

Amendment No.

CHAMBER ACTION

Senate

House

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1 Representative(s) Glorioso offered the following:

2
3 **Amendment (with title amendment)**

4 Between line 2686 and 2687, insert:

5 Section 35. Section 339.63, Florida Statutes, is amended
6 to read:

7 339.63 System facilities designated; additions and
8 deletions.--

9 (1) The initial Strategic Intermodal System shall include
10 all facilities that meet the criteria recommended by the
11 Strategic Intermodal Steering Committee in a report titled
12 "Steering Committee Final Report: Recommendations for
13 Designating Florida's Strategic Intermodal System" dated
14 December 2002.

15 (2) The Strategic Intermodal System and the Emerging
16 Strategic Intermodal System include three different types of
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17 facilities, each of which forms one component of an
18 interconnected transportation system:

19 (a) Existing or planned hubs, which are ports and
20 terminals, including airports, seaports, spaceports, passenger
21 terminals, and rail terminals that move goods or people between
22 regions in this state or between this state and markets in other
23 states or nations;

24 (b) Existing or planned corridors, which are highways,
25 rail lines, waterways, and other exclusive-use facilities that
26 connect major markets within this state or between this state
27 and other states or nations; and

28 (c) Existing or planned intermodal connectors, which are
29 highways, rail lines, or waterways that connect hubs and
30 corridors.

31 (3) Subsequent to the initial designation of the Strategic
32 Intermodal System pursuant to subsection (1), the ~~department~~
33 ~~Secretary of Transportation~~ shall, in coordination with the
34 metropolitan planning organizations, local governments, regional
35 planning councils, transportation providers, and affected public
36 agencies, periodically add facilities to or delete facilities
37 from the Strategic Intermodal System described in paragraphs
38 (2) (b) and (c) based upon ~~adopted~~ criteria adopted by the
39 department.

40 (4) Subsequent to the initial designation of the Strategic
41 Intermodal System pursuant to subsection (1), the department
42 shall, in coordination with the metropolitan planning
43 organizations, local governments, regional planning councils,
44 transportation providers, and affected public agencies, add

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45 facilities to or delete facilities from the Strategic Intermodal
46 System described in paragraph (2) (a) based upon meeting at least
47 one of the specific criteria as follows:

48 (a) Strategic Intermodal System airports.--Commercial
49 service airports that provide service to no less than 0.25
50 percent of total United States passenger enplanements or that
51 handle no less than 0.25 percent of total United States air
52 freight and mail tonnage annually.

53 (b) Emerging Strategic Intermodal System airports based on
54 activity.--Commercial service airports that provide commercial
55 service to no less than 0.05 percent of total United States
56 passenger enplanements, or that handle no less than 0.05 percent
57 of total United States air freight and mail tonnage annually,
58 and are located more than 50 miles from the closest Strategic
59 Intermodal System commercial service airport.

60 (c) Emerging Strategic Intermodal System airports based on
61 economic connectivity.--Commercial service airports that serve
62 clusters of aviation-dependent industries, are located in or
63 adjacent to counties with projected population growth among the
64 top 25 percent statewide, and are located more than 50 miles
65 from a Strategic Intermodal System commercial service airport.

66 (d) General aviation reliever airports.--General aviation
67 reliever airports that have at least 75,000 itinerant operations
68 per year, have a runway length of at least 5,500 linear feet,
69 are capable of handling aircraft weighing at least 60,000 pounds
70 with a dual wheel configuration which are served by at least one
71 precision instrument approach, and serve a cluster of aviation-
72 dependent industries.

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73 (e) Strategic Intermodal System spaceports.--Operating
74 spaceports handling commercial or military freight payloads.

75 (f) Strategic Intermodal System seaports.--Deepwater
76 seaports that provide service to no less than 250,000 homeport
77 passengers per year or that handle no less than 0.25 percent of
78 total United States waterborne freight tonnage or total United
79 States waterborne container movements annually.

80 (g) Emerging Strategic Intermodal System seaports based on
81 activity.--Deepwater seaports that provide service to no less
82 than 50,000 homeport passengers per year, or that handle no less
83 than 0.05 percent of total United States waterborne freight
84 tonnage or total United States waterborne container movements
85 annually, and are located more than 50 miles from the closest
86 Strategic Intermodal System seaport.

87 (h) Emerging Strategic Intermodal System seaports based on
88 economic connectivity.--Deepwater seaports that serve industries
89 dependent on waterborne transportation service located in or
90 adjacent to counties with projected population growth among the
91 top 25 percent statewide and are located more than 50 miles from
92 the closest Strategic Intermodal System seaport.

93 (i) Strategic Intermodal System passenger
94 terminals.--Terminals that serve no less than 100,000
95 interregional or interstate passengers annually.

96 (j) Emerging Strategic Intermodal System passenger
97 terminals based on activity.--Terminals that serve no less than
98 50,000 interregional or interstate passengers annually and are
99 located more than 50 miles from the nearest Strategic Intermodal

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100 System passenger terminal at which service by the same operator
101 is provided.

102 (k) Emerging Strategic Intermodal System passenger rail
103 terminals based on economic connectivity.--Terminals that serve
104 4-year colleges and universities and clusters of tourism
105 activity, are located in or adjacent to counties with projected
106 population growth among the top 25 percent statewide, and are
107 located more than 50 miles from the closest Strategic Intermodal
108 System passenger terminal.

109 (l) Strategic Intermodal System freight rail
110 terminals.--Terminals that handle no less than 0.25 percent of
111 United States total rail freight activity annually.

112 (m) Emerging Strategic Intermodal System freight rail
113 terminals based on activity.--Terminals that handle no less than
114 0.05 percent of United States total rail freight activity
115 annually.

116 (n) Emerging Strategic Intermodal System freight rail
117 terminals based on economic connectivity.--Terminals that serve
118 clusters of rail-dependent industries, are located in or
119 adjacent to counties with projected employment growth among the
120 top 25 percent statewide, and are located more than 50 miles
121 from the closest Strategic Intermodal System freight rail
122 terminal.

123 (5) Subsequent to the initial designation of the Strategic
124 Intermodal System pursuant to subsection (1), the department
125 shall, in coordination with the metropolitan planning
126 organizations, local governments, regional planning councils,
127 transportation providers, and affected public agencies, add

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128 planned facilities to or delete planned facilities from the
129 Strategic Intermodal System described in paragraph (2)(a) based
130 upon meeting the specific criteria as follows:

131 (a) Criteria and thresholds.--The planned facility or
132 service is projected to meet all applicable Strategic Intermodal
133 System or Emerging Strategic Intermodal System criteria and
134 thresholds within the first 3 years of operation.

135 (b) Financial feasibility.--The planned facility or
136 service is financially feasible.

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138

139 ===== T I T L E A M E N D M E N T =====

140 Remove line 183 and insert:

141 be in a state of emergency; providing criteria; amending s.

142 339.63, F.S.; providing criteria for Strategic Intermodal System

143 designations; amending