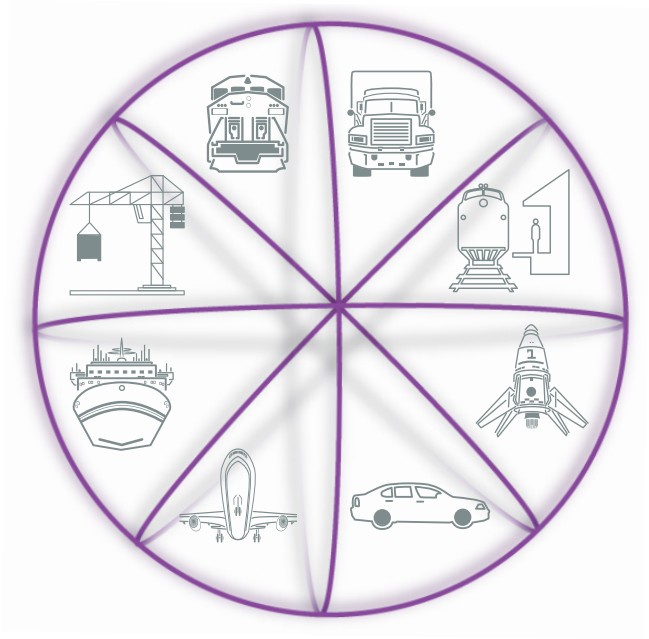
Strategic Intermodal System Funding Eligibility Guidance Document

2014



SIS Strategic Intermodal System

FDOT

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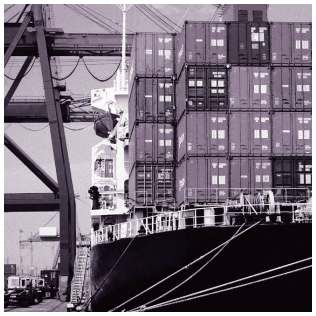


SIS FUNDING ELIGIBILITY GUIDANCE DOCUMENT

INTRODUCTION

In 2003, the Florida Legislature and Governor established the Strategic Intermodal System (SIS) to enhance Florida's transportation mobility and economic competitiveness. The SIS is a statewide network of high-priority transportation facilities, including the State's largest and most significant airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. These facilities represent the State's primary means for moving people and freight between Florida's diverse regions, as well as between Florida and other states and nations.

SIS facilities are designated through the use of objective criteria and thresholds based on quantitative measures of transportation and economic activity. These facilities meet high levels of people and goods movement and generally support major flows of interregional, interstate, and international travel and commerce. Facilities that do not yet meet the established criteria and thresholds for SIS designation, but are expected to in the future, are referred to as Emerging SIS. These facilities experience lower levels of people and goods movement but demonstrate strong potential for future growth and development. The SIS includes facilities owned by the state as well as regional, local, and private sector partners.

Florida Statutes direct the Department to provide funding for SIS projects via the State Transportation Trust Fund and additional funding sources. However, in the context of costly transportation infrastructure there are not enough resources to address all SIS funding needs. As a result, only certain types of projects (namely, capacity projects) are eligible for SIS funding. Many of the restrictions on SIS funding are related to the definition of what constitutes a capacity project in each of the various transportation modes. Similarly, due to the scope and cost of SIS projects, multiple funding sources are often pooled together to fund projects. Depending on the nature of the project different state/partner match requirements apply.

This guidance document provides a look at SIS funding eligibility requirements and restrictions. This guidance document provides a brief review of the SIS policy framework, SIS project prioritization, and SIS funding strategy. It also includes a discussion of eligible capacity projects and funding match requirements by mode. Additionally, the guidance document addresses funding eligibility criteria and match requirements for recently added SIS facility types (Military Access Facilities and Intermodal Logistics Centers). This guidance document is intended to serve as a resource for Department staff by consolidating information related to SIS funding eligibility and match requirements into a single reference document.

SIS POLICY FRAMEWORK

Florida Statutes

The primary statutory authorization for the SIS is contained in ss. 339.61 – 339.65, F.S. However, there are a number of additional statutory provisions that provide guidance relative to SIS funding eligibility and match requirements. The following discussion provides an overview of key statutory provisions.

Section 339.61, F.S., provides for the establishment of the SIS and establishes funding sources and amounts for the system. For purposes of funding, the Department is directed to allocate a minimum of $60 million each year, beginning in 2004-2005 fiscal year. The statement of Legislative intent notes that the SIS should consist of transportation facilities that meet a strategic and essential state interest and limited resources available for the implementation of statewide and interregional transportation be focused on the system. This section also provides that funds paid into the State Transportation Trust Fund pursuant to s. 201.15, F.S., for the SIS are to be annually appropriated to support the program. Finally, this section provides that facilities designated as SIS and Emerging SIS are eligible for funding from the State Transportation Trust Fund, regardless of which entity owns the facility.

Section 339.62, F.S., specifies the key SIS components.
The SIS components include:

- Highway corridors established under s. 339.65, F.S.;
- The National Highway System;
- Airport, seaport, and spaceport facilities;
- Rail lines and rail facilities;
- Selected intermodal facilities; passenger and freight terminals; and appropriate components of State Highway System, county road system, city street system, inland waterways, and local public transit systems that serve as existing or planned connectors between components;
- Other existing or planned corridors that serve a statewide or interregional purpose.

Section 339.63, F.S., identifies five types of SIS facilities that each form one component of an interconnected transportation system. These facility types include:

- *Hubs* - 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;
- *Corridors* - highways, rail lines, inter-county urban fixed guideway transit, and waterways that connect major markets within Florida or between Florida and other states or nations;
- *Connectors* - highways, rail lines or waterways that connect hubs and corridors;
- *Military access facilities* - strategic highway network and strategic railway network facilities serving the main entrances of US Department of Defense military installations; and
- *Intermodal Logistic Centers (ILC)* - Section 339.63(5), F.S., provides a planned ILC may be designated as part of the SIS upon the request of the facility if it meets criteria and thresholds established by the department, meets the definition of ILC (identified in s. 311.101(2), F.S.), and has been designated in a local comprehensive plan or development order as an ILC or an equivalent planning term.

Section 339.64, F.S., requires the Department in coordination with metropolitan planning organizations, regional planning councils, local governments, and other transportation providers, to develop a Strategic Plan. The plan must be consistent with the Florida Transportation Plan (FTP) developed pursuant to s. 339.155, F.S., and must be updated at least once every five years, subsequent to updates of the FTP.
This section provides that the plan must address the following:

- A map of existing and planned SIS facilities;
- An assessment of investment needs involving SIS facilities;
- A project prioritization process;
- A finance plan based on reasonable projections of anticipated revenues; and
- An assessment of the impacts of proposed SIS improvements on military installations.

Finally, s. 339.65, F.S., provides additional guidance relative to the establishment of SIS highway corridors. This section states that SIS highway corridors must include specified components of the State Highway System that meet the criteria adopted by the Department pursuant to s. 339.63, F.S. Additionally, this section directs the Department to develop and maintain a plan of SIS highway corridor projects that are anticipated to be let to contract for construction within a time period of at least 20 years. Finally, s. 339.65, F.S., states that beginning in fiscal year 2012-2013 and for each fiscal year thereafter, the minimum amount allocated shall be based on the fiscal year 2003-2004 allocation of $450 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the Consumer Price Index for fiscal year 2003-2004.

As previously noted, there are a number of additional statutory provisions beyond ss. 339.61 – 339.65, F.S., that provide guidance relative to SIS funding eligibility and match requirements. For example, s. 339.135, F.S., provides that the Department shall allocate at least 50 percent of any new discretionary highway capacity funds to the SIS. Any remaining new discretionary highway capacity funds are allocated to the districts for new construction. For the purposes of this section, the term "new discretionary highway capacity funds" means any funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects. Similarly, s. 201.15, F.S., establishes the SIS Growth Management fund for qualifying SIS projects that further state growth management goals. Additional statutory requirements are discussed in subsequent sections of the guidance document.

[1]The Department has established a policy that 75% of all transportation capacity funds will be allocated to the SIS, with the exception of funds allocated for the transit program and surface transportation programs funds attributable to areas with populations over 200,000.

Florida Transportation Plan

The 2060 Florida Transportation Plan (FTP) defines Florida's future transportation vision and identifies goals, objectives, and strategies to guide transportation decisions over the next 50 years. The 2060 FTP will be achieved through specific actions by government, private, and civic partners at the state, regional, and local levels. State law, s. 339.155, F.S., requires the FDOT to develop and annually update a statewide transportation plan, as well as implement its responsibilities under the FTP, and to use the FTP as a framework to guide its investment decisions. The FTP identifies long-range goals that will steer Florida's transportation policy decisions both on and off of the SIS.

SIS Strategic Plan

FDOT is required by Florida Statute to develop a SIS Strategic Plan consistent with the FTP at least once every five years. While the FTP addresses the whole of the state's transportation system, the SIS Strategic Plan addresses only SIS designated facilities. As the SIS represents the most strategic facilities, they make up a relatively small percentage of all facilities in the state. The SIS Strategic Plan takes the goals of the FTP and applies them to the SIS. It sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding.

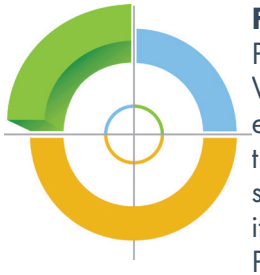
SIS PROJECT PRIORITIZATION

SIS project prioritization begins with the FDOT Districts and Office of Freight Logistics and Passenger Operations (FLP) project priorities. FDOT District and FLP priorities take into account metropolitan planning organization (MPO), local government, and modal partner priorities, and serve as the basis for the statewide SIS prioritization process. Each modal office has its own process for ranking their projects. For highways, once a list of priority highway projects have been identified by the Districts and delivered to the FDOT Systems Planning Office (SPO), the projects are entered into the SIS Highway Strategic Investment Tool (SIT) where they are scored and ranked based on the project's ability to meet the goals of the 2060 Florida Transportation Plan. The SIT does not score and rank modal projects. Each modal office prioritizes projects according to applicable criteria, and takes the Freight Mobility and Trade Plan priority grouping into consideration when selecting freight projects. The modal offices submit selected projects to the SPO for consideration to receive SIS funds.

The next step is to examine statewide managed SIS funding availability, project funding stipulations, and timing of the project phases to determine when the top priority projects are feasible for funding. It should be noted that all the above mentioned factors together constitute the existing statewide SIS project prioritization process, but more emphasis may be placed on one or more particular factors when prioritizing projects if specific direction calls for it. For example, additional Federal National Highway (NH) funding may become available to advance projects within the Tentative Work Program; however, NH funds can only be used on highways that are on the designated National Highway System (NHS). The project prioritization process used in this scenario would place a greater emphasis on the funding stipulation factor (i.e. funds can only be used on NH eligible facilities), thereby, reducing the overall list of projects eligible for advancement to only those facilities on the NHS. Once a list of NH eligible projects is determined, the remaining prioritization factors would be applied and projects would be chosen for advancement.

SIS FUNDING STRATEGY

The SIS Funding Strategy is a combined document composed of the Adopted and Tentative Work Program, 2nd Five-Year Plan, Cost Feasible Plan, and the SIS 2040 Multimodal Unfunded Needs Plan. Below is a discussion of each of the FDOT SIS plans that make up the SIS Funding Strategy document. Also, the following section discusses both the Adopted Work Program and the Tentative Work Program together due to the inter-related nature of these FDOT plans.



First 5 Year Plan

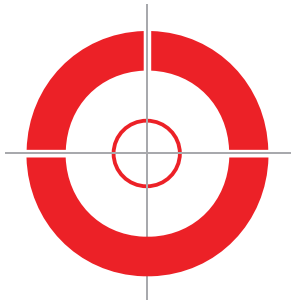
Pursuant to s. 339.135, F.S., FDOT maintains an Adopted Work Program, which is adopted July 1 annually for the ensuing five-year period. The Adopted Work Program is the foundation of the entire FDOT planning process, and by statute the Department cannot undertake any project prior to its inclusion in 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. 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 contains 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 Tentative Work Program. The 2nd Five-Year Plan is developed during the FDOT "gaming cycle" in the same manner as the Tentative Work Program. Upon annual 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 SIS projects and revenue information to Florida's 27 MPOs for inclusion in their Long Range Transportation Plans (LRTP).



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 FUNDING ELIGIBILITY & MATCHING GUIDELINES

As previously noted, the SIS includes facilities owned by the state as well as regional, local, and private sector partners. Similarly, funding for SIS projects originates from a number of difference sources. Potential state sources of funding for SIS projects include:

- State and federal funds allocated to the SIS (referred to as "statewide managed SIS funds");
- Statewide managed funds allocated for public transportation modes (aviation, spaceports, seaports, rail, and transit); and
- State and federal discretionary funds allocated to FDOT districts.

Each of the state funding sources listed above has its own eligibility and decision-making process. For example, the statewide managed SIS funds are used to expand the capacity or improve the efficiency of hubs, including the development or expansion of intermodal or multimodal terminals. Similarly, these funds are used to improve mobility on SIS corridors and connectors, including projects to improve the efficiency of existing facilities, acquire or preserve right-of-way for future expansion, and construct new facilities meeting the criteria for planned SIS facilities. Statewide managed SIS funds may be used on privately-owned SIS facilities only where the public benefits exceed public costs. Additionally, in most cases the private sector partner is required to provide a 25 to 50 percent match for state funds.

The Department has developed several documents to inform staff and partners regarding SIS funding eligibility and matching requirements. For example, the FDOT Work Program Instructions provide direction for selecting and programming SIS projects. The Department has also developed a SIS Funding Eligibility Matrix to help interested parties better understand the types of projects that are eligible for SIS funding. The following discussion examines these and other related resources in greater detail.

Work Program Instructions

The FDOT Work Program Development and Operations Office annually publishes the Work Program Instructions, which guides the development of the Department's Work Program. These instructions communicate funding and policy directives from the federal government, the Governor, the Florida Legislature and the Department's executive leadership team so that information can be translated into a schedule of specific transportation projects and services. The Work Program determines which projects and services will be provided during the relevant five-year period; when and where such projects and services will be provided; and how these projects and services will be funded using available revenue.

Chapter 36 of the Work Program Instructions provides specific guidance relative to the SIS. The instructions include specific programming guidelines relating to partner match requirements, SIS growth management project selection criteria, the SIS Funding Strategy, SIS Highway Corridors, the interstate program, the Freight Connectors Funding Program, use of district allocated funds on SIS capacity projects, the Turnpike Enterprise and SIS traffic operations. While many of the policies and standards included in the Instructions are discussed below (see "Analysis of Funding Eligibility and Matching Requirements (by Mode))" several provisions warrant review. For example, the Work Program Instructions specify the following partner match requirements for SIS:

- 100% state contribution for SIS roadway and roadway connectors;
- 75% state and 25% non-state for SIS non-roadway connectors;
- 50% state and 50% non-state for hub capacity improvements;

The Work Program Instructions stipulate that implementing this policy for non-roadway projects, the statutorily mandated provisions for matching requirements for each mode will be applied.

Current SIS Eligibility Matrix

The Capacity Funding Eligibility Matrix for Strategic Intermodal System Facilities (Eligibility Matrix) identifies the types of projects that can and cannot use SIS funding. The tables are separated by facility type and project category and include applicable notes for ease of use. The Eligibility Matrix is reviewed annually.

SIS HUBS

Airports (Commercial Service and General Aviation Reliever) Potential State Funding: Up to 50% on hub

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Ground Transportation	On-airport transportation facilities that support the primary flow of passengers and cargo and that link to SIS facilities *E.g., passenger terminal and cargo facility direct access roadways; busways; rail lines*	Facilities that focus on airport operations rather than primary flows *E.g., other on-airport roadways; parking facilities; on-airport rental car facilities; airport shuttle bus roads; non-FDOT land purchase*
Landside Connections	On-airport multi-modal facilities that link passenger and cargo terminals with a SIS connector or hub. *E.g., on-airport rail/people mover stations or intermodal/bus terminals*	Airport terminals; air-side terminals; terminal shuttles; projects serving general aviation operations exclusively; non-FDOT land purchase
Airside Connections	Facilities that link passenger and cargo terminals with aviation corridors *E.g., apron expansion; taxiway (new or extension); runways (new or extension); and approach lighting related to new or extended runways*	Non-FDOT land purchase; equipment used in airside operations; projects serving general aviation operations exclusively
Terminal Connections	People mover (capacity); baggage system (capacity/non-security enhancements) Terminal buildings and gates needing capacity improvements to facilitate the movement of people and goods	Maintenance facilities and operations; non-FDOT land purchase, security, customs, and the expansion of retail/concession space

Notes: Landside Connections not eligible for funding except when integrated with other off-site modes.

Carload and Intermodal Freight Terminals Potential State Funding: Up to 50% on hub

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Ground Transportation	Entrance roadways and rail that link to SIS connectors or hubs; cargo facility direct access roadways	Other internal roadways; parking facilities; internal circulation facilities; non-FDOT land purchase
Terminal Development	Multi-modal cargo transfer infrastructure including staging areas and rail transfer; terminal buildings and gates needing capacity improvements to facilitate the movement of people and goods	Warehouses; long-term storage facilities; loading and off-loading equipment; non-FDOT land purchase; security, customs, and the expansion of retail/concession space

Notes: Terminal Development not eligible for funding except when integrated with other modes

PROJECT ELIGIBILITY MATRIX

Passenger Terminals Potential State Funding: Up to 50% on hub

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Ground Transportation	On-site SIS passenger rail stations; entrance roadways and rail to link to SIS connectors or hubs; pickup/drop-off circulators	Other roadways; parking facilities; internal circulation facilities; non-FDOT land purchase
Terminal Development	Multi-modal terminal facilities and connections (portion of the terminal directly linked by other modes); terminal buildings Terminal buildings and gates needing capacity improvements to facilitate the movement of people and goods	Commercial space development; non-FDOT land purchase; security, customs, and the expansion of retail/concession space

Notes: Terminal Development not eligible for funding except when integrated with other modes.

Urban Fixed Guideway Transit Terminals Potential State Funding: Up to 50% on hub

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Terminal Development	Multi-modal terminal facilities and connections (portion of the terminal directly linked by other modes); terminal buildings Terminal buildings and gates needing capacity improvements to facilitate the movement of people and goods	Commercial space development; non-FDOT land purchase; security, customs, and the expansion of retail/concession space

Notes: Land purchase for FDOT owned and operated rail/transit service would be considered eligible.

Spaceports Potential State Funding: Up to 50% on hub

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Ground Operations	On spaceport roadway, railway, and multi-modal facilities that link passenger and cargo terminals with a SIS connector or hub	Other spaceport roadways; visitor tourist complex or facilities; commercial property development; parking facilities; internal circulation facilities; maintenance facilities; rental car facilities; non-FDOT land purchase
Space Connections Vertical Launch Facilities Horizontal Launch Facilities	Launch support facilities that enable the primary flow of passengers and cargo to space corridors. Launch support infrastructure at horizontal facilities also includes aprons, taxiways, runways, and drainage and approach lighting related to new or extended runways	Developments related to industrial, research, distribution or warehousing; other on-spaceport roadways, railways, parking facilities; and equipment used for launch operations

Notes: For a more in depth understanding of launch support facilities please refer to: S.331.303, F.S.
Encourage coordination with NASA, Department of Defense, and private sector entities

PROJECT ELIGIBILITY MATRIX

Seaports **Potential State Funding: Up to 50% on hub; Up to 75% on water connectors**

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Ground Transportation	On-site roadways and railways that directly link passenger and freight terminals to SIS connectors or hubs; on-dock and near-dock railways and connecting sidings *(e.g. track used for staging the loading and off-loading of container cargo)*	Other seaport roadways and railways; parking facilities; on-site rental car facilities; shuttle buses from off-site rental car facilities; internal circulation facilities; non-FDOT land purchase
Landside Connections	Transfer cranes; conveyor belts; short-term container storage, warehouses, bulk storage facilities; intermodal on-site connections with other transportation systems; (e.g. container on flat car infrastructure, roll-on/roll-off (RO/RO) ramps; Intermodal Container Transfer Facilities (ICTF's); container staging areas that enhance transfer to truck or rail.); terminal buildings and gates needing capacity improvements to facilitate the movement of people and goods	Cruise terminal development and commercial space; security and customs; non-FDOT land purchase; security, customs, and the expansion of retail/concession space
Waterside Connections	Dredging of links to SIS waterway connectors that add capacity to the seaport; new construction or major rehabilitation/reconstruction of berths, docks, quays, and wharves (including bulkheads) that add capacity to the seaport	Routine maintenance; non-FDOT land purchase

Notes: Waterside Connections projects may not be the result of deferred or delayed maintenance by the seaport

Intermodal Logistics Centers (ILC)

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Ground Transportation	Improvements to entrance roadways and rail that link the ILC to SIS connectors. Projects may include: planning, project development, design, right-of-way, and construction including: new or modified interchanges; new or modified bridges; additional lanes including special use lanes; new roadways; rail sidings; rail track upgrades; rail doubletracking; new rail lines; and grade separations.	Re-surfacing, lighting, landscaping, maintenance of these entrance roadways; railroad or traffic signals; rolling stock; improvements to other internal roadways and circulation facilities; parking facilities; non-FDOT land purchase.
Terminal Development	Multi-modal cargo transfer facilities focused on interregional, interstate, and international trade flows.	Warehouses; long-term storage facilities; loading and off-loading equipment; maintenance facilities; non-FDOT land purchase; security, customs, and other regulatory processes; commercial property development.

Notes: Terminal Development not eligible for funding except when integrated with other modes.

SIS CORRIDORS

Highway Corridors **Potential State Funding: 100%**

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Capacity Projects	Planning, design, right-of-way, and construction of additional lanes; new facilities; enlarged bridges; intersection/interchange modifications; special use lanes	Re-surfacing, lighting, landscaping, maintenance

Railroad Corridors (Passenger and Freight) **Potential State Funding: Up to 100% on mainline; Up to 75% on connector**

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Capacity Projects	Planning, design, and construction of sidings; spurs; double tracking; rail yards; new rail line; track upgrade; grade separation; capital improvements for new passenger service along a SIS rail corridor	Rolling stock; loading equipment; railroad signals; operating funds; non-FDOT land purchase

Notes: Land purchase for FDOT owned and operated rail/transit service would be considered eligible

Urban Fixed Guideway Transit Corridors **Potential State Funding: Up to 100% on mainline; Up to 75% on connector**

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Road Based Systems	Planning, design, and construction of additional lanes; new facilities; enlarged bridges; intersection/interchange modifications; special use lanes	Rolling stock; loading equipment; operating funds; non-FDOT land purchase
Rail Based Systems	Planning, design, and construction of sidings; spurs; double tracking; rail yards; new rail line; track upgrade; grade separation	Rolling stock; loading equipment; railroad signals; operating funds; non-FDOT land purchase

Notes: Land purchase for FDOT owned and operated rail/transit service would be considered eligible

Waterway Corridors **Potential State Funding: 100%**

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Capacity Projects	Marking or dredging shipping channels in the immediate vicinity of SIS seaports; designation, identification, and improvement of shipping lanes within 12 miles of the Florida coast for purposes of avoiding hazards or unfavorable impacts of sea transport movements.	Projects beyond the territorial sea of the United States (12 miles from the coast).

Notes: Encourage coordination with the Army Corps of Engineers

SIS CONNECTORS

Highway Connectors

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Capacity Projects	Planning, design, right-of-way, and construction of additional lanes; new facilities; enlarged bridges; intersection/interchange modifications; special use lanes.	Re-surfacing, lighting, landscaping, maintenance

Railroad Connectors

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Capacity Projects	Planning, design, and construction of sidings; spurs; double tracking; rail yards; new rail line; track upgrade; grade separations.	Rolling stock; loading equipment; railroad signals; operating funds; non-FDOT land purchase.

Notes: Land purchase for FDOT owned and operated rail/transit service would be considered eligible.

Waterway Connectors

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Capacity Projects	New connectors; locks; dredging; widening.	

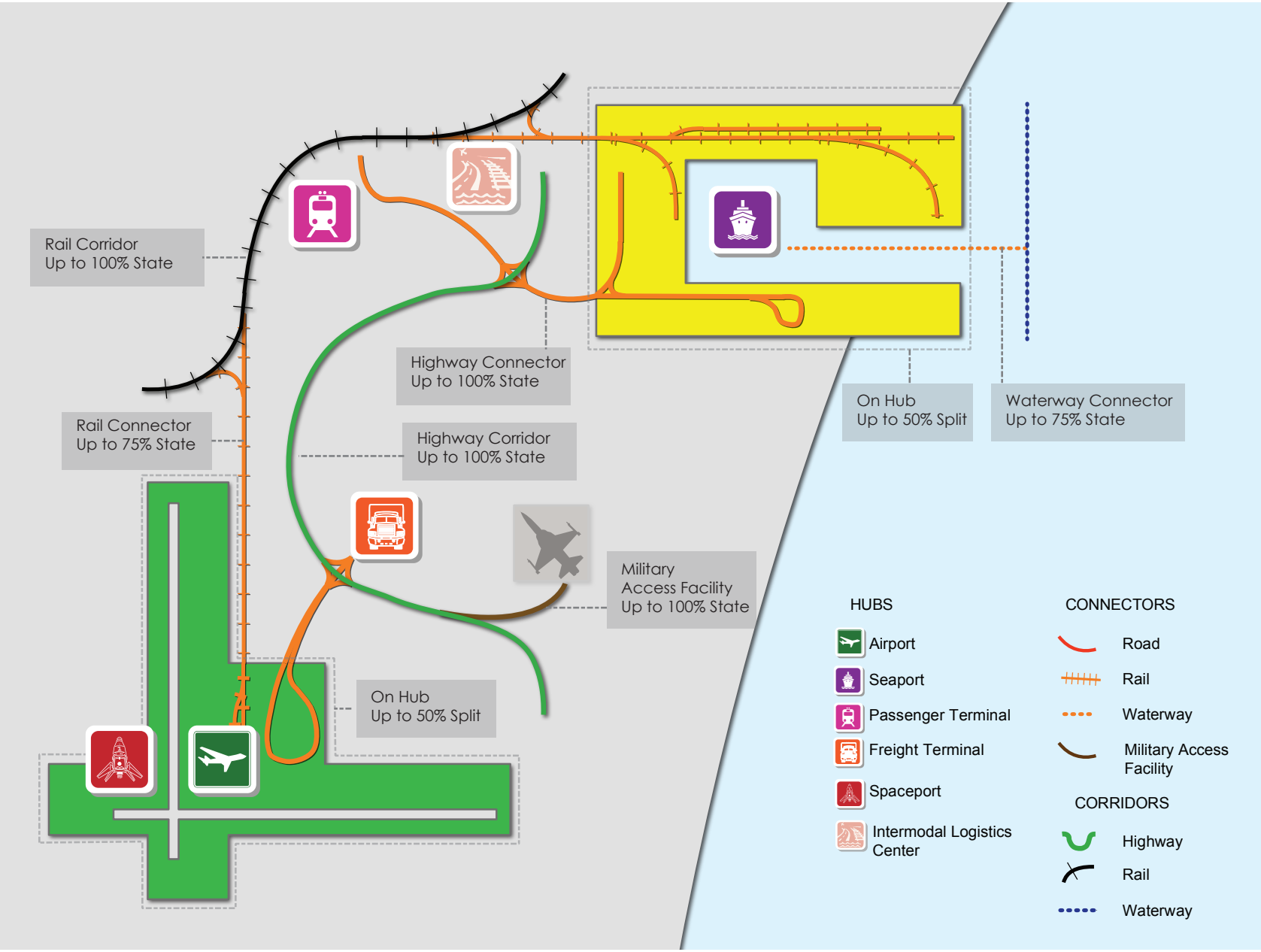
Military Access Facilities (MAFs)

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Capacity Projects	Planning, design, roadway right-of-way, and construction of additional lanes; new facilities; enlarged bridges; intersection/interchange modifications; special use lanes; sidings; double-tracking; rail yards; new rail line; track upgrades; grade separations.	Rolling stock; loading equipment; railroad signals; operating funds; non-FDOT land purchase.

Notes: Land purchase for FDOT owned and operated rail/transit service would be considered eligible.

PARTNER MATCH OVERVIEW

Strategic Intermodal System | FDOT



STATE MANAGED FUNDS

Fund Type	Fund Description	Fund Type Uses	Fund Source	Eligible Modes	Eligible Phases	Comments
BNIR	Interstate R/W and Bridge Bonds	Used for R/W acquisition on SIS Highway Facilities	State	Highway	Right of Way	Can be used on Non-SIS projects
DI	Statewide Inter/Intrastate Highway	Used for preservation projects, capacity improvements, and new or modified interchanges on the interstate system	State	Highway	All	Primarily used to fund project phases that do not qualify for Federal funding
DIS	Strategic Intermodal System	Used for preservation projects, capacity improvements, and new or modified interchanges on the interstate system	State	All	All	SIS Only - Primarily used to fund project phases that do not qualify for Federal funding
GMR	Growth Management for SIS	Used to fund projects on the SIS that meet Growth Management goals	State	All	All	Primarily used to fund project phases that do not qualify for Federal funding
ACNP	Advanced Construction - Principal Arterials - NHs	Used for construction projects on the National Highway System including preservation, capacity improvements, ITS; resurfacing, rehabilitating, or reconstructing interstate facilities; and new or modified interchanges on the interstate system	Federal	Highway	All	Used for projects on NHS - Principal Arterials
NH	Advanced Construction - Principal Arterials - NH	Used for construction projects on the National Highway System including preservation, capacity improvements, ITS; resurfacing, rehabilitating, or reconstructing interstate facilities; and new or modified interchanges on the interstate system	Federal	Highway	All	Projects initially financed with state funds (ACNP) change to NHPP when they are converted to federal funds

DISTRICT MANAGED FUNDS

Fund Type	Fund Description	Fund Type Uses	Fund Source	Eligible Modes	Eligible Phases	Comments
DS	State Primary Highways and PTO	Used for resurfacing and "new construction" on all modes	State	Highway, Aviation, Transit, Rail & Intermodal	All	100% State Funds are comprised of needs-distributed components and the remainder is distributed by Statutory Formula
DDR	District Dedicated Revenue	Used primarily for projects on the State Highway System, including resurfacing. May also be used for district public transportation projects	State	All	All	Tax Revenue that is distributed to the District in which it is collected. Also known as State Comprehensive Enhanced Transportation Systems Tax
DIH	District-In-House	Used for in-house product support including preliminary engineering, R/W support, construction engineering inspection, materials testing, and traffic operations	State	All	All	State funds needed for product support
ACSA	Advanced Construction - Surface Transportation Program (STP), Any Area	Used in any area of the state on "federal-aid roads"	Federal	Highway, Transit, Rail and Intermodal	All	"Federal-aid road" is defined to be any road in the state except for roads that are functionally classified as local roads or rural minor collectors
SA	Surface Transportation Program (STP), Any Area	Used in any area of the state on "federal-aid roads"	Federal	Highway, Transit, Rail and Intermodal	All	Projects initially financed with state funds (ACSA) change to SA when they are converted to federal funds
SU	Surface Transportation Program (STP), Urban Areas > 200K	Used in the federally designated Transportation Management Areas (TMAs). TMAs are designated areas with populations over 200,000	Federal	Highway, Transit, Rail and Intermodal	All	Projects programmed with SU must carry the appropriate distribution area code. Distribution area codes are listed in the FDOT Work Program Instructions
SL	Surface Transportation Program (STP), Areas <= 200k	Used outside federally designated Transportation Management Areas (TMAs) where population is 200,000 or less	Federal	Highway, Transit, Rail and Intermodal	All	Effective July 1, 2011, SL funds are soft-matched

OTHER/LOCAL FUNDS

Fund Type	Fund Description	Fund Type Uses	Fund Source	Eligible Modes	Eligible Phases	Comments
LF	Local Funds	Used to program local funds that are not used as a match for Federal funding	Local	All	All	Can be used for items that are not eligible for federal funds
LFF	Local Funds - for Matching F/A	Used to program local funds that are used as a match for Federal funding	Local	All	All	
LFP	Local Funds for Participating	Used to program local funds that are not used as a match for Federal funding, such as additional local funds above the amount required to match Federal funding	Local	All	All	This fund code should be used when local funds are used on an item that would be federal aid eligible (regardless of whether federal funds are programmed initially)
LFR	Local Funds - Reimbursable	Local funds used to advance a project in the Adopted Work Program	Local	All	All	Local entity will be reimbursed within 5 years of the Adopted Work Program
LFRF	Local Funds Reimbursement - Future	Local funds used to advance a project not in the Adopted Work Program	Local	All	All	Local entity will be reimbursed within timeframe agreed upon

SPO FUNDS

Fund Type	Fund Description	Fund Type Uses	Fund Source	Eligible Modes	Eligible Phases	Comments
HP	Highway Planning	Used only for Planning Activities in the Planning and Environmental Management Program Component.	Federal	Planning	Phase 12 - for private firms; Phase 18 - for other agency	Only D and HP funds count toward schedule B target levels
D	Unrestricted State Primary	Used for Planning Consultants/Grants for Planning Activities	State	Planning	All	Allows for Planning Activities which fall outside the Planning and Environmental Program Component

'Source: Work Program Instructions for Fiscal years 2014-2018, June 14, 2013

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