

# ILC Support Opportunities



## What is an Intermodal Logistics Center?

The Florida Department of Transportation (FDOT) offers two programs that support intermodal logistics centers (ILCs), the **ILC Infrastructure Support Program** and the **Strategic Intermodal System (SIS)**. Each of these programs requires the facility to meet specific criteria to qualify for designation or funding.

### ILC Infrastructure Support Program:

Jasmin Raffington (850) 414-5266

### Strategic Intermodal System:

Brian Watts (850) 414-4818

Chris Edmonston (850) 414-4813



An intermodal logistics center (ILC) typically has the following characteristics:

- It must provide for the transfer of freight from one vehicle or vessel (aircraft, ship, railcar, or truck) to another, allowing for freight to be exchanged between different modes, or between different vehicles or vessels of the same mode as part of an overall intermodal logistics chain;
- It may provide, as part of the intermodal transfer operation, value-added logistics activities such as consolidation/deconsolidation, warehousing/distribution, assembly/customization/finishing, packaging and labeling, cold storage, or fumigation;
- It must be located physically outside the boundaries of a deepwater seaport/private marine terminal or commercial service airport, but may include or be co-located with a rail terminal or truck terminal; and
- It may consist of a single property accessible to multiple users; of a master planned development of multiple properties; or of independent properties or contiguous industrial land uses within a designated industrial development zone, provided that ILC functions are provided by the included properties.

# The ILC Infrastructure Support Program

## Florida Statutes 311.101

Managed by FDOT's Office of Intermodal Systems Development, the ILC Infrastructure Support Program (ISP) provides funds to assist with local government or private sector projects that enhance transportation facilities for the shipment of goods through a seaport to or from an intermodal logistics center. These projects may include investments in road, rail, or other infrastructure. FDOT must allocate at least \$5 million annually from its Work Program to these activities.

Project proposals from local government or private sector entities are evaluated based on criteria including whether or not the project can serve a strategic state interest, facilitate the cost-effective and efficient movement of goods, and interact with and support the transportation network. To qualify, there must be a commitment of a funding match and demonstrated local financial support and commitment of the project. The amount of investment or commitments made by the owner or developer of the existing or proposed facility and the extent to which the owner has commitments with private sector businesses planning to locate operations at the ILC will also be considered. Selected applicants must provide at least 50 percent of the total project costs.

FDOT selected four projects from a total of eight applications received in the 2012/2013 funding cycle for this program. The four selected projects are expected to create and support over 1,200 new direct and indirect jobs. Two other projects were funded in the 2013/2014 fiscal year that will continue to play a role in expanding Florida's trade and logistics infrastructure and support job creation and economic development.



## Proposed Intermodal Logistics Centers



FDOT Grant Sites	ILC Site Name	Location
1	Panama City Port Authority Intermodal Distribution Center	Panama City
2	Keystone ILC Terminal Jacksonville	Jacksonville
3	Port Manatee Commerce Center	Palmetto
4	South Florida Logistics Center	Miami

### Other Proposed Sites

5	St. Joe Venture Crossing Air Cargo Facility	Panama City
6	North Florida Intermodal Park	Lake City
7	Crawford Diamond Industrial Park	Callahan
8	Alliance Florida at Cecil Commerce Center	Jacksonville
9	Ocala 489 Site	Ocala
10	Sumter County ILCs	Sumter County
11	Winter Haven CSX ILC	Winter Haven
12	America's Gateway Logistics Center	Moore Haven
13	Florida Inland Port	St. Lucie County
14	Air Glades Air Cargo Facility	Hendry County
15	Florida Crystals South FL Regional ILC	Okeelanta

# ILC Infrastructure Support Program Grant Recipients

## \$39.9 MILLION SOUTH FLORIDA LOGISTICS CENTER

Construction of site access roads, truck loading ramps, and internal traffic circulation roads.



**FDOT**  
\$2.5 MILLION  
ISP GRANT

**1,015  
NEW JOBS**

**\$5.9 MILLION  
TAX REVENUE INCREASE**

## \$4.5 MILLION KEYSTONE ILC TERMINAL

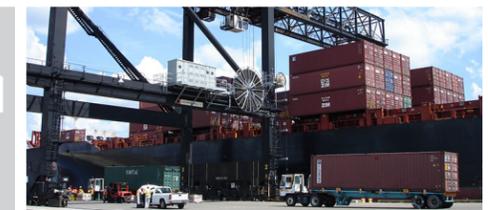
Intermodal bulk transloading (IBT) facility to transfer bulk & break-bulk commodities between ship, rail, & truck.

**FDOT**  
\$1.4 MILLION  
ISP GRANT

**99  
NEW JOBS**

**2,100 FT  
NEW RAIL**

**1 NEW  
IBT FACILITY**



## \$357,000 PORT MANATEE COMMERCE CENTER

New loading ramp to extend the existing bulk carrier intermodal services at an operating ILC.



**FDOT**  
\$175,000  
ISP GRANT

**76  
NEW JOBS**

**450 FT  
RAIL SPUR**

**14,000 SQ FT  
LOADING RAMP**

## \$1.9 MILLION PORT OF PANAMA CITY INTERMODAL DISTRIBUTION CENTER

Construction of access roads and a 20 car rail intermodal transfer (RIT) facility, complete with setback to support the transfer of bulk products between rail and truck.

**FDOT**  
\$900,000  
ISP GRANT

**23  
NEW JOBS**

**20 - CAR  
RIT FACILITY**

**12.6%  
PROJECT ROI**



# ILCs and the Strategic Intermodal System

## Florida Statutes 339.63

Florida's Strategic Intermodal System (SIS) is a statewide network of high priority transportation facilities that are integral to the economic competitiveness of Florida. Intermodal logistics centers that meet defined criteria may be designated as part of the SIS and certain projects would be eligible for SIS funding. Statewide SIS funding could be used for improvements to interregional corridors or intermodal connectors serving ILCs, augmenting on-site investments through the ILC Infrastructure Support Program and other sources. Planned ILCs may be designated as part of the SIS if they demonstrate that they:

- Are likely to meet SIS criteria within three years of becoming operational;
- Have partner consensus around their development; and
- Are financially feasible.



## SIS and Emerging SIS Designation

To be designated as a SIS ILC, a facility must meet each of the following criteria:

- Meets the FDOT definition of an ILC (on page 1);
- Provides the ability to accommodate and support, within a logistics chain that may span multiple modes and handling steps, domestic and international trade moving to or from a SIS seaport or airport;
- Is identified in a local comprehensive plan or local government development order as an ILC or equivalent; and
- Meets minimum size thresholds for cargo throughput, consistent with existing SIS hub criteria for the type of intermodal movement primarily handled by the ILC.

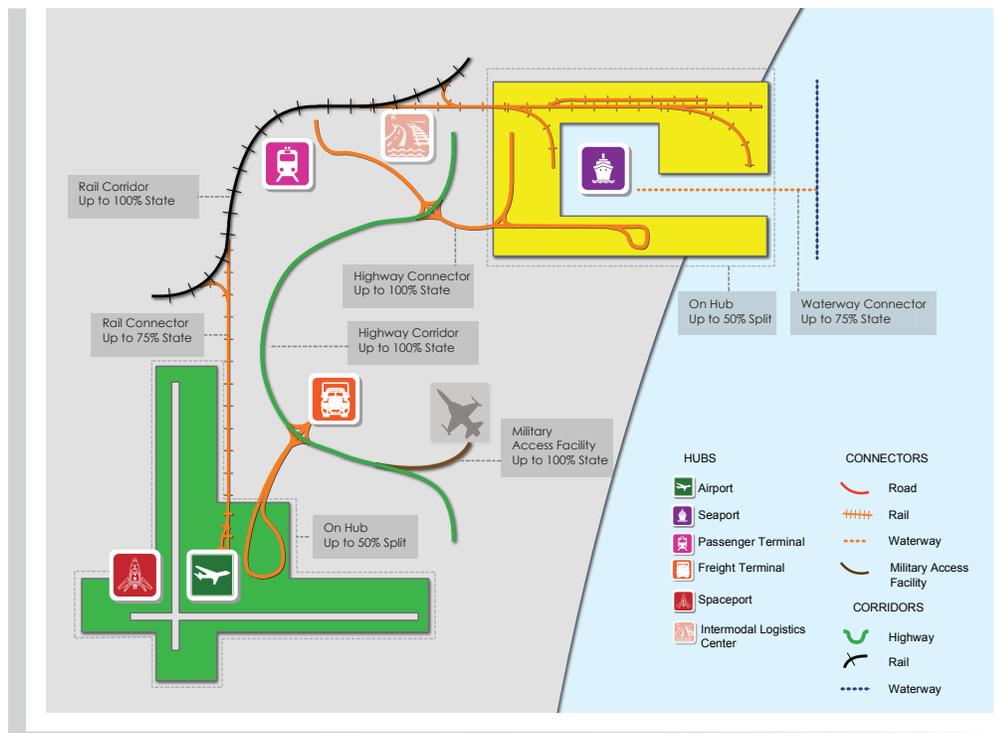
Facilities not meeting SIS criteria may qualify for designation as an Emerging SIS if they meet similar, but lower levels of activity or if they serve clusters of manufacturing and other targeted businesses that depend on intermodal freight transportation. These Emerging SIS facilities are intended to support fast growing regions and Rural Areas of Opportunity. Once a facility is designated as SIS or Emerging SIS, the District will work with the facility to identify an applicable SIS connector.



## Eligible Uses of State Funds & Matching Requirements

Generally, the ILC Infrastructure Support Program is used to support on-site investments at a designated ILC, such as site access and internal circulation roads, rail spurs, truck loading ramps, and transloading facilities. This program requires the applicant to cover at least 50 percent of the total project cost.

For those ILCs that meet SIS criteria, statewide SIS managed funds can be used to support improvements to designated SIS intermodal connectors or other infrastructure that link the ILC to the state's major highway and rail corridors, and from there to consumer and business markets in Florida and others states. A state match up to 75% is available for rail connections to SIS facilities and a state match up to 100% is available for roadway connections to a SIS facility. SIS funding typically requires a match when used on private sector or locally owned facilities.



## Additional Resources

- ILC Primer—[www.freightmovesflorida.com/docs/default-source/ilcdocs/ilc-primer.pdf](http://www.freightmovesflorida.com/docs/default-source/ilcdocs/ilc-primer.pdf)
- Recent Changes to SIS Criteria—[www.dot.state.fl.us/planning/sis/designation/design-change.pdf](http://www.dot.state.fl.us/planning/sis/designation/design-change.pdf)
- SIS Criteria Summary—[www.dot.state.fl.us/planning/sis/Strategicplan/criteria-insert.pdf](http://www.dot.state.fl.us/planning/sis/Strategicplan/criteria-insert.pdf)
- SIS Brochure—[www.dot.state.fl.us/planning/sis/Strategicplan/brochure.pdf](http://www.dot.state.fl.us/planning/sis/Strategicplan/brochure.pdf)
- ILCs—[www.freightmovesflorida.com/intermodal-logistics-center](http://www.freightmovesflorida.com/intermodal-logistics-center)