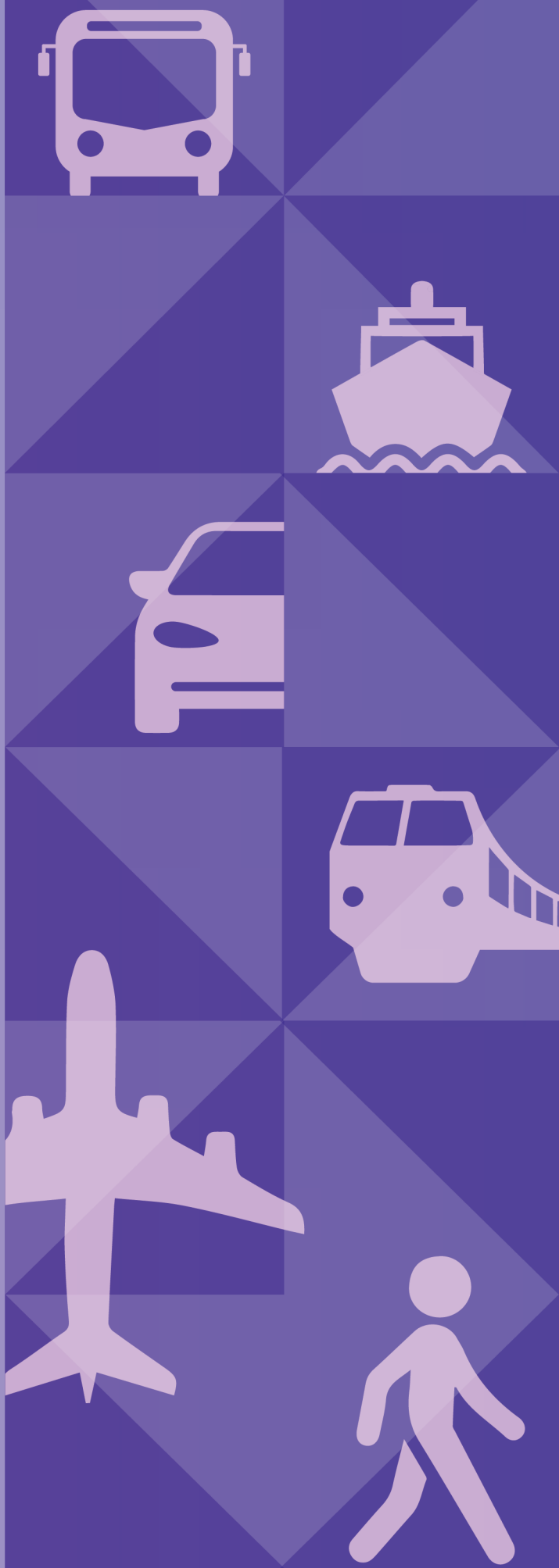
2023

STRATEGIC INTERMODAL SYSTEM

FUNDING ELIGIBILITY



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Introduction

The Florida Department of Transportation (FDOT) is the state agency responsible for designation, implementation, and management of the Strategic Intermodal System (SIS). The SIS is an intermodal network of transportation facilities that seamlessly flows from one mode to the next with the goal of providing the highest degree of mobility for people and goods traveling throughout Florida. The SIS plays a vital role in achieving Florida's goal of enhancing economic competitiveness and improving the quality of life for its citizens and visitors.

Purpose and Objectives

The SIS Project Eligibility Guidance provides the foundation for funding projects on SIS facilities. The document also identifies the types of project components that can and cannot be funded using SIS funds.

Additionally, this guidance acts as an education resource to help facilitate greater understanding of the legislative and policy framework that guides project eligibility. The document provides information on the planning process which plays a role in project identification, selection, and programming. This document also provides a brief overview of the evolution of SIS project eligibility.

Key objectives of this SIS Project Eligibility Guidance are to:

- Act as an educational resource to foster better understanding of project eligibility.
- Facilitate a clearer understanding of the existing frameworks and processes of SIS project eligibility.
- Provide clear guidance on project types and components that are eligible to receive SIS funding.

Overview

In December 2000, the Florida Transportation Plan (FTP), set a specific objective to establish, construct, and manage Florida's Strategic Intermodal System (SIS). Within the next three years, the Florida Department of Transportation (FDOT), working with stakeholders and partners, delivered a final report to the Governor, Legislature, and Secretary of Transportation recommending criteria and thresholds for designating key elements of the SIS as well as guidance to FDOT for implementation. In 2003, the Florida Legislature and Governor established the SIS to enhance Florida's transportation mobility and economic competitiveness by focusing resources on transportation facilities and services that support critical interregional, interstate, and international trips. FDOT then authorized to allocate at least 50 percent of all new discretionary funding to the SIS for highway capacity projects and identified revenue sources for annual SIS funding.

The SIS represents a statewide network of high-priority transportation facilities, including Florida's largest and most significant airports, spaceports, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, highways, military access facilities, intermodal logistics centers, and fixed guideway transit corridors. These facilities represent the state's primary means for moving people and freight between Florida's diverse regions, other states, and countries outside of the United States.

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 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, FDOT is directed to allocate a minimum of $60 million each year. The Statement of Legislative Intent notes that the SIS should consist of transportation facilities that meet a strategic and essential state interest. It also notes that the limited resources available for 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. are to be annually appropriated to support the program. Finally, this section provides that facilities designated as 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; and
- Other existing or planned corridors that serve a statewide or interregional purpose.

Section 339.63, F.S. identifies 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 guideways; 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, highways, or rail lines linking SIS corridors to the state's strategic 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 pursuant to Section 339.63(4), 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 FDOT, in coordination with metropolitan planning organizations, regional planning councils, local governments, and other transportation providers, to develop a Strategic Intermodal System 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, following 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 taking into consideration infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as automated driving systems and other developments;
- A project prioritization process;
- A finance plan based on reasonable projections of anticipated revenues, including both 10-year and at least 20-year cost- feasible components; and
- An assessment of the impacts of proposed SIS improvements on military installations.

Section 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 FDOT pursuant to s. 339.63, F.S. Additionally, this section directs FDOT to develop and maintain a plan of SIS highway corridor projects that are anticipated to be let to contract for construction within a 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 several 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(4)(a)2, F.S. provides that FDOT 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 FDOT above the prior year funding level for capacity improvements, which FDOT 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.

Florida Transportation Plan (FTP)

The FTP defines Florida's future transportation vision and identifies goals, objectives, and strategies to guide transportation decisions over the next 50 years. The FTP will be achieved through specific actions by government, private, and civic partners at the state, regional, and local levels. Section 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 plan 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 the SIS.

SIS Policy Plan

FDOT is required by Florida Statute to develop a SIS Policy 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 Policy 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 Policy 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. The 2022 SIS Policy Plan contains five focus areas with policies that direct the SIS to clarify its practices on incorporating safety, resilience, technology, mobility, and connectivity for urban and rural areas into capacity projects.

Refining SIS Project Eligibility

SIS facilities are designated in accordance with 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 'strategic growth'. 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 FDOT 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.

Though SIS project eligibility was outlined very early in the development of the SIS, it has evolved over the course of the program. Though projects eligible for SIS funding are commonly referred to as 'capacity projects', the definition of capacity varies between programs and other entities. Over the course of the SIS Program, the definition of what capacity projects are has become more inclusive, growing to include allowable projects across all modes of travel. Discussions with the FDOT Modal offices, with input from their statewide partners, provided guidance on expanding SIS project eligibility to be more inclusive of projects to assist with the expansion of the modal hubs, and b) create parity between each of the modes. These discussions led to clarity and opportunities that allow for funding of projects such as seaport berths, spaceport launch facilities, and airport access roadways. Transportation Systems Management and Operations (TSM&O), resilience, and safety projects have been included from the beginning of the SIS program. Discussion of SIS capacity projects include more emphasis being placed on non-highway widening efforts to improve the movement of people and goods along the SIS.

SIS Project Planning Process

Project Identification and Prioritization

SIS project prioritization begins with the FDOT Districts and the Modal Development Office. FDOT District and FLP priorities consider 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 projects has been identified by the Districts and delivered to the FDOT Systems Implementation Office (SIO), 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 adopted FTP. 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 SIO 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 previously mentioned factors together constitute the existing statewide SIS project prioritization process, but additional emphasis may be placed on one or more factors when prioritizing projects if specific direction calls for it. For example, additional federal funding may become available to advance projects within the Tentative Work Program; however, some funding types 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, thereby, reducing the overall list of projects eligible for advancement to only those facilities on the NHS. Once a list of eligible projects is determined, the remaining prioritization factors would be applied, and projects would be chosen for advancement.

Strategic Investment Tool (SIT)

The SIT was developed to help determine the priorities within the SIS Funding Process. The SIT is a unique methodology for determining project priority and is applicable only to evaluating and setting priorities for highway capacity projects. It was developed specifically for the SIS, and the methodology incorporates project priority criteria.

SIT Measures

The SIT includes categories of prioritization criteria that correspond to the FTP goals/SIS objectives. Within those categories are a varying number of SIT measures, which are specific data sets that are analyzed and then used to calculate an overall SIT score. The SIT scores, along with district priorities, funding availability, and project scheduling are used to determine overall project prioritization and programing.

SIS Objective	SIT Measures	SIS Policy Application
Safety	Crash Ratio • Fatal Crash Ratio • Bridge Appraisal Rating • Emergency Evacuation • Personal Safety • Adaptation	Capacity projects that seek to improve safety conditions and lower traffic-related
Interregional Connectivity	Volume to Capacity (V/C) Ratio • Truck Percentage • Vehicular Volume • System Gap • Change in V/C – LOS (mainline projects) • Interchange Operations (interchange projects) • Bottleneck • Delay • Travel Time Reliability • Link to Military Base • Rural Areas of Opportunity (RAO)	Capacity projects that increase mobility through and between regions.
Economic Competitiveness	Population • Population Growth Rate • Employment • Employment Growth Rate • Population Density	Capacity projects that improve transportation for the rapidly changing and growing population and
Environmental Stewardship	Farmlands • Geology • Archaeological / Historical Sites • Contamination • Conservation and Preservation • Wildlife and Habitat • Floodplains / Flood Control • Coastal / Marine • Special Designations • Water Quality • Wetlands • Air Quality • Energy and Sustainability • Social Investment / Justice • Residential Community Impact	Capacity projects that help to preserve the integrity of culturally, socially, or ecologically significant areas. Projects that serve to prevent or lessen adverse environmental impacts.
Intermodal Connectivity	Connector Location • Truck Volume • Transit Connectivity • Managed / Special Use Lanes • Distance to SIS Hub Facilities • SUN Trail Proximity/ Connections	Projects that facilitate the movement of people and goods through multimodal connections.

For more information on the SIT, see the SIT Measures Handbook.

SIS Funding Strategy And Unfunded Needs Plan

The SIS Funding Strategy is a combined document composed of the Adopted and Tentative Work Program, 2nd Five-Year Plan, and the Cost Feasible Plan (CFP). An additional long-range plan, the Multimodal Unfunded Needs Plan, was developed to illustrate needed enhancements to the SIS with no funding constraints. The following section discusses both the Adopted Work Program and the Tentative Work Program together due to the interrelated nature of these FDOT plans.

Adopted and Tentative SIS Work Program (1st Five-Year Plan)

Pursuant to s. 339.135, F.S., FDOT maintains an Adopted Work Program, which is implemented 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 FDOT 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 infrastructure. However, most of the 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.

SIS 2nd Five-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 Work Program development cycle in the same manner as the Tentative Work Program. Upon annual commencement of the FDOT Work Program development 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.

SIS 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 SIO conducts an update to the CFP every three to five years, to adjust the planning horizon and to prevent an overlap with the 2nd Five-Year Plan. The CFP also provides long-range SIS projects and revenue information to Florida's MPOs for inclusion in their Long-Range Transportation Plans (LRTP).

SIS Multimodal Unfunded Needs Plan (MMUNP)

The SIS Multimodal 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 & Match 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 different 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");
- Additional 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 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.

FDOT 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. FDOT 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

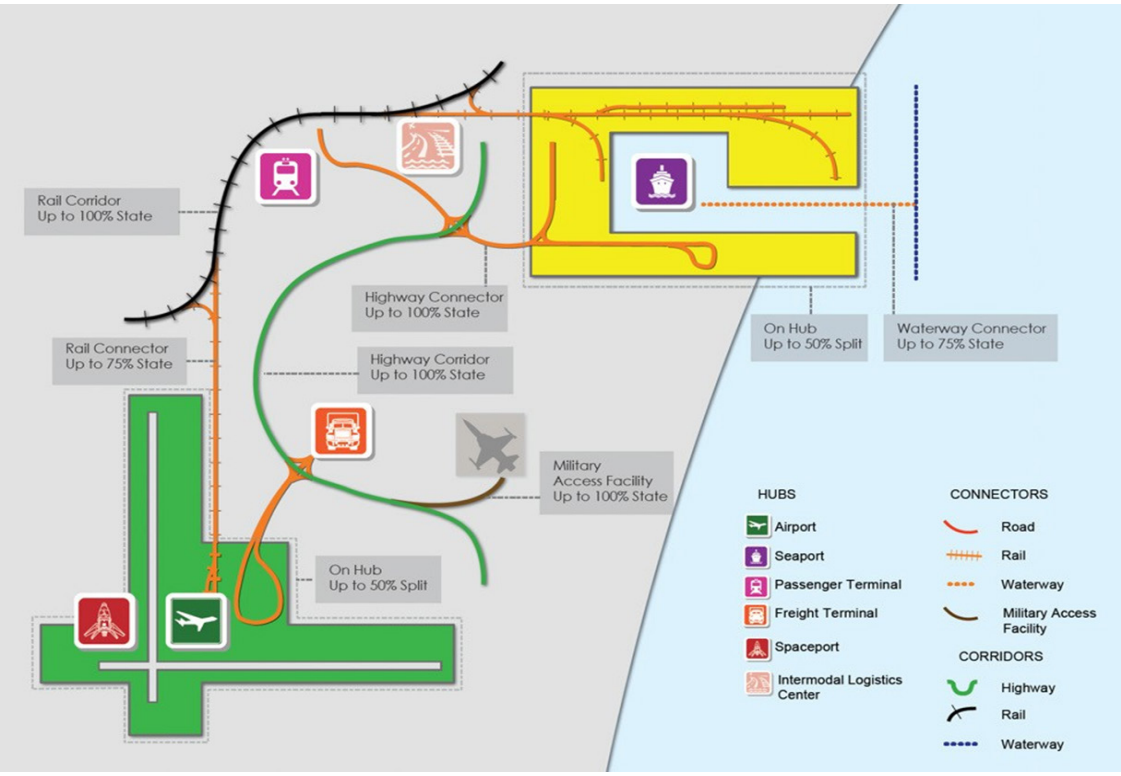
The FDOT Work Program Development and Operations Office annually publishes the Work Program Instructions, which guides the development of FDOT's Work Program. These instructions communicate funding and policy directives from the federal government, the Governor, the Florida Legislature, and FDOT's executive 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; and
- 50% state and 50% non-state for hub capacity improvements.

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

PARTNER MATCH OVERVIEW



SIS Fund Types

State Managed Funds

Fund Type	Fund Description	Fund Type Uses	Fund Sources	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 - 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**	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
STED	**Strategic Economic Corridors**	FS 339.0801 (Receipt of motor vehicle title fees redirected to STTF.)	**State**	**Highway**	**All**	Primarily used to fund project phases that do not qualify for Federal funding.

District Managed Funds

Fund Type	Fund Description	Fund Type Uses	Fund Sources	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, and 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**	**Highway**	**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, Aviation, 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, Aviation, 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, Aviation, 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, Aviation, 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 Sources	Eligible Modes	Eligible Phases	Comments
LF	**Local Funds**	Used to program local funds that are not used as a match for Federal	**Local**	**All**	**All**	Can be used for items that are not eligible.
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 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 Reimbursement**	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.

Note: Further fund types may be available; see Work Program Instructions

Project Eligibility

Clarification Of Alternative Capacity Project Eligibility

The 2022 Policy Plan placed an increased importance on looking past traditional capacity projects to meet future mobility, connectivity, and reliability needs. One of the key implementation initiatives of the SIS Policy Plan is to expand on the program's ability to use SIS funds on projects that improve mobility, connectivity, or reliability rather than traditional measures of capacity. These could include safety, operational, and technological improvements. Implementation also includes modifing SIS project eligibility to include projects or project components that increase the resiliency of system capacity, including adaptation of existing infrastructure (SIS Policy Plan, page 15). These initiatives align with the following five focus areas established in the plan:

- **Safety** – Demonstrate the SIS program's contribution to eliminating fatalities and serious injuries on Florida's transportation system
- **Resilience** – Reduce vulnerabilities of SIS infrastructure to risks including extreme weather, sea-level rise, coastal and inland flooding, wildfires, and extreme heat
- **Technology and Innovation** – Prepare the SIS for emerging technologies such as automated, connected, electric, and shared vehicles
- **Urban mobility and connectivity** – Address the impact of congestion in both major and developing urban areas on the efficiency and reliability of the SIS for interregional travel, especially in areas where there are limited options for adding capacity to SIS corridors or limited modal alternatives to SIS highways
- **Rural mobility and connectivity** – Support rural revitalization and economic development and facilitate emergency evacuation and response, while supporting environmental stewardship goals and community visions

The past SIS project eligibility criteria framework already allowed for alternative capacity projects. The criteria has been revised to clarify what types of non-traditional or alternative capacity projects are allowable. The non-traditional or alternative capacity projects illustrated in the below tables, along with traditional capacity projects, all contribute to the enhanced mobility, connectivity, and reliability of the SIS network.

The below tables emphasize a few example instances where such alternative or non-traditional capacity projects are allowable.

Safety

SIS Project Type Examples	Mode
Passing lanes	Highway
Turn lane queuing	Highway
Traffic circles	Highway
Overpass	Highway
Grade separation overpass	Rail

Safety (cont.)

SIS Project Type Examples	Mode
Bus bays on a designated SIS Urban Fixed Guideway or at a SIS Hub	Transit

Resilience

SIS Project Type Examples	Mode
Bridge replacement and/or expansion	Highway and Rail
New alignments	Highway and Rail
Facility relocation	All SIS facilities

Technology/Innovation/Operations

SIS Project Type Examples	Mode
Dynamic tolling/managed lanes	Highway
Intelligent Transportation Systems (ITS)	Highway and Rail
Auxiliary roads	Highway
Queue jumping traffic signals	Transit
Passenger pickup/drop off staging areas	Transit and Hubs
Bus Rapid Transit (BRT) and/or rail lines on a SIS Urban Fixed Guideway	Transit

SIS Hubs

Airports (Commercial Service)

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 including terminals/ other connecting points for people and freight transferring from other modes. Examples include: • passenger terminal and cargo facility direct access roadways • busways • rail lines • curb capacity and reconfiguration to facilitate terminal access • multimodal terminal development including associated parking and staging areas	Facilities that focus on airport operations rather than primary flows Examples include: • other on-airport roadways • stand-alone revenue generating 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 facilities serving general aviation operations exclusively that improve overall airport capacity. Examples include: • rail/people mover stations • intermodal/bus terminals	• air-side terminals • terminal shuttles • non-FDOT land purchase
Airside Connections	Facilities that link passenger and cargo terminals with aviation corridors. Examples include: • apron expansion • taxiway (new or extension) • runways (new or extension) and approach lighting related to new or extended runways • runway and associated parallel taxiway rehabilitation for single -runway facilities	• non-FDOT land purchase • equipment used in airside operations

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

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
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 and/or customs equipment, technology and/or operations • expansion of retail concession space

Airports (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 including terminals/ other connecting points for people and freight transferring from other modes. Examples include: • passenger terminal and cargo facility direct access roadways • busways • rail lines • curb capacity and reconfiguration to facilitate terminal access • multimodal terminal development including associated parking and staging area	Facilities that focus on airport operations rather than primary flows Examples include: • other on-airport roadways • stand-alone revenue generating parking facilities • on-airport rental car facilities • airport shuttle bus roads • non-FDOT land purchase
Landside Connections	On-airport multimodal facilities that link passenger and cargo terminals with a SIS connector or hub. Examples include: • rail/people mover stations • intermodal/bus terminals	• air-side terminals • terminal shuttles

Airside Connections	Facilities that link passenger and cargo terminals with aviation corridors. Examples include: • apron expansion • taxiway (new or extension) • runways (new or extension) • approach lighting related to new or extended runways	Facilities that focus on airport operations rather than primary flows Examples include: • non-FDOT land purchase • equipment used in airside operations
Terminal Connections	Examples include: • 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 and/or customs equipment, technology, and/or operations • the expansion of retail/concession space

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 • terminals/other connecting points for people and freight transferring from other modes multimodal terminal development. Such as associated parking and staging areas.	• other internal roadways • stand-alone revenue generating 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 • drainage improvements • non-capacity automation and technology improvements • non-FDOT land purchase

		• security, customs, and the expansion of retail/concession space

Interregional Passenger 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) • major park-and-ride construction • terminal buildings and gates needing capacity improvements to facilitate the movement of people	• 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) • major park-and-ride construction • terminal buildings and gates needing capacity improvements to facilitate the movement of people.	Examples include: • commercial space development • non-FDOT land purchase • security, customs, and the expansion of retail/concession space

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 including terminals/other connecting points for people and freight transferring from other modes.	• other spaceport roadways • visitor tourist complex or facilities • commercial property develpment • stand-alone revenue generating parking facilities • internal circulation facilities • maintenance facilities • rental car facilities • non-FDOT land purchase
Space Connections **Vertical & 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 o aprons o taxiways o runways (including drainage and support lighting)	• developments related to industrial, research, distribution, or warehousing • other on-spaceport roadways, railways, & parking facilities • 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, Space Florida, and the private sector

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 facilitating terminal access • on-dock and near-dock railways and connecting sidings including terminals/other connecting points for people and freight transferring from other modes. • multimodal terminal development including associated parking and staging areas	• other seaport roadways and railways • stand-alone revenue generating 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 • 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 cargo.	• cruise terminal development and commercial space • security and customs • non-FDOT land purchase • expansion of retail/concession space
Waterside Connections	• dredging of links to SIS waterway connectors that add or preserve capacity to the seaport • new construction or major rehabilitation/ reconstruction of berths, berth dredging, docks, quays, and wharves (including bulkheads) that add or preserve capacity to the seaport.	• routine maintenance of federal navigation channels • non-FDOT land purchase • environmental monitoring • cruise terminal development

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

Intermodal Logistics Centers (ILC)

Potential State Funding: UP to 50% on hub'

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 including terminals/ other connecting points for people and freight transferring from other modes. 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 (up to FRA Track Class IV) • rail doubletracking • new rail line • grade separations • multimodal terminal development including associated parking and staging area	• re-surfacing • lighting • landscaping • maintenance • Standalone railroad or traffic signalization projects • rolling stock • improvements to other internal roadways and circulation facilities • stand-alone revenue generating 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

SIS Corridors

Highway Corridors

Potential State Funding: 100%

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Capacity Projects	The planning, design, right-of-way, and construction of: • additional lanes • new facilities • enlarged bridges • intersection/interchange modifications • intersections immediately impacting SIS limited access corridor on and off-ramps • special use lanes • shoulder improvements on approved corridors (to facilitate hard shoulder running) • major park-and-ride construction and connection(s) (if it supports/facilitates transit or express bus/special use lanes) • truck parking that serving multiple purposes (e.g., as a park-and-ride during off-peak hours) • raising or replacement of non-SIS bridges that create clearance and capacity constraint of a SIS corridor • ITS capital improvements to improve throughput on and the operational capacity of the corridor, **AND:** o are included in a SIS capacity project; **OR:** o are located on an urban SIS corridor that has at least 10 general purpose lanes (or 6 general purpose lanes and 4 managed lanes); **OR:** o are located on a SIS corridor that has geometric, engineering, or right of way constraints on adding physical capacity	Stand-alone project focusing on: • re-surfacing • lighting • landscaping • maintenance • bridge improvements that do not increase capacity • maintenance • bridge improvements that do not increase capacity

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 (up to FRA Track Class IV) • grade separation • capital improvements for new passenger service along a SIS rail corridor • raising or replacement of non-SIS bridges that create a clearance and capacity constraint of a SIS corridor	Stand-alone project focusing on: • rolling stock • loading equipment • stand-alone railroad signal projects • operating funds • non-FDOT land purchase

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 • stand-alone railroad signal projects • operating funds • non-FDOT land purchase

Waterway Corridors

Potential State Funding: 50% of non-federal share

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Capacity Projects	Marking or dredging shipping channels that provide access to SIS seaports.	• projects beyond the territorial sea of the State of Florida • non-FDOT land purchase • environmental monitoring

SIS Connectors

Highway Connectors

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Capacity Projects	The planning, design, right-of-way, and construction of: • additional lanes • new facilities • enlarged bridges • intersection/interchange modifications • intersections immediately impacting SIS limited access corridor on and off-ramps • special use lanes • raising or replacement of non-SIS bridges that create a clearance and capacity constraint of a SIS corridor • ITS capital improvements that are anticipated to improve throughput on and the operational capacity of the corridor, **AND**: o are included in a SIS capacity project; **OR** o are located on an urban SIS corridor that has at least 10 general purpose lanes (or 6 general purpose lanes and 4 managed lanes); **OR** o are located on a SIS corridor that has geometric, engineering, or right of way constraints on adding physical capacity	Stand-alone project focusing on: • re-surfacing • lighting • landscaping • maintenance • bridge improvements that do not increase capacity

Railroad Connectors

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	The planning, design, and construction of: • sidings • spurs • double tracking • rail yards • new rail line • track upgrade (up to FRA Track Class IV) • grade separations • capital improvements for new passenger service along a SIS rail corridor • raising or replacement of non-SIS bridges that create a clearance and capacity constraint of a SIS corridor.	• rolling stock • loading equipment • stand-alone railroad signal projects • operating funds • non-FDOT land purchase

Waterway Connectors

Potential State Funding: 50% non-federal share

SIS Project Categories	Projects Eligible for Funding	Projects Not Eligible for Funding
Capacity Projects	• new connectors that provide access to SIS seaports • dredging • widening	• non-FDOT land acquisition • locks • environmental monitoring

Military Access Facilities (MAF)

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	The planning, design, roadway right-of-way, and construction of: • additional lanes • new facilities • enlarged bridges • intersection/interchange modifications • intersections immediately impacting SIS ramps • special use lanes • raising or replacement non-SIS bridges that create a clearance and capacity constraint of a SIS corridor • sidings • double tracking • rail yards • new rail line • track upgrades (up to FRA Track Class IV) • grade separations • ITS capital improvements that are anticipated to improve throughput on and the operational capacity of the corridor, **AND:** o are included in a SIS capacity project; **OR:** o are located on an urban SIS corridor that has at least 10 general purpose lanes (or 6 general purpose lanes and 4 managed lanes); **OR:** o are located on a SIS corridor that has geometric, engineering, or right of way constraints on adding physical capacity.	• rolling stock • loading equipment • railroad signals • operating funds • non-FDOT land purchase

Off-SIS

As a result of the 2022 SIS Policy Plan Update, FDOT is evolving the SIS program to increase funding flexibility, in an effort to enhance overall system mobility and connectivity. To that end, the plan update modifies policy to allow for SIS funding for projects on non-SIS facilities (see page 16 of the 2022 SIS Policy Plan for more detail).

This section provides the framework for funding off-SIS projects through the SIS program. The framework includes three areas: project types, evaluation criteria, and project selection process. The intent is for SIS to maintain its strategic focus while providing flexibility for the districts to fund their highest priority off-SIS mobility needs that demonstrate support to the SIS network.

FDOT anticipates this framework seamlessly integrating into the traditional process for developing the SIS Work Program. Off-SIS projects will be competing for the same revenue resources as traditional SIS projects. Districts will need to prioritize their off-SIS projects in alignment with their SIS projects. Districts looking to access funding for their off-SIS projects will complete an application package in alignment with the Off-SIS Framework which includes both quantitative and qualitative analysis components that must be completed prior to requesting the project.

Eligible and Ineligible Project Types for Off-SIS Consideration

Eligible projects include any projects supporting SIS facilities that involve at least two of the following elements and meet evaluation criteria requirements.

***Eligible projects include:**

- Highway widening
- Fixed guideway transit
- Transportation Systems Management and Operations/ Intelligent Transportation System (TSM&O/ITS)
- Automated, Connected, Electric, and Shared Mobility (ACES)
- Bicycle/pedestrian facility
- Intersection improvements
- Freight (e.g., truck parking)
- Safety improvements
- Resilience improvements

Ineligible projects include:

- Standalone modal projects (examples include aviation, seaports, spaceports, freight rail, etc.)
- Additional ineligible projects can be found in this document

***Only the construction or design-build phase of the project will be eligible for funding.**

Eligible and Ineligible Fixed Guideway Project Types for Off-SIS Consideration

For Fixed Guideway projects to be considered for Off-SIS funding they must meet all the following:

- Projects must be rated medium or higher using the State New Starts Transit Program (NSTP) criteria
- Must demonstrate congestion relief benefits to the SIS.

AND

- Must be an eligible off-SIS project type to be considered for SIS funding (see above)

SIS will only fund the construction phase of off-SIS fixed guideway transit projects. Project phases not eligible to receive Off-SIS Fixed Guideway funding include:

- Right-of- way acquisition
- Design
- Rolling stock

*** Lane repurposing projects must go through the lane repurposing process in addition to meeting the off-SIS criteria.**

Evaluation Criteria

Eligible Facilities for Off-SIS Consideration

To qualify for off-SIS in support of SIS funding, projects will need to be on an eligible facility. Facility eligibility will be determined by:

- Arterial or higher functional classification,

AND

- Existing minimum 6,000 AADT or minimum 1,000 AADTT

There may also be consideration for designated regional networks.

***New facilities must propose functional classification and forecast traffic for opening year**

Project Evaluation Criteria Requirements for Off-SIS Projects

Particular attention will be given to District priority ranking, projects enhancing modal choice, projects with a community-centric focus, and projects that diversify SIS funding and improvement types

Evaluation Criteria:

Projects must demonstrate moving people and goods and a benefit to the SIS by meeting specific criteria:

- Increase person or truck throughput on the off-SIS facility by a minimum of 6%

AND

- Reduce trips on at least one adjacent SIS facility by a minimum of 5% or 5,000 vehicular trips.

***Applicants should use the regional cost feasible travel demand model for the analysis.**

Application Process for Off-SIS Projects

Application Process for Off-SIS Projects

Phase	Action
1. Project Identification	Districts identify projects
2. Application Package	Districts complete application package (includes fact sheet, application, and instructions/guidance)
3. Evaluation and Prioritization	CO evaluates and prioritizes projects based on evaluation criteria
4. Approval	CO receives approval from executive leadership
5. Selection and Notification	CO notifies Districts of selected projects

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