airport and St. Petersburg-Clearwater International Airport. The 50-mile threshold is to be applied as follows:

- The driving distance between a SIS and a potential Emerging SIS hub must be equal to or greater than 50.0 miles.
- The driving distance will be measured on SIS and Emerging SIS corridors and connectors only. These officially designated facilities provide an objective, consistent method of measuring driving distance between all types of SIS hubs in all regions of the State. For the purposes of measuring driving distance, the route used to connect the potential Emerging SIS hub to a SIS corridor will be determined using the Department's adopted criteria for designating SIS and Emerging SIS connectors.
- The driving distance will be measured to each hub at the point where the SIS or Emerging SIS connector (for the most commonly used passenger or freight entrance, depending on the type of comparison) first meets or crosses the hub property boundary.
- Where multiple potential SIS and Emerging SIS routes exist between two hubs, the shortest distance will be used.
- For airports, seaports, and spaceports, the 50-mile driving distance will be measured between hubs of the same mode (i.e., airport to airport, seaport to seaport). For interregional passenger terminals, the 50-mile driving distance will be measured between hubs offering the same mode or type of service (i.e., Amtrak rail service to Amtrak rail service, Greyhound bus service to Greyhound bus service). For rail freight terminals, the 50-mile driving distance will be measured between hubs offering the same type of service (i.e., bulk rail service to bulk rail service, intermodal rail service to intermodal rail service). In the event that new types of intermodal hubs are designated in the future (for example, an "inland port" offering rail and air cargo service), the Department's modal offices, in consultation with partners, will determine at that time to which types of hubs the 50-mile driving distance should be applied.
- An exception to this 50-mile threshold can be provided only if the hub 1) meets the Emerging SIS minimum size criteria and 2) has served substantially different trip origin/destination patterns or types of movement for a sustained period of time, as defined by meeting at least one of the following conditions:
 - *Airports*: A majority of passenger enplanements or freight tonnage is destined for direct service to other medium/large U.S. hubs or international destinations that are not directly served by the SIS airport; or a majority of passenger enplanements or freight tonnage are

for particular market niches (e.g., international or charter passengers) that are not significantly served by the SIS airport.

- *Seaports*: A majority of passenger trips or freight tonnage is destined for direct service to other medium/large U.S. seaports or international destinations that are not directly served by the SIS seaport; or a majority of passenger trips or freight tonnage are for particular market niches (e.g., containerized cargo) that are not significantly served by the SIS seaport.
- *Interregional Passenger Terminals*: A majority of passenger trips is destined for direct service to other medium/large U.S. passenger terminals that are not directly served by the SIS terminal; or a majority of passenger trips are for particular types of service (e.g., intercity bus or interregional passenger rail) that are not significantly served by the SIS terminal. The terminal also must be located on an existing designated SIS or Emerging SIS corridor.
- *Freight Rail Terminals*: A majority of freight tonnage is destined for direct service to other medium/large U.S. freight rail terminals that are not directly served by the SIS terminal; or a majority of freight tonnage are for particular types of service (e.g., containerized cargo) that are not significantly served by the SIS terminal. The terminal also must be on an existing designated SIS or Emerging SIS corridor.

■ **Intermodal Connector Designation Criteria**

As authorized by §339.63(2), Florida Statutes, the Secretary of Transportation adopted the following criteria in September 2004 for designating SIS and Emerging SIS intermodal connectors. The guiding policies for designating connectors are as follows:

- The purpose of SIS connectors is to connect SIS hubs to the nearest or most appropriate SIS corridor;
- The purpose of Emerging SIS connectors is to connect Emerging SIS hubs to the nearest or most appropriate SIS or Emerging SIS corridor; and
- The function of the SIS and Emerging SIS connectors is to provide safe, secure, efficient, reliable, and direct access between hubs and corridors.

The following criteria and implementation guidance were used to identify the SIS and Emerging SIS intermodal connectors.

- **Criterion: Connect to the nearest or most appropriate SIS or Emerging SIS corridor.**

Implementation guidance: SIS hubs generally are connected to the nearest SIS corridor, while Emerging SIS hubs are connected to the nearest SIS or Emerging SIS corridor. In certain cases, other SIS or Emerging SIS corridors may be more appropriate (for example, cases where there are unique interregional trip patterns for passengers and freight).

- **Criterion: Choose among multiple potential connectors based on:**

- Frequency of use for interregional passengers or freight;
- Ability to provide high-speed, high-capacity, limited access service;
- Ability to provide the most direct access; and
- Ability to provide two-way directional movement.

Implementation guidance: Potential connectors are compiled from the National Highway System intermodal connector inventory, the National Highway Planning Network, the U.S. Department of Defense's Strategic Highway Network and Strategic Rail Corridor Network, facility access studies and other sources. Of the multiple potential access routes for each hub, potential connectors are evaluated based on all four factors. A connector's ability to provide high-speed, high-capacity, limited access service reflects anticipated future design standards for most SIS and Emerging SIS connectors. However, in recognition of the unique constraints faced by some connectors and the need for flexible design standards in some situations, all four factors are considered together in determining a facility's potential designation.

- **Criterion: Designate more than one connector to a single hub when any of the following conditions are met:**

- Hub meets both SIS or Emerging SIS freight and passenger thresholds, and freight and passenger handling facilities have discrete access points at different locations (e.g., separate passenger terminal and air cargo facilities at airports);
- Hub has multiple terminals or terminal areas with discrete access points; or
- Existing interregional flows of people or goods are divided significantly among more than one mode (e.g., truck, rail and water access to seaports).

Implementation guidance: To keep the system as strategic as possible, the SIS Steering Committee recommended that the number of connectors be generally limited to one per hub, except in those cases where more than one connector may be appropriate. Based on input from partners and the public, these three conditions identify the cases where additional connectors should be designated for the SIS and Emerging SIS hubs. The application of these conditions should be on a case-by-case basis that reflects the unique characteristics of each hub. Changes in the number and location of terminals or access points at an individual hub should be reflected in the designation of connectors only when such changes are included in the hub's adopted master plan.

- **Criterion: Identify connectors with potential community and environmental impacts for more detailed study with resource agencies and community partners.**

Implementation guidance: SIS and Emerging SIS connectors are subject to the adopted community and environment screening criteria. Due to the existing locations of SIS and Emerging SIS hubs, and the nature and volume of the traffic traveling between SIS hubs and corridors, improvements to intermodal connectors could in some cases have adverse impacts on communities and/or sensitive natural environments. If no suitable alternative solution exists, context-sensitive design features should be considered to reduce or mitigate impacts of the improvements on the built and natural environments.

■ Planned Facilities Criteria for Hubs and Corridors

As part of the SIS Strategic Plan, the Secretary of Transportation adopted the following planned facilities criteria and implementation guidance, as authorized by §339.63(2), Florida Statutes.

Planned SIS hubs and corridors can be facilities that are not yet physically operational (e.g., in some stage of project development, design, or construction), or existing facilities at or on which a transportation service is planned but not yet inaugurated.

A facility must meet **all three** of the following criteria to be designated as a Planned SIS hub or corridor:

- **Criteria and Thresholds:** The planned facility or service is projected to meet all applicable SIS or Emerging SIS criteria and thresholds within the first three years of operation.

Implementation Guidance: The facility or service is projected to meet all applicable SIS or Emerging SIS criteria and thresholds within three years after opening, including the requirements of the community and environmental screening process if it will be a SIS facility (exceptions to this timeframe may be considered on a case-by-case basis at the Secretary's discretion). Forecast procedures will vary by mode, but must reflect national or industry standards and methodologies that are accepted by FDOT. Requests originating from outside FDOT will be subject to additional technical review by Department modal staff.

- **Partner Consensus/Record of Decision:** The appropriate partners have reached consensus on the implementation of the planned facility or service.

Implementation Guidance: For facilities and services that receive Federal funding and have been determined by the National Environmental Policy Act (NEPA) process to have a significant impact on the environment, partner consensus is demonstrated by a favorable Record of Decision issued by the designated lead agency. For facilities and services determined to be qualifying non-Federal major transportation projects as defined by the FDOT Project Development and Environmental (PD&E) Manual, partner consensus is demonstrated by an approved State Environmental Impact Report (SEIR). For all other facilities and services, the Secretary will determine whether partner consensus has been achieved by reviewing input from partners and the public during an open comment period, following the completion of the environmental checklist required for nonmajor state actions or following the completion of environmental analysis required by Rule Chapter 14-107 for privately funded facilities. For the intermodal connector to a planned hub, the Secretary may determine that sufficient partner consensus has been provided through environmental review of capacity expansion projects at the associated hub, or through inclusion of the connector as a priority in the appropriate transportation plan.

- **Financial Feasibility:** The planned facility or service is financially feasible.

Implementation Guidance: Financial feasibility is demonstrated by inclusion in the appropriate FDOT and partner cost-feasible plan(s), work program(s), capital improvement plan(s) and/or other comparable document(s), or by agreement between FDOT and the appropriate partners to move forward with construction after the facility or service has been

designated on the SIS. In the case of a roadway that will be owned by the State, financial feasibility can be determined based on FDOT's commitment to include the planned facility in the SIS Cost-Feasible Plan following designation.

In some cases the planned facility will replace the functionality provided by an existing SIS facility – for example, an airport that will relocate to a new site, or a new connector that will replace an existing connector to provide better service. In such cases, the existing SIS facility will remain designated on the SIS until the planned facility opens for traffic and is determined to fully meet the SIS criteria. Until such time, the existing facility will be labeled as a “Planned Drop” facility.

■ Community and Environment Screening Criteria

The community and environment screening criteria are intended to influence choices where possible and manage impacts where there are no choices, ensuring that the SIS rests lightly on the natural and built environment. The criteria apply to the initial selection of connectors and alternative facilities within corridors, to the operation of SIS facilities and services and to future improvements and additions to the SIS.

Community and Environment Screening Criteria			
Measure	Description	Source	Year
Community Livability – Character and Function	<p>Corridors and connectors should be designated, designed, and constructed in such a way as to avoid or minimize negative impacts and preserve the function and character of local communities, using processes such as the Efficient Transportation Decision-Making process as a tool beginning in early planning phases of a project.</p> <ul style="list-style-type: none"> SIS corridors serving high volumes of freight traffic should consist of facility types designed to accommodate freight movements, and should not pass through residential and commercial areas with high levels of pedestrian activity or other activities sensitive to the noise, vibration, emissions, and safety impacts associated with freight movement. Except where supported by local community plans or necessary for connections to transit hubs, through passenger trips should be accommodated by major arterials and limited access facilities, and should be discouraged from using streets primarily intended to serve local vehicular, bicycle and pedestrian traffic. <p>Where the SIS designation process identifies an existing transportation connector between two SIS facilities that does not conform to this criterion, the process shall identify the nonconformity as a gap in the SIS to be filled by a connector conforming to the criteria.</p>	FDOT District Work Programs;	2000
		FDOT – RCI data; Department of Revenue property classifications; Local comprehensive plans and local land use plans	2000 2002 Latest available

Measure	Description	Source	Year
Community Livability – Land Use	The SIS and local comprehensive plans should be mutually compatible and supportive.	FDOT District Work Programs;	2000
	SIS hubs should be located in areas where intense economic activities exist or are planned in local comprehensive plans, and in amendments and updates to comprehensive plans.	FDOT – RCI data;	2000
	Access to SIS facilities should be provided only where existing and planned land uses support the facility’s purpose.	Department of Revenue property classifications; Local comprehensive plans and local land use plans	2002 Latest available
Environmental Quality – Air Quality	In air quality non-attainment and maintenance areas, greater weight will be given to connectors that link the SIS to public transit facilities and services and nonhighway freight facilities. During the selection process, greater weight will be given to transportation facilities and services that utilize Intelligent Transportation Systems (ITS) technology (related to incident management, traveler information, electronic toll collection, commercial vehicle logistics and security) to reduce vehicle idling times, increase vehicle throughput and increase travel speeds to allow for more efficient energy use and lower emissions.	FDOT District Work Programs; FDOT – <i>RCI data</i>	2000 2000

Measure	Description	Source	Year
Environmental Quality – Natural Resource Lands, Cultural and Historical Sites, Agricultural Areas	<p>Transportation facilities that do not negatively impact important natural resource lands, cultural and historic sites, and agricultural areas will be given a higher rating than those that do. Negative environmental impacts include: habitat fragmentation; increasing the difficulty of using vital habitat management techniques such as prescribed fire; reduction in water quality or quantity; reduction in air quality; increase in noise and vibration; or decreasing aesthetic value. Lands to be protected include:</p> <p>(a) Important natural resource lands, such as:</p> <ul style="list-style-type: none"> • National Wildlife Refuges, Preserves, Parks and Seashores; • State Parks, Preserves, Reserves, Forests and Recreation Areas; • County and Local Parks, Preserves, Reserves, Forests and Recreation Areas; • Wildlife Management Areas, Aquatic Preserves, Marine Protected Areas, and other Conservation Areas listed by the Florida Fish and Wildlife Conservation Commission; • Strategic Habitat Conservation Areas and Biodiversity Hotspots, as defined by the Florida Fish and Wildlife Conservation Commission; • Florida Ecological Network lands as identified by the University of Florida; • Conservation Needs Assessment lands, as defined by Florida Natural Areas Inventory; and • Aquifer recharge zones. <p>(b) Historic sites and gardens, cultural sites, and archaeological resources as identified by the appropriate state agency(ies), and Native American Traditional Cultural Properties and sites containing human remains of Native Americans.</p> <p>(c) Agricultural protection agreement areas, conservation easements, and rural protection easements as recorded by the Florida Department of Agriculture and Consumer Services.</p>	Florida Fish and Wildlife’s Strategic Habitat Conservation Areas, elements of Department of Environmental Protection’s Greenways, the FNAI Conservation Needs Assessment areas, University of Florida research, and areas on such conservation lists as Florida Forever and state/local land acquisition programs; Florida Department of Environmental Protection; Florida Department of State; Florida Department of Agriculture and Consumer Services	2000, 2002