



SIS 2050 Multi-Modal Unfunded Needs Plan

Overview of Process & Coordination for MPOs/TPOs District 7 Presentation

Goals of the SIS Unfunded Needs Plan

- Identify unfunded transportation needs for Florida's SIS facilities.
- Covers highway, aviation, freight, rail, seaport, spaceport, and transit.
- Includes existing and future SIS-eligible facilities.
- Ensure that all potential projects are documented, even if funding is not yet available.
- Does not include projects in the FDOT Work Program, 2nd Five-Year Plan, or Cost Feasible Plan (CFP)

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First 5 Year Plan

Pursuant to s. 339,135, F.S., FDOT maintains an Adopted Work Program, which is adopted July 1 annually for the ensuing five-year period. The Adopted Work Program is the foundation of the entire FDOT planning process, and by statute the Department cannot undertake any project prior to its inclusion in the Adopted Work Program. The Adopted Work Program is a financially feasible planning document which

consists of all FDOT projects for the current fiscal year and the following four years. It comprises a multitude of transportation projects, from routine maintenance to the construction of new roads. However, the majority of discretionary funding in the Adopted Work Program is on SIS capacity projects, which is composed of a wide range of transportation projects that affect all modes of transportation throughout the state. Following the annual approval of the Adopted Work Program, the FDOT begins its next planning effort through the formation of the Tentative Work Program is a five-year plan that is used to build the "next" Adopted Work Program. Like the Adopted Work Program, the Tentative Work Program is a five-year plan that is used to build the "next" Adopted Work Program. Like the Adopted Work Program, the Tentative Work Program ontains SIS capacity projects for all modes.



Second 5 Year Plan

The 2nd Five-Year Plan comprises projects that are scheduled to be funded in the five years following the fentative Work Program. The 2nd Five-Year Plan is developed during the FDOT "gaming cycle" in the same commencement of the FDOT "gaming cycle", the first year of the previous 2nd Five-Year Plan becomes the new fifth year of the Tentative Work Program and the 2nd Five-Year Plan is shifted accordingly.



Cost Feasible Plan

The FDOT SIS Cost Feasible Plan (CFP) is a long-range transportation plan that chronologically follows the 2nd Five-Year Plan. The CFP does not specify the exact year in which a project will be funded, rather it is broken into multi-year bands to which projects are assigned. The SPO conducts an

update to the CFP every 3 to 5 years, to adjust the planning horizon and to prevent an overlap with the 2nd Five - Year Plan. The Cost Feasible Plan also provides long range 515 projects and revenue information to Florida's 27 MPOs for inclusion in their Long Range Transportation Plans (IRTP).



Unfunded Needs Plan

The Unfunded Needs Plan identifies transportation projects on the SIS which help meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy. Projects in the Unfunded Needs Plan could move forward into the SIS Funding Strategy as funds become available. Projects are

taken from transportation corridor plans, regional plans and visions, and MPO and expressway authority plans

SIS Work Program Cycle

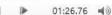


Process Timeline

- Total Duration: 18 months from kickoff to adoption.
- Key Phases: Kickoff & Initial Review (Months 1-3)
 - · Assess previous 2045 Needs Plan
 - · Identify projects that remain unfunded but are still relevant
- Data Collection & MPO/TPO Coordination (Months 4-9)
 - Gather input from MPO/TPO LRTPs and regional partners
 - Identify needs in non-MPO counties through FDOT districts
 - · Use modeling & analysis to support project identification
- Draft Plan Development & Review (Months 10-15)
 - · Create district-level maps and tables
 - Engage MPOs/TPO's & stakeholders for feedback
- Final Review & Adoption (Months 16-18)
 - Internal FDOT & MPO/TPO review
 - · Approval by FDOT Executive Board







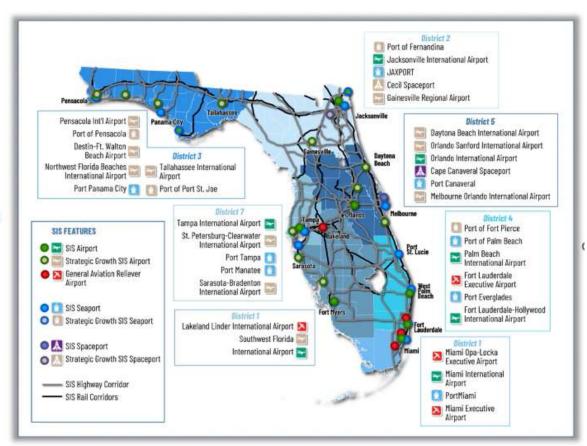
Coordination with MPOs/TPOs & **Stakeholders**

MPOTPO Coordination Process:

- MPOs/TPOs play a crucial role in shaping the Needs Plan
- · Long Range Transportation Plans (LRTP) schedules reviewed to align with SIS update cycles
- MPO/TPO subcommittee meetings used for input & feedback

FDOT District Involvement:

- District SIS Coordinators facilitate regional discussions
- Monthly video teleconferences between districts & FDOT Central Office
- · Regular updates ensure consistency in project identification





Needs Identification

Where Do Potential Needs Come From?

Previous 2045 Needs Plan: Retains viable but unfunded projects

MPO/TPO & Regional Plans:

- MPO/TPO Long-Range Transportation Plans (LRTPs)
- · Regional Transportation Authorities' plans
- · Partner agencies' plans

Non-MPO Counties:

· Direct coordination with FDOT district staff

Traffic Modeling & Analysis:

- · Statewide, regional, and local models
- Future land use & population growth trends
- Level of Service (LOS) analysis to find future capacity deficiencies

Statewide Modal Plans:

· Aviation, seaports, rail, spaceports, and transit master plans



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Plan Components

The plan consists of:

- Individual District Maps & Tables: Lists cost and locations of unfunded projects.
- Regional Profiles: Economic and demographic overviews for each region.
- Executive Summary: High-level overview of identified needs by district and mode.

UNFUNDED NEEDS BY DISTRICT & MODE SIS Unfunded Needs \$2,791,700,000 \$2,000,700,000 \$50,000 \$4,761,643.053 \$123,000,000 \$11,279,614,033 District 1 District 2 \$34,015,000 \$7,289,993,000 \$129,754,000 \$36,800,000 \$4.572,534,000 District 3 \$33,000,000 \$8,472,419,000 586 843 000 \$97,600,000 \$8,689,862,000 District 4 \$173,000,00 \$5,764,954,000 \$1,925,333,000 \$1,996,103,000 \$6,651,671,000 \$70,000,00 \$17,301,957,410 \$550,000,000 \$15,600,931,430 \$54,707,843 \$5,927,453,000 \$3,290,422,500 \$1,457,700,000 \$11,535,617,943 District 6 34,103,975,736 \$20,158,435,640 Tumpike Enterpris \$8,758,029,000 \$8,758,059,000 Statewide Kall

\$12,219,814,500

\$6,615,915,000

\$1,007,274,000 \$21,838,254,500

\$64,309,161,233

Total

\$104,979,309,983

Final Review & Adoption

Comprehensive Review Process:

- Review by MPOs/TPOs, FDOT Districts, and SIS staff
- Senior management approval at the district and state levels

Final Adoption:

- · FDOT Executive Board reviews & adopts the plan
- Once adopted, the plan serves as a reference for potential future projects.





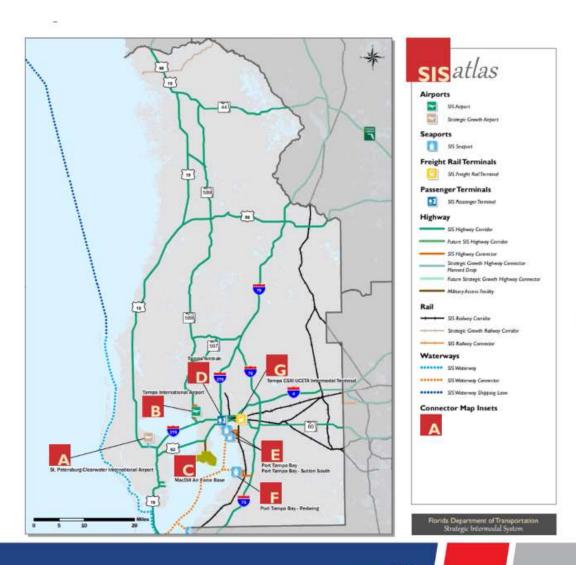




Key Takeaways

The SIS 2050 Multi-Modal Unfunded Needs Plan:

- Identifies long-term, unfunded transportation needs
- Incorporates input from MPOs/TPOs, FDOT districts, and regional partners
- Uses data-driven methods (traffic modeling, LOS analysis, etc.) to validate needs
- Ensures all potential SIS projects are documented for future consideration









Questions

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