



Strategic Intermodal System
HANDBOOK

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Table of Contents

Introduction	7
Section 1: Strategic Intermodal System Background	8
Strategic Intermodal System Background and Overview	8
Strategies to Ensure the Success of the SIS	9
Accomplishments of the SIS	9
Investing in Florida’s Future	9
The SIS at 10	9
Section 2: Strategic Intermodal System Policy	10
Strategic Intermodal System in Florida Law	10
Florida Transportation Plan (FTP)	12
Strategic Intermodal System Strategic Plan.....	13
SIS Designation Criteria and Change Requests	14
Strategic Intermodal System Project Eligibility	15
Section 3: Strategic Intermodal System Facilities	16
Strategic Intermodal System Map	16
Strategic Intermodal System (SIS) Atlas	16
Strategic Intermodal System (SIS) Facilities	16
SIS Hubs	16
SIS Corridors	16
SIS Connectors.....	16
SIS Military Access Facilities.....	16
SIS Intermodal Logistics Centers	17
Designation Change Requests	17
ArcGIS Online	17
SIS Planning Portal	17
Section 4: Strategic Intermodal System Planning, Prioritization, and Project Selection	18
SIS Highway Strategic Investment Tool (SIT)	18
SIT Components	18
SIS Project Manager (PM Tool)	19



Systems Implementation Office Prioritization Process	20
SIS Funding Strategy	20
SIS Adopted and Tentative Work Program (1st Five-Year Plan)	21
SIS 2nd Five-Year Plan	21
SIS Long-Range Cost Feasible Plan.....	22
SIS Multimodal Unfunded Needs Plan	22
Project Catalog	22
SIS Multimodal Planning	22
Aviation.....	23
Rail	23
Spaceport.....	23
Transit	23
Section 5: Strategic Intermodal System and the FDOT Work Program.....	24
Schedule for Work Program Development (Work Program Calendar)	24
Work Program Instructions.....	24
Strategic Intermodal System Work Program Process Cycle.....	26
Adopted Work Program and Tentative Work Program	26
SIS Work Program Exercises.....	26
Strategic Intermodal System Work Program Funding.....	28
SIS Funding Type Example	29
SIS Capacity Improvement Work Program Logic.....	31
Work Program MADD OG Reporting Application.....	37
National Highway System and SIS Freight Connector Program	41
Project Suite Enterprise Edition (PSEE)	41
Section 6: Strategic Intermodal System Advanced Production Potential (APP+)	42
Instructions for running the APP+ Report.....	42
Section 7: Partner Departments within the FDOT.....	45
Systems Management Section	45
Corridor Development.....	45
Access Management.....	46
Congestion Management & Level of Service.....	47
Managed Lanes	47
Forecasting and Trends Office	48

Office of Policy Planning	48
Transportation Policy Framework.....	48
Growth Management	48
Future Corridors.....	48
Environmental Management Office	49
Efficient Transportation Decision Making (ETDM).....	49
Office of Freight, Logistics, and Passenger Operations	50
Modal Offices	50
Roadway Design Office	50
Florida Design Manual (FDM).....	50
Section 8: SIS Contact Information	52
FDOT Central Office	57
Executive Contacts.....	52
Systems Implementation Office.....	52
Districts	52
District Freight	53
Aviation & Spaceports Office	53
Freight & Multimodal Operations Office	53
Seaport Office.....	53
Transit Office.....	53
FDOT and Transportation Partner Links	54



Figure List

Figure 2.1 – Project Eligibility Matrix Example Page	15
Figure 4.1 – SIS Project Manager Example	19
Figure 5.1 – SIS Work Program Annual Planning Cycle	31
Figure 5.2 – SIS Work Program Exercise Process	32
Figure 5.3 – SIS Funding Match Examples	33
Figure 5.4 – SIS Funding Matrix	34

SIS Handbook Internet Location

www.fdot.gov/planning/systems/documents/brochures/default.shtm#brochure

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.

The FDOT SIS Handbook provides an overview of planning, designation, and implementation efforts for SIS facilities. This handbook provides users with information for many SIS related topics and provides links that will allow users to find more detailed information on the subject. The handbook is also intended to serve as a valuable resource for FDOT staff by consolidating information related to the SIS into a single reference document. While primarily intended for FDOT staff use, the SIS Handbook is available to other transportation professionals seeking information about the SIS.

The subjects covered in this document were compiled in coordination with FDOT District Offices. The handbook includes information on the history of the SIS, existing facilities, policy guidance, Work Program coordination, planning/prioritization, related FDOT offices with SIS contact information. The handbook contents were determined through a series of meetings with the FDOT Central Office staff and subsequent coordination with the FDOT District SIS coordinators in an effort to present the most accurate and relevant information available. For SIS personnel contact information, please refer to [Section 8](#) of this handbook.

Section 1: Strategic Intermodal System Background

Strategic Intermodal System Background and 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 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 Strategic Intermodal System (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. In 2004, all SIS facilities were made eligible for state transportation funding. 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. During this same year, 36 SIS projects were funded, with an emphasis on improving connections between SIS hubs and corridors. Later that year, FDOT adopted criteria for designating SIS connectors. In January 2005, FDOT transmitted the initial SIS Strategic Plan to the Governor and Legislature. Later that year, the Governor committed an additional \$4.7 billion in funding to the SIS over the next 10 years.

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, as well as, between Florida and other states and countries. Pursuant to Section 339.61, F.S., FDOT has allocated \$60 million every year from the State Transportation Trust Fund (STTF) since fiscal year 2005. This allocation of funds is in addition to funding provided to the system by other provisions of law.

SIS facilities are designated using 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.

Designated SIS facilities are identified in the [SIS Atlas](#) located on the Systems Implementation Office Website. The SIS Atlas is a map of currently designated SIS facilities including hubs, corridors, and connectors.

Strategies to Ensure the Success of the SIS

Florida's investment in an intermodal transportation system continues to improve the economic competitiveness, provide infrastructure improvements, and ensures sound stewardship of the environment for Floridians and visitors to the state. The SIS was established to enhance the state's economic competitiveness through strategic investment of the limited resources available. SIS facilities are designated as Florida's highest transportation priority and serve as critical links between the state's major urban centers. Specific strategies for improving the SIS include:

- Meeting a growing demand for the movement of people and freight across all modes as Florida's population and economy continue to expand;
- Meeting the needs and travel preferences of a changing and more diverse population. From a SIS perspective, trends suggest demand for a broader range of choices for interregional travel, such as passenger rail or intercity bus services, as well as a growing demand for connecting SIS systems to regional and local transit systems;
- Strengthening the linkage between transportation and land use planning, particularly with respect to providing more options to connect SIS hubs, as well as innovative solutions to ensure the efficiency of interregional travel on congested corridors;
- Connecting economic regions to one another and by supporting productive and interconnected regional industry clusters, supply chains, and labor markets;
- Supporting Florida's goal of becoming a global hub for trade, visitors, commerce, and investments;
- Supporting emerging technologies by examining new opportunities of connectivity and economic development;
- Ensuring that the SIS protects or improves community livability and environmental quality; and
- Paying greater attention to military connectivity needs in the SIS planning process.

Accomplishments of the SIS

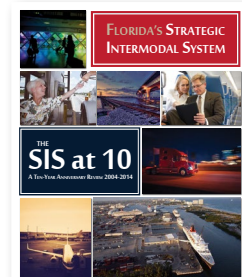
Investing in Florida's Future

The [Investing in Florida's Future](#) (IIFF) brochure was published in 2019. The IIFF brochure contains descriptions, photos, and status updates for both SIS highway and SIS modal projects within each District. The brochure highlights a number of projects financed by the FDOT since the SIS began in 2003.



The SIS at 10

[The SIS at 10](#), published in December 2014, represents a 10-year anniversary document commemorating the SIS. It contains a program timeline, quotes, project descriptions, photos, and SIS modal facts, highlighting the accomplishments of the investments made over the past decade.



Section 2: Strategic Intermodal System Policy

Strategic Intermodal System in Florida Law

Four main sections of the Florida Statutes (F.S.) define FDOT’s responsibility in relation to the SIS. Pursuant to Section [339.61, F.S.](#), the SIS was determined necessary due to the increasing demands being placed on the state’s transportation system by a fast-growing economy, continued population growth, and projected increases in freight movement, international trade, and tourism. The designation of a strategic intermodal system, composed of facilities and services of statewide and interregional significance, was anticipated to efficiently serve the mobility needs of Florida’s citizens, businesses, and visitors and will help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship.” Funding for SIS projects consists of allocations derived from the State Transportation Trust Fund and other additional sources.



Section [339.62, F.S.](#), defines the system components. Those components include:

- Highway corridors established under Section [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, along with appropriate components... 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.](#), discusses the facilities to be designated and defines the five (5) components of the SIS, as discussed in Section 3 of this handbook: hubs, corridors, connectors, military access facilities, and “facilities that significantly improve the state’s competitive position to compete for the movement of additional goods into and through this state.” Any planned intermodal logistics center that requests designation and meets the definition in Section [311.101, F.S.](#), may also be added to the SIS under this last component.

Section [339.64, F.S.](#), requires FDOT, in coordination with metropolitan planning organizations (MPO), regional planning councils (RPC), local governments, and other transportation providers, to develop a Strategic Plan. The plan shall be consistent with the Florida Transportation Plan (FTP) developed pursuant to Section [339.155 F.S.](#), and shall be updated at least once every five years, subsequent to updates of the FTP.

Legislation has given FDOT the authority to designate facilities and services based on a set of adopted criteria and thresholds. Key milestones that led to the creation of the previously discussed statutes are as follows:

- Legislation in 2003 established the SIS and authorized the designation of the initial facilities and services included in the system, incorporating the criteria and thresholds developed by the 41-member SIS Steering Committee. See sections 46-49, [Ch. 2003-286, Laws of Florida](#);
- Legislation in 2004 provided the framework for funding future SIS improvements. This legislation identified the SIS as the state's highest priority for transportation capacity, identified initial funding sources, and made all SIS facilities eligible for state funding, regardless of ownership. See sections 4, 8, 9, 11, and 12, [Ch. 2004-366, Laws of Florida](#);
- Legislation in 2005 authorized additional funding for SIS projects supporting growth management goals and directed FDOT to evaluate the connectivity between the SIS and military facilities and the impact of SIS investments on military facilities. See section 7, [Ch. 2005-281](#) and section 26, [Ch. 2005-290, Laws of Florida](#);
- Legislation in 2007 clarified SIS designation criteria and updated processes, expanded the potential role of public-private partnerships in advancing SIS projects, and added a new category of criteria for general aviation airports serving as relievers to SIS airports. See section 45, [Ch. 2007-196, Laws of Florida](#).
- Legislation in 2012 repealed the definition of "Florida Intrastate Highway System," amended the definition of "State Highway System," increased the dollar thresholds which trigger gubernatorial and legislative notification of amendments to FDOT's Work Program, included military access facilities and intermodal logistics centers (ILCs) to the types of facilities included in the SIS. See sections 57-60, [Ch. 2012-174, Laws of Florida](#) and section 7, [Ch. 2012-128, Laws of Florida](#).



Florida Transportation Plan (FTP)

The [Florida Transportation Plan](#) (FTP) is the single, over-arching statewide plan guiding Florida's transportation future. The plan provides direction to the Department and all other organizations that are involved in the planning and managing of Florida's transportation system. The FTP fulfills the requirements established in Chapter [339.155, F.S.](#) The FTP was updated in 2015 and includes three elements: Vision; Policy; and Implementation. The Vision Element provides a long-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system during the next 50 years. The Policy Element defines goals, objectives, and strategies for the state's transportation future over the next 25 years. The Policy Element is the core of the FTP and provides guidance to state, regional, and local transportation partners in making transportation decisions. The Implementation Element defines the roles of state, regional, and local transportation partners in implementing the Plan, including specific short- and medium-term actions and performance measures.



The seven (7) goals of the FTP and their implementation objectives relate to the role of the SIS. These goals are as follows:

- Safety and Security for Residents, Visitors, and Business
- Agile, Resilient, and Quality Infrastructure
- Mobility
- Transportation Choices
- Economic Competitiveness
- Quality Places
- Environment and Energy

The FDOT Systems Implementation, Data Analytics, and Environmental Management Offices use these goals to establish SIS policies, select projects, measure performance, and execute project development.

Strategic Intermodal System Plan

FDOT is required by [Florida Statute](#) to produce a Strategic Intermodal System (SIS) Plan consistent with the Florida Transportation Plan at least once every five years. While the FTP addresses the whole of the state's transportation system, regardless of ownership, the [SIS Policy Plan](#) addresses only SIS designated facilities. Recognizing the interdependence of these two plans, FDOT updated the FTP and the SIS Policy Plan together beginning in 2014. In conjunction with the FTP update, FDOT has worked with the steering committee, an additional advisory group, partners, and the public to update the Strategic Intermodal System (SIS) Policy Plan. The FTP provides guidance for other state, regional, and local plans, including the SIS Policy Plan. The SIS is the high-priority network of transportation facilities critical to Florida's economic competitiveness. The integrated update process ensures that FTP implementation focuses first and foremost on the transportation facilities most critical for connecting Florida's regions and connecting Florida to other states and nations. The SIS Policy Plan establishes the policy framework for planning and managing Florida's SIS, the high priority network of transportation facilities important to the state's economic competitiveness. The SIS Policy Plan is a primary emphasis of FTP implementation and aligns with the current FTP Policy Element. The SIS Policy Plan includes three (3) objectives to guide future SIS plans and investments.

The FTP identifies five (5) points of emphasis to guide implementation activities during the next five years to implement the SIS Policy Plan. These issues include:

- Embracing innovation in all aspects of transportation;
- Collaborating across sectors, jurisdictions, modes, and disciplines;
- Better serving all customers;
- Improving research, data, performance measures, and planning processes; and
- Maintaining a focus on strategic investments.

Based on these points of emphasis the SIS Policy Plan identified the following three (3) objectives to address in the next five years:

- Ensure the efficiency and reliability of multimodal transportation connectivity between Florida's economic regions and between Florida and other states and nations;
- Expand transportation choices and integrate modes for interregional trips; and
- Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment.

SIS Designation Criteria and Change Requests

As discussed previously, Section [339.63 \(3\) and \(4\), F.S.](#) lists the facilities to be designated as part of the SIS based on adopted criteria. The Legislature intended for the SIS to include only the transportation facilities that met a strategic and essential state interest. By limiting the system to only those facilities that are most critical, improvement projects are anticipated to have a greater impact statewide.

The initial SIS included all facilities that met the criteria recommended by the SIS Steering Committee. Recently FDOT management reviewed and approved a revised SIS structure. This structure now includes combining SIS and Emerging SIS components; creating a Strategic Growth Component; strengthening the biennial SIS designation reviews; and simplifying SIS designation criteria where needed.

The Strategic Growth Component of the SIS Structure applies to projects that meet the following criteria:

Must meet AT LEAST ONE of the following:

- Is the facility projected to meet SIS minimum activity levels within three years of being designated?
- Is the facility determined by FDOT to be of compelling state interest, such as serving a unique market niche or potentially becoming the most strategic facility in a region that has no designated SIS facility?

Must meet ALL of the following:

- Does the facility have a current master plan as well as a prioritized list of production ready projects?
- Is the facility identified in a local government comprehensive plan, Comprehensive Economic Development Strategy (CEDS), Transit Development Plan, or equivalent?
- Does the facility have partner and public consensus on viability of a new or significantly expanded facility?
- Does the facility meet Community and Environment screening criteria?

Strategic Intermodal System Project Eligibility

Section [339.61, F.S.](#) calls for funding from the State Transportation Trust Fund to be set aside for the SIS. This is one of several funding sources for SIS projects. However, in the realm of costly transportation infrastructure, there are not nearly enough resources to address all needs. Initial Department investments go toward preservation, maintenance, and safety. Any remaining funds are used for capacity; therefore, only critical facilities are to be designated as SIS. In addition, only certain types of projects are eligible for SIS funding. Many of the restrictions on SIS funding are related to the facility designation and definition of a capacity project.

The SIS Funding Eligibility Guidance Document ([Eligibility Matrix](#)) includes a list of the types of projects that can and cannot use SIS funding. The tables (Figure 2.1) are separated by modal component and provide project examples.

Figure 2.1 – Project Eligibility Matrix Example Page

Project Eligibility Matrix		
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. <i>(e.g., 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)</i>	Facilities that focus on airport operations rather than primary flows (e.g., other on-airport roadways; stand-alone revenue generating parking facilities; on-airport rental car facilities; airport shuttle bus roads; land acquisition).
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. <i>(e.g., on-airport rail/people mover stations or intermodal/bus terminals)</i>	Air-side terminals; terminal shuttles and non-FDOT land purchase.
Airside Connections	Facilities that link passenger and cargo terminals with aviation corridors. <i>(e.g., 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)</i>	Land acquisition and equipment used in airside operations.
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; land acquisition; security and/or customs equipment, technology and/or operations; and the expansion of retail/concession space.

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

Section 3: Strategic Intermodal System Facilities

Strategic Intermodal System Map

The current designated Strategic Intermodal System (SIS) includes the state’s largest and most significant commercial service airports, spaceports, deep-water seaports, freight rail terminals, passenger terminals, rail corridors, waterways, fixed guideway transit corridors, and highways. These facilities are all shown on the [SIS System Map](#).

Strategic Intermodal System (SIS) Atlas

The [SIS Atlas](#) provides maps and facility summary data on the SIS. It also includes SIS Highway Connector route descriptions, SIS Designation Criteria, and summaries by individual mode and by the FDOT district. Refer to the SIS Atlas for the most up to date listing of SIS facilities.

Strategic Intermodal System (SIS) Facilities

The SIS includes facilities of statewide or interregional significance based on recommendations by the SIS Steering Committee to designate the system. The criteria and thresholds are adjusted as needed.

Two tiers of facilities are collectively known as “The SIS”:

- SIS facilities meeting high levels of people and goods movement, generally supporting major flows of interregional, interstate, and international trips; and
- Strategic Growth facilities are smaller in nature and generally designated based on economic connectivity, supporting underserved or niche geographic and economic communities.

SIS Hubs

SIS Hubs represent SIS designated ports and terminals. This includes airports, seaports, passenger terminals, spaceports, and intermodal freight rail terminals.

SIS Corridors

Corridors are the highway, railroad, waterway, and urban fixed guideway facilities that connect major origin destination markets.

SIS Connectors

Connectors are the highways, railroads, or waterways that connect the SIS Hubs to the SIS Corridors.

SIS Military Access Facilities

Military Access Facilities (MAFs) are the connectors specifically between SIS Corridors and the state’s strategic military installations. These facilities are designated based on criteria recommended by the SIS 2010 Leadership Committee. MAFs are considered SIS, however, the military installation itself is not designated on the system.

SIS Intermodal Logistics Centers

Intermodal Logistic Centers (ILC) were created as a type of SIS facility to aid in the shipment of goods. An identified facility must be physically separated from a seaport, marine terminal, or commercial airport and serve as a point of intermodal transfer of freight. It must carry out functions relating to transport, logistics, goods distribution, consolidation, or value-added activities. ILCs are included under “Other existing or planned corridors that serve a statewide or interregional purpose” in Section [339.62, F.S.](#)

Designation Change Requests

In order for a facility to be eligible to receive SIS funds, it must be designated as SIS. The FDOT Districts would need to initiate a Designation Change Request (DCR) for a new facility or service, prepare for a planned facility, or to update data for an existing facility outside of the biennial review performed by Central Office.

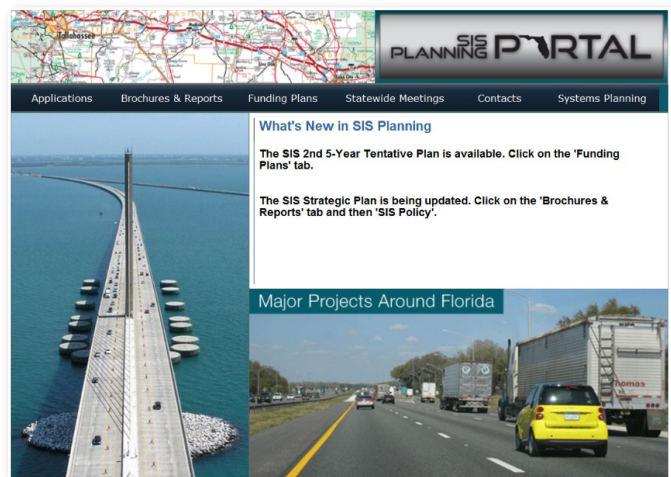
All DCRs are processed through the DCR Sharepoint site.

ArcGIS Online

The Systems Implementation Office (SIO) has developed an online mapping tool, ArcGIS Online, to overlay multiple data sources and SIS plans in ready to view maps.

SIS Planning Portal

The SIS Planning Portal is an internal FDOT Systems Implementation Office (SIO) website intended to be a gateway for all SIO and SIS files and applications. The menu bar across the top of the page includes an ‘Applications’ tab that links to numerous tools maintained by SIO and by other FDOT offices. The ‘Brochures and Reports’ tab links to SIS policy and project implementation brochures and reports. The ‘Funding Plans’ tab links to publicly available adopted and approved SIS funding plans, and to the non-public, tentative and technical plans. The ‘Statewide Meetings’ tab links to a list of recent and upcoming meetings and the corresponding presentations. The ‘Contacts’ tab lists the names of SIS and SIO staff. The ‘Systems Planning’ tab links to the Systems Management, SUN Trail and Strategic Intermodal System (SIS) internal pages. The main page also maintains a link to the FDOT ‘Major Projects’ list, which in turn links to specific project webpages.



Section 4: Strategic Intermodal System Planning, Prioritization, and Project Selection

The FDOT Systems Implementation Office is responsible for the production and maintenance of the SIS capacity plans, known collectively as the [SIS Funding Strategy](#). Included in the SIS Funding Strategy is the SIS Work Program (1st Five-Year Plan), SIS 2nd Five-Year Plan, and the SIS Cost Feasible Plan (CFP). The combination of the 1st Five-Year and 2nd Five-Year Plans may also be referred to as the SIS 10-Year Plan. The Office has produced a variety of publications to assist in understanding how SIS capacity projects are prioritized and selected.

SIS Highway Strategic Investment Tool (SIT)

The Strategic Investment Tool ([SIT](#)) is an interactive tool used in the project prioritization and selection process for SIS highway capacity projects. The SIT allows users to calculate scores for projects based on data supported measures to aid in prioritizing capacity projects. Five goals are targeted to support the FTP.

The SIT is guided by the following objectives:

1. Provide a safe and secure transportation system for all users;
2. Improve interregional mobility and connectivity for people and freight;
3. Invest in transportation systems to support a prosperous and globally competitive economy;
4. Make transportation decisions to promote responsible environmental stewardship;
5. Promote intermodal connectivity to expand transportation choices.



SIT Components

The SIT includes two main components: Analyzer and Reporter. Each component was developed to provide specific functions and operate through an online interface. The centralized database and network interface gives the FDOT Central Office the ability to keep data and information in the SIT current and provides FDOT staff, located throughout the state, with access to the same data with the most recent updates. The components that make up the SIT in more detail are:

ANALYZER:

- Different measures are used to evaluate and score projects with respect to the current SIS objectives;
- Calculates scores for each project by both individual measures and overall SIS objectives;



REPORTER:

- Provides the user with SIT Analyzer results displayed in various tabular formats for each scenario or grouping of proposed projects;
- Allows the user to view various project grouping scenarios and change the SIS objective weighting factors instantly.



To access the SIT, please visit the applications section of the Infonet.

SIS Project Manager (SIS-PM)

The SIS Project Manager (SIS-PM) was designed as an interactive database of all SIS projects across the SIS Funding Strategy and Needs Plans. Project details vary slightly depending on the plan that is being examined, but the information may include costs, years, limits, descriptions, and SIT scores (Figure 4.1). Projects in the CFP and Needs Plan list are editable, however projects in the 1st and 2nd Five-Year plans are tied to the Work Program Financial Management (FM) and are not editable. There is the ability to export and print the search results as needed. The SIS-PM allows for projects to be added to the CFP and Needs Plan through the 'Add Project' feature on the top of the menu bar. The 'SIS Project Application' icon at the very top allows SIS eligible projects to be submitted to the SIO for consideration in the 1st or 2nd Five-Year plans.

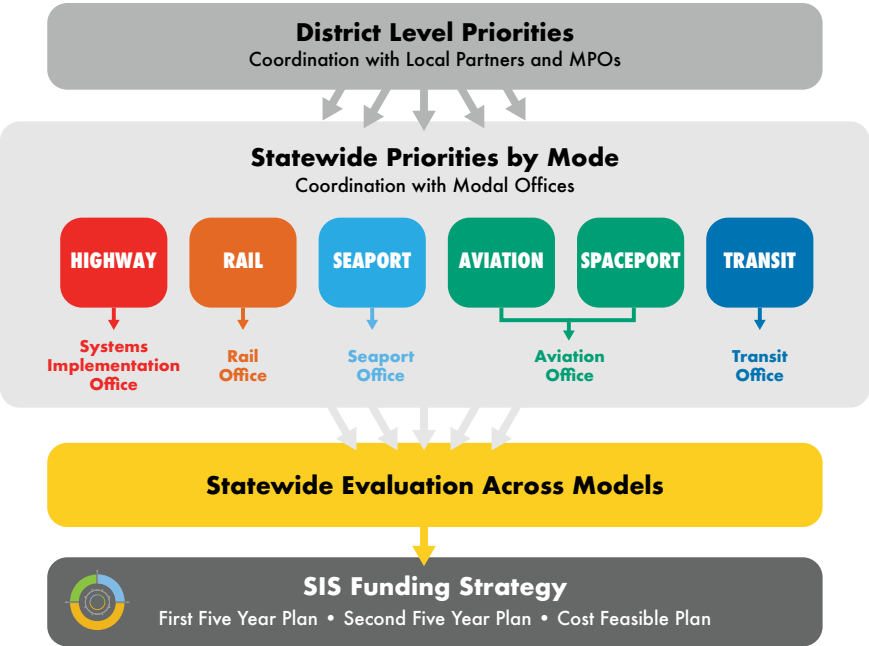
Figure 4.1 – SIS Project Manager Example

Plan Type	District	Priority	Mode	Item Segment	Facility Name	Limit From	Limit To	Improvement Type
Needs	1		H		I-4	at SR 570/Polk Parkway		M-INCH
Needs	1		H		I-4	East of SR 570/Polk Parkw	West of SR 559	A2-SUL
Needs	5		H		I-75	at SR 326		M-INCH
Needs	5		H		I-75	at CR 318		M-INCH
Needs	2		H		US 19	US 27 (Perry)	Jefferson/Madison County	A2-6
Needs	1		H		SR 70	CR 760	DeSoto/Highlands County Line	A2-4
Needs	1		H		SR 82	Hendry/Collier County Line	SR 29	A2-6
Needs	1		H		SR 29	CR 846/1st Street	Immokalee Drive	A2-4
Needs	1		H		SR 710	40th Street/Everglades Bo	59th Boulevard	A2-4
Needs	5		H		SR 408 Eastern Extension (OOCEA)	Challenger Parkway	SR 520	NR
Needs	5		H		SR 408 Eastern Extension (OOCEA)	SR 520	I-95	NR
Needs	5		H		Kissimmee Gateway Airport Connector	Florida's Turnpike	Kissimmee Gateway Airport	MCON

Systems Implementation Office Prioritization Process

The FDOT process for SIS project selection considers many different factors to ensure the projects selected address the greatest needs. The SIS prioritization process begins with the FDOT Districts and [Office of Freight Logistics and Passenger Operations \(FLP\)](#) project priorities. The district and the 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 and submits selected projects to the SIO for consideration for SIS funding. For highways, once a list of priority highway projects has been identified by the districts and delivered to the FDOT Systems Implementation Office, the projects are entered into the SIT where they are scored and ranked based on the project’s ability to meet the SIS objectives (Figure 4.2).

Figure 4.2 – SIS Prioritization Process



The next step is to examine statewide managed SIS fund 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 of 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, otherwise known as ACNP, 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 FDOT SIO produces a document set known as the [SIS Funding Strategy](#), which includes three inter-related sequential documents that identify SIS projects in various stages of development for funding consideration. These are the Adopted Work Program, 2nd Five-Year Plan, and Cost Feasible Plan. A fourth document, the Multimodal Unfunded Needs Plan, is not a part of the SIS Funding Strategy; however, it identifies needed projects beyond the funding strategy’s 25-year timeframe. All projects identified within the SIS Funding Strategy (except those in the Unfunded Needs Plan) are considered financially feasible for implementation within the next 25-year period based on projected state revenues.

SIS Adopted and Tentative Work Program

(1st Five-Year Plan)

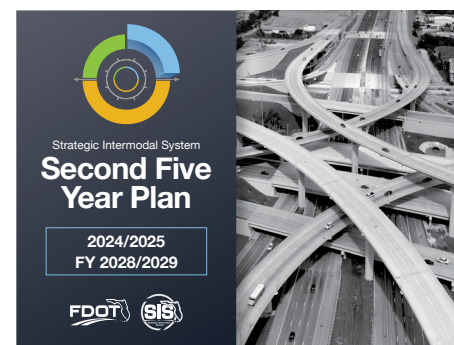
As required in Section [339.135, F.S.](#), the FDOT maintains an Adopted Work Program, which is adopted annually on July 1 for the ensuing five-year period. The Adopted Work Program, commonly known as the 1st Five-Year Plan, sets the foundation for the entire FDOT planning process, by statute, the Department cannot undertake any project prior to its inclusion in the Adopted Work Program. In order for a project to be included in the Adopted Work Program, it must be programmed into the FDOT Financial Management (FM) system as part of the Tentative Work Program prior to July 1. The current year of the Adopted Work Program may be amended at any time throughout the year, with major changes requiring approval from the Executive Office of the Governor. The Adopted Work Program is a financially feasible planning document which consists of all the FDOT projects for the current fiscal year and the following four (4) years. The majority of discretionary funding in the Adopted Work Program is on SIS capacity projects. The [SIS 1st Five-Year Plan](#) highlights those capacity projects on SIS facilities.



Following the annual approval of the Adopted Work Program, the next planning effort involves 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. Projects included in the Tentative Work Program are entered into the FDOT FM system by the FDOT District or Central Office Work Program staff during what is called the First Five-Year Work Program Development Cycle. FDOT’s First Five-Year Work Program Development Cycle refers to the period between mid-July and October, in which the FDOT Financial Management System is open to district staff, enabling them to build their respective First Five-Year Tentative Work Programs. To ensure that the Tentative Work Program is financially feasible and accurately represents Florida’s highest priorities for SIS capacity project funding, the FDOT SIO staff continuously reviews and maps the Tentative Work Program throughout the Work Program Development Cycle. The FDOT SIO staff coordinates with the District SIS coordinators and Central Office Work Program to resolve any discrepancies identified in this process. The Legislative Budget Commission also reviews and approves the Department’s Tentative Work Program before it is adopted. See [Section 5](#) for more details.

SIS Second Five-Year Plan

The [SIS Second 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 during November to January. Upon annual commencement of the FDOT Work Program Development Cycle, the Year 1 of the previous 2nd Five-Year Plan becomes the new fifth year of the Tentative Work Program and the funding years of 2nd Five-Year Plan are shifted forward accordingly. An “approved” plan is published publicly typically in late fall/early winter following the publication of the Adopted 1st Five-Year Plan.



SIS Long-Range 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 3 to 5 years, with the office making annual adjustments to the plan to account for projects moving into or out of the 1st Five and 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

The FDOT Systems Implementation Office produces a fourth document which is related to, but not part of the SIS Funding Strategy. The SIS Multimodal Unfunded Needs Plan identifies all transportation projects on the SIS regardless of cost 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. This plan is typically updated every 3-5 years before there is a CFP update process. Projects in the SIS Multimodal Unfunded Needs Plan could move forward into the SIS Cost Feasible Plan as funds become available. A [Multi-modal Unfunded Needs Plan Executive Summary](#) is available, as well as, a detailed plan [Technical Map Set](#) outlining all projects in tables and maps.



Project Catalog

The SPO has developed a two book project set detailing information on every SIS capacity project ([First Five Year Plan Project Catalog](#) and [Second Five Year Plan Project Catalog](#)). These documents provide maps, descriptions, Work Program financial management information, and SIT scores. These catalogs are updated every year after July 1.



SIS Multimodal Planning

The FDOT SIO provides state managed SIS funding matches for eligible multimodal capacity projects on SIS facilities. SIS multimodal projects are prioritized and selected through close coordination between modal offices in Central Office and the Districts. Once District and Central Office coordination between the modal offices have taken place, the Systems Implementation Office and the individual modal offices within the Office of Freight, Logistics, and Passenger Operations (Aviation, Rail, Seaport, Spaceport, and Transit) located in Central Office coordinate and seek executive approval.

Aviation

Aviation capacity projects funded with state managed SIS funds are prioritized by Central Office Aviation planning staff and provided to the Systems Implementation Office for inclusion in the SIS prioritization process. [Central Office's Aviation/Spaceport Office](#) provides the SIO staff with aviation capacity project priorities, which are factored into the SIS project prioritization and selection process. For information on the types of aviation projects eligible for state managed SIS funding, see the [SIS Eligibility Guidance Document](#).

Rail

SIS rail includes both freight and passenger rail. The [Central Office Freight and Multimodal Operations Office](#) provides the Systems Implementation staff with rail capacity project priorities, which are factored into the project prioritization and selection process. Rail planning is based on the [Rail System Plan](#), which includes both policy and investment elements and reflects the input of a broad range of stakeholders. The plan contains a description of the existing rail system, associated projects, prioritizes long-range needs and discusses how to fund many of those needs. For information on the types of rail projects eligible for state managed SIS funding, see the [SIS Funding Eligibility Guidance Document](#).



Seaport

The [Central Office Seaport Office](#) provides Systems Implementation with seaport capacity project priorities, which are factored into the SIS project prioritization and selection process. The Florida [Seaport System Plan](#) provides specific policy guidance for development, enhancement, and preservation of Florida's seaport system. The plan builds on established transportation goals and objectives as presented in the FTP and SIS Policy Plan. For additional information on the types of seaport projects that are eligible for state managed SIS funding, see the [SIS Funding Eligibility Guidance Document](#).



Spaceport

The process for spaceport capacity projects to receive SIS state managed funding is facilitated through coordination between the Systems implementation Office, the [FDOT Aviation and Spaceport Office](#), and Space Florida. Projects listed in the Spaceport Master Plan are reviewed by the FDOT Aviation and Spaceport Office to determine if a project is eligible for SIS state managed funding. If a project is deemed eligible for SIS funding, the FDOT Aviation and Spaceport Office will work closely with the Systems Implementation Office to have the project included in the state managed SIS funding prioritization process. For information on the types of spaceport projects eligible for state managed SIS funding, see the [SIS Funding Eligibility Guidance Document](#).

Transit

SIS Transit projects are identified from FDOT corridor and master plans, as well as regional transportation plans. The [Central Office Public Transit Office](#) provides the Systems Implementation Office with SIS Transit capacity project priorities, which are factored into the prioritization and selection process. For information on the types of transit projects eligible for state managed SIS funding, see the [SIS Funding Eligibility Guidance Document](#).



Section 5: Strategic Intermodal System and the FDOT Work Program

[Section 4](#) discussed the [Work Program](#) as part of the SIS Funding Strategy, while this section provides more detail. The FDOT is responsible for the development and maintenance of the state's transportation system. Section [339.135, F.S.](#) authorizes the FDOT to develop the State Transportation Five-Year Work Program (Work Program), which consists of a project specific list of transportation related improvements intended to further the Department's goals and objectives as outlined in the FTP. The Work Program is developed through a collaborative effort involving Central Office and District Offices, the Turnpike Enterprise, MPOs, and local governments.

With such a large portion of the Work Program dedicated to funding projects to enhance the SIS, it is vital to understand how to accurately determine which portions of the Department's Work Program apply to the planning processes of the SIS and distinguish those processes from the remainder of the Work Program Instructions.

Schedule for Work Program Development (Work Program Calendar)

The Work Program Calendar is developed and maintained by the FDOT Office of Work Program Development. The Work Program Calendar includes meeting dates, notification of the FDOT FM system closures, deadlines for the finalization of statewide programs, FM snapshot dates, and the deadline for submission of the Work Program to the Office of the Governor. The calendar is updated on an as-needed basis throughout the year and is not published on the Department's Website; however, it is available for viewing on the [Office of Work Program SharePoint site](#) (available only to users with access to the FDOT Intranet). The Work Program Calendar drives the Work Program Development Cycle that the SIS Program participates in for the development of the 1st and 2nd Five-Year Plans.

Work Program Instructions

The FDOT Office of Work Program Development annually produces a document titled the [Work Program Instructions](#). The instructions communicate funding and policy directives from the federal government, the Executive Office of the Governor, the Legislature, and the Department's executive management. The Work Program Instructions consist of the following five sections:

PART I - INTRODUCTION

Outlines the organizational structure of the instructions, explains the purpose of and authority by which the instructions are developed.

PART II - GENERAL INSTRUCTIONS

Describes the overall process of developing, reviewing and adopting the Work Program and provides information regarding responsibilities for review, development, and submission of the Work Program.

PART III - PROGRAM GUIDELINES

Provides programming guidelines and references for all programs and funds in the Work Program.

PART IV - FEDERAL AID PROGRAMS AND PROCESSES

Provides detail instruction for federal programs and processes including, but not limited to, instructions for discretionary programs, the surface transportation program, and TIP/STIP Amendments.

PART V - PRODUCTION MANAGEMENT

Provides information as it relates to the scheduling of all projects in the Adopted Work Program.

APPENDIX DESCRIPTIONS

This section contains the following:

- Appendix A – Program Allocation Guide (Schedule A)
- Appendix B – Program Targets (Schedule B)
- Appendix C – District Map
- Appendix D – WPA Definitions

Strategic Intermodal System Work Program Process Cycle

Adopted Work Program and Tentative Work Program

On July 1 of each year, the Department adopts the Five-Year Work Program, making the tentative work program the Adopted Work Program. The new tentative Work Program represented the last four years of the current Adopted Work Program plus any programming in the new fifth year. The Adopted Work Program may be modified at any time during the fiscal year through the amendment process. The SIS Work Program process cycle schedule may be adjusted or “compressed” based on the Legislature’s direction. Notwithstanding, Figure 5.1 is intended to demonstrate the cyclical nature of the SIS Work Program process which begins and ends each fiscal year with the adoption of the Work Program.

SIS Work Program Exercises

The Systems Implementation Office is required to recommend necessary changes to the SIS Tentative Work Program (1st Five and 2nd Five-Year Plan). Figure 5.2 below represents a typical SIS Work Program exercise process. Oftentimes, these exercises are as a result of the following:

Revenue Estimating Conference (REC)

Held twice annually (spring and fall), the REC commonly causes the need for a re-shuffling of the SIS 1st and 2nd Five-Year Plans to align with new projections of funding availability;

Availability of SIS Capacity Funding

On occasion, additional SIS capacity funding becomes available or is reduced;

Example – When a project is advanced, deferred or deleted, SIO and the Central Office Work Program collaborates to balance the plans with another project. The movement creates a “backfill scenario.”

Change in Statewide Priorities

Shifts in policy or economic climate may result in the re-evaluation of priorities at the statewide level, which in turn, would result in the re-working of SIS capacity plans;

Annual Plan updates (also known as the Work Program Development Cycle)

The addition of the New 5th Year (1st Five-Year Plan) or New 10th Year (2nd Five-Year Plan):

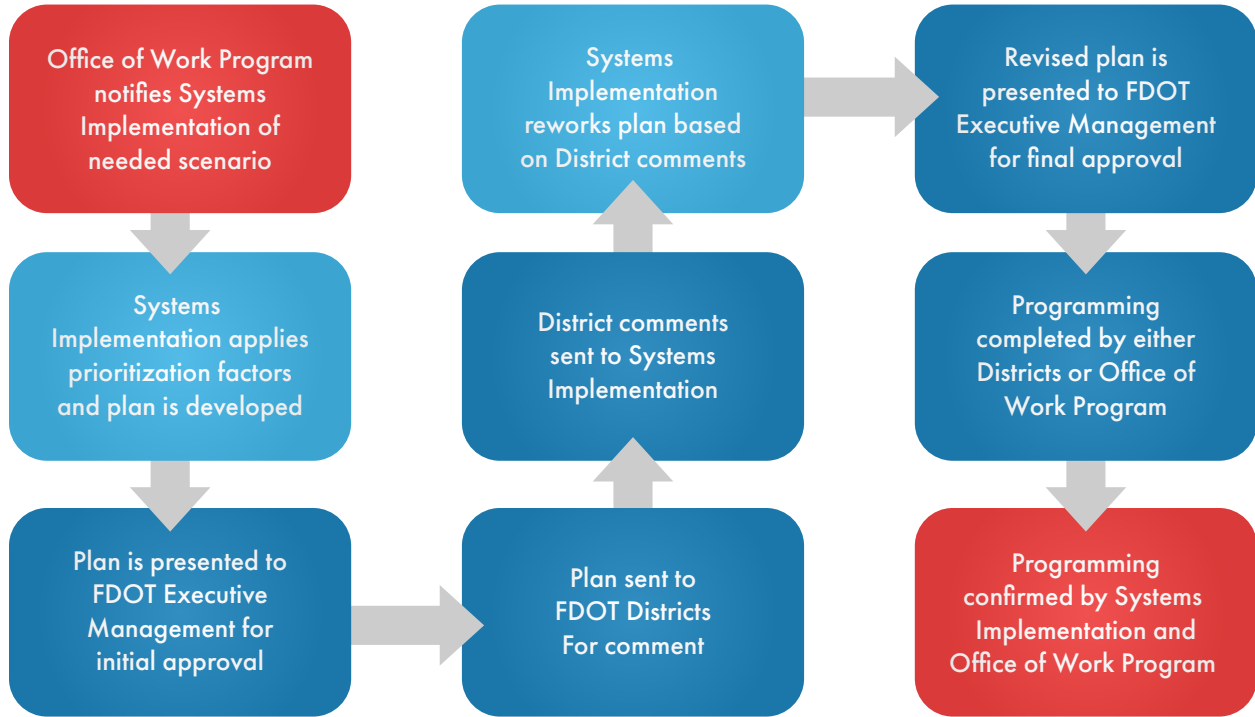
- New 5th Year - Following the July adoption of the Work Program and the beginning of a new fiscal year, it is necessary to begin building the tentative work program which includes the addition of the “New 5th year.” The Advanced Production Potential (APP+) Report is used to assist in this effort.
- New 10th Year – Once the projects for the New 5th year are set, work begins to backfill the 2nd Five-Year Plan, in particular, the New 10th year which normally has no projects identified. This usually consists of a review of the SIS Cost Feasible Plan, coordination with the District SIS Coordinators and Executive Leadership to determine projects for the New 10th Year.

Figure 5.1 – SIS Work Program Annual Planning Cycle



- * A. Program Changes presented to ISD Assistant Secretary for approval to send to Districts
- B. Program Changes sent to District for review and comment
- C. Systems Implementation Office determines changes to program adjustments based on District comments
- D. Final Program Changes presented to ISD Assistant Secretary for final approval
- E. Changes programmed in Financial Management (FM) Systems

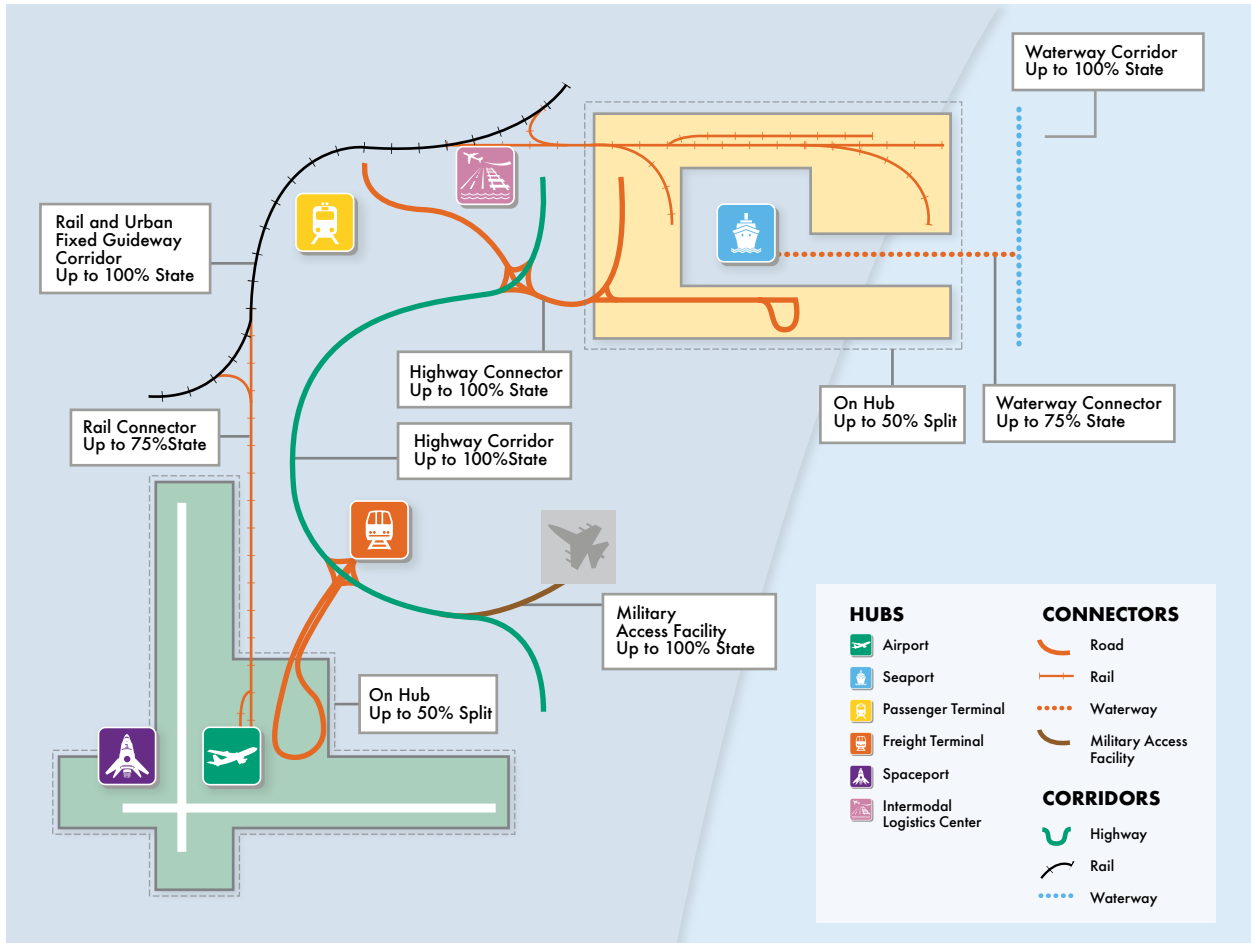
Figure 5.2 – SIS Work Program Exercise Process



Strategic Intermodal System Work Program Funding

Due to the scope and costs of SIS capacity projects, multiple funding sources are often pooled together to fully fund improvements. FDOT differentiates between these multiple fund types by dividing them into three categories: statewide managed, district managed, and other/local. Once a facility has been designated as SIS, the amount of the Department’s contribution is based on the type of facility (see Figure 5.3 for matching examples and Figure 5.4 for fund types). This funding determination is based on a combination of FDOT policy and Florida Statute. In addition, a facility must first be designated SIS, with the project being of capacity in nature. Figure 5.3, on the following page, shows the breakdown of state match percentages associated with a project location. In general, highway improvements have the ability to be fully funded by FDOT. Hub improvements are eligible for up to 50% of the cost to be covered by the state, while non-highway connectors are eligible for up to 75% state funding. Figure 5.4 provides an overview of the fund types associated with each fund category.

Figure 5.3 – SIS Funding Match Examples



SIS Facility Type	State Funding Match
Highway Corridors, Connectors, & MAFs	Up to 100% statewide funds
Railroads, Waterways, and Urban Fixed Guideway Corridors	Up to 100% state funds
Railroad Connectors	Up to 75% state funds
Waterway Connectors	Up to 50% non-federal share
Hubs	Up to 50% state funds
Intermodal Logistic Centers	Up to 100% state funds on road connector only

Figure 5.4 – SIS Funding Matrix

	Fund Type	Fund Description	Fund Type Uses	Fund Source	Eligible Modes	Eligible Phases	Comments
State Managed Funds	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
	NHPP	Advanced Construction - Principal Arterials - NHPP	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
	SIWR	Strategic Intermodal Systems - Wheels on the Road	"Wheels on Road" revenues will be deposited into the State Transportation Trust Fund (STTF) for use by the department. These revenues shall be used under the newly established fund code SIWR.	State	All	All	Primarily used to fund project phases that do not qualify for Federal funding. SB 2514A specifies how certain motor vehicle registration fees or "Wheels on the Road" revenues are used. SIS projects programmed with wheels on road funds will use the SIWR fund code
	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	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 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 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 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 and above 5,000	Federal	Highway, Transit, Rail Intermodal	All	Effective July 1, 2011, SL funds are soft-matched
Other/Local Funds	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

Source: Work Program Instructions for fiscal years 2014-2018

SIS Capacity Improvement Work Program Logic

The SIO periodically extracts Work Program data sets from the FDOT FM system for purpose of producing reports and maps displaying planned capacity projects to the SIS. There are a wide variety of layouts and formats for the documents produced using the extracted FM data, but one common feature is the logic used when conducting the data extraction and processing. The SIS capacity improvement Work Program logic has been established to ensure consistent interpretation of what constitutes a “SIS capacity project,” as well as, which fund types are reported as SIS statewide managed funds. The SIS capacity Work Program logic includes specific parameters necessary for properly extracting FM data related to SIS capacity improvements. The parameters (listed below) include specific item group identifiers, work mixes, phase groups and types, fund types, item status codes, etc.

The logic outlined in this section of the handbook is provided with the intention of allowing users to produce reports consistent with the accepted procedure. The logic should also be shared with the FDOT District Work Program staff to assist in the initial programming of new SIS capacity projects. This will ensure newly programmed improvements are accurately captured in the SIS capacity reports produced by the Central Office.

Work Program ensures SIS funds are placed only on SIS facilities by completing a daily computer database routine. This routine checks the roadway or railroad ID associated with a project FM number and with the roadway and railroad characteristic databases maintained by FDOT. This database documents every mile of roadway and railroad that is SIS.

(A) Extract Logic:

1. Version: AD-Adopted;
G1-Tentative;
2. Item Status from Candidate Line Item (000) to State Forces Construction (080);
3. Item Group Identifier:

Group Identifier	Full Name
SIS	Strategic Intermodal System
SISC	Strategic Intermodal System - Connector
SISG	Strategic Intermodal System Strategic Growth Area
SISH	Strategic Intermodal System - Hubs
SISM	Strategic Intermodal System - Military Access Facilities
SISN	Strategic Intermodal System - Non-Designated
SISP	Strategic Intermodal System - Pending
SISV	Strategic Intermodal System - Validated By Work Program Office



4. Work Mix: (Valid CAP+ Work Mixes excluding program numbers type of '39','52','61','78','SB')

Code	Work Mix
0002	NEW ROAD CONSTRUCTION
0020	NEW BRIDGE CONSTRUCTION
0023	BRIDGE-REPLACE AND ADD LANES
0025	BRIDGE-REHAB AND ADD LANES
0026	NEW RAIL BRIDGE CONSTRUCTION
0037	FERRY BOAT/WATER TAXI
0213	ADD LANES & RECONSTRUCT
0218	ADD LANES & REHABILITATE PVMNT
0229	INTERCHANGE RAMP (NEW)
0230	INTERCHANGE (NEW)
0232	INTERSECTION (NEW)
0234	ADD SPECIAL USE LANE
0235	ROUNDBABOUT
0236	INTERCHANGE - ADD LANES
0237	ADD MANAGED LANES
0547	ADD THRU LANE(S)
0548	ADD AUXILIARY LANE(S)
0549	ADD LEFT TURN LANE(S)
0550	ADD RIGHT TURN LANE(S)
0551	ADD TURN LANE(S)
0630	INTERCHANGE JUSTIFICATION/MODIFICATION
0750	ITS COMMUNICATION SYSTEM
0752	ITS SURVEILLANCE SYSTEM
0753	TRAFFIC MANAGEMENT CENTERS
0754	ADV TRAVELER INFORMATION SYSTM
0756	ITS FREEWAY MANAGEMENT
0760	DYNAMIC MESSAGE SIGN
0761	ARTERIAL TRAFFIC MGMT SYSTEM
2000	RIGHT OF WAY - FUTURE CAPACITY
8053	PUBLIC TRANSPORTATION STATION
8140	PARK AND RIDE LOTS
8165	PTO STUDIES
8207	AVIATION CAPACITY PROJECT
8350	RAIL CAPACITY PROJECT
8401	SEAPORT CAPACITY PROJECT
8420	INTERMODAL HUB CAPACITY
8883	SPACEPORT CAPACITY PROJECT
9982	PRELIM ENG FOR FUTURE CAPACITY
9999	PD&E/EMO STUDY

RETIRED/NO LONGER VALID CAP+ WORK MIXES	
0231	INTERCHANGE IMPROVEMENT (No longer a CAP+ Work Mix – DO NOT USE)
0233	INTERSECTION IMPROVEMENT (No longer a CAP+ Work Mix – DO NOT USE)
0545	WIDEN BRIDGE AND ADD LANES (Retired/No longer a CAP+ Work Mix – DO NOT USE)
8041	BUS PREFERENCE LANE (Retired/No longer a CAP+ Work Mix – DO NOT USE)

Work Program Type Exclusion:

39 LOCAL GOVT ADVANCE REIMB

78 REIMBURSEMENTS TO TFRTF

52 AC CONVERSIONS

SB SIB REPAYMENT TO SBA

61 REPAYMENTS TO SIB

5. Contract Class: Exclude Boxes (8 – BOX ITEM);
6. Estimated Status: 1-Candidate, 2-Unauthorized, 4-Authorized, 5-Closed, and 6-Finalized;
7. Fund Allocation Type: 1-Regular; 4-Non-Budgeted; 6-Fund Transfer;
8. TOTAL PROGRAMMED AMOUNT (estimated) and TOTAL COMMITTED AMOUNT;
A calculated amount, which is determined by “if committed>estimated then committed else estimated”,
is included for report use;

(B) Reporting Logic:

- 1. Phase Group and Phase Type Roll-Up (typical consolidation of individual phase groups into general phases for simplicity in reporting):

Roll-Up	Phase Group	Phase Type
PDE	1 & 2	All phase types except for 9;
PE	3 & C	All phase types except for 9;
RW	4	All phase types except for 9;
CON	5 & 6	All phase types except for 9;
GRA	8	2; (Highway projects);
GRA	8 & 9	All phase types except for 9; (Non-Highway projects);
GRA	A	8; (Non-Highway projects);

- 2. Fund Type:

- Statewide Managed Funds for non-highway projects: DI, DIS, GMR, SIWR;
- Statewide Managed Funds (highway projects):

ACBR	ADVANCE CONSTRUCTION (BRT)	EBNH	EQUITY BONUS SUPPLEMENTING NH
ACBZ	ADVANCE CONSTRUCTION (BRTZ)	GMR	GROWTH MANAGEMENT FOR SIS
ACEN	ADVANCE CONSTRUCTION (EBNH)	IM	INTERSTATE MAINTENANCE
ACIM	ADVANCE CONSTRUCTION (IM)	IMAC	IM (AC/REGULAR)
ACNH	ADVANCE CONSTRUCTION (NH)	MGNH	MINIMUM GUARANTEE FOR NH
ACNP	ADVANCE CONSTRUCTION NHPP	NHAC	NH (AC/REGULAR)
BNBR	AMENDMENT 4 BONDS (BRIDGES)	NHEX	NH EXEMPT FRM OBLIGATING AUTH
BNIR	INTRASTATE R/W & BRIDGE BONDS	NHIR	FIHS FROM NH FEDERAL FUND
BRAC	BRT (AC/REGULAR)	NHPP	IM, BRDG REPL, NATNL HWY-MAP21
BRP	STATE BRIDGE REPLACEMENT	SIB1	STATE INFRASTRUCTURE BANK
BRT	FED BRIDGE REPL - ON SYSTEM	SIWR	STRATEGIC INTMDL WHEELS ON ROAD
BRTZ	FED BRIDGE REPL - OFF SYSTEM	STED	STRATEGIC ECONOMIC CORRIDORS
BZAC	BRTZ (AC/REGULAR)	TIFR	TIFIA FUNDS REDISTRIBUTED
DIS	STRATEGIC INTERMODAL SYSTEM		

- District Managed Funds: Non-State Managed Funds (shown as above) for highway projects;
- Local funds (LF) are included for highway projects and for non-highway projects with DI, DIS, GMR, SIWR;
- Other Funds are for non-highway projects with all funds except for DI, DIS, GMR, SIWR and LF funds;
- Contractor Fund Advances (CFA) are excluded.

3. Report Format: Executive and Technical format with cost being rounded to the nearest thousand and report projects that has a total cost for any phase that is greater than or equal to \$10,000;
Example: costs greater than or equal to \$9,500 becomes \$10 in the report.
4. Reporting and Mapping District are based on the managing district of the project or Turnpike, and geographic district of the project for District 1 thru 7, if it is less than 9; otherwise, it is statewide;
5. Executive Format (audience is the public):
 - Project costs are summarized in year of expenditure and shown by year;
 - Rolled up phase group and types are used to indicate the project's phase;
 - It is used for Adopted plan with AD version and G1 version for tentative draft review before 07/01 adoption.
6. Technical Format (audience is internal FDOT-project costs are shown by year and by amount in each phase by year):
 - Table Set:
 - Project costs are summarized in year of expenditure and shown by year;
 - Project costs by phase uses the Phase Groups and Types Roll-Up logic.
 - Map Set:
 - Project costs are rolled up based on the Phase Groups and Types Roll-Up logic;
 - Project year is rolled up to the highest phase year in the 5-year report period for PDE, PE, and GRA; while the earliest phase year for RW and CON.
 - It is used for both Adopted with AD version and Tentative with G1 version plus the current year projects included in the tentative plan for reference.
 - Project tags include Work Program details.

7. Improvement Type definition:

IMPROVEMENT	DESCRIPTION	IMPROVEMENT	DESCRIPTION
A1-3	Add 1 Lane to build 3 Lanes	M-INCH	Modify Interchange
A1-4	Add 1 Lane to build 4 Lanes	M-INT	Modify Intersection
A1-6	Add 1 Lane to build 6 Lanes	MGLANE	Managed Lanes
A1-AUX	Add 1 Auxiliary Lane	MODAL	Intermodal
A1-RUL	Add 1 Reversible Use Lane	N-INCH	New Interchange
A2-10	Add 2 Lanes to Build 10 Lanes	NR	New Road
A2-4	Add 2 Lanes to Build 4 Lanes	NRAIL	New Rail Line
A2-5	Add 2 Lanes to build 5 Lanes	OTHER	Other
A2-6	Add 2 Lanes to Build 6 Lanes	PARK	Parking Lot
A2-8	Add 2 Lanes to Build 8 Lanes	PASS	Passenger Rail
A2-AUX	Add 2 Auxiliary Lanes	PDE	Project Development & Environment
A2-RUL	Add 2 Reversible Use Lanes	PE	Preliminary Engineering
A2-SUL	Add 2 Special Use Lanes	PLAN	Planning
A3-RUL	Add 3 Reversible Use Lanes	PMOVE	Terminal People Mover
A4-10	Add 4 Lanes to Build 10 Lanes	PSERV	New Passenger Service
A4-6	Add 4 Lanes to Build 6 Lanes	PTC	Positive Train Control
A4-8	Add 4 Lanes to Build 8 Lanes	PTERM	Passenger Terminal
A4-SUL	Add 4 Special Use Lanes	PVMT	Flexible Pavement Reconstruct
ACCESS	Access	RAIL	Rail
ACROAD	Access Road	RAILBR	Rail Bridge
AIP	Airport Improvement Project	RELOC	Relocation
AIRPOR	Airports	RESERV	Reserve
ALTERN	Transit Alternative Analyses	RE_SUR	Widen/Resurface Existing Lanes
AMS	Access Management System	ROW	Right of Way
APRON	Apron	RUNWAY	Runways
BERTH	Seaport Berth	RYARD	Rail Yard
BRDGL	Bridge Linear Feature	SAFETY	Safety
BRIDGE	Bridge	SEACP	Seaport Capacity Project
DBLTRK	Double Track	SEAPOR	Seaport
DESIGN	Design/Eng. For New Airport	SERVE	Add Service / Frontage / C-D System
DRCHAN	DRCHAN	SIDING	Passing Track/Siding
DRCORR	DRCORR	SIGNAL	Signalization
ENVMT	Environmental	SPACE	Spaceport Capacity Improvement
FACTY	Spaceport Facility Improvement	SPUR	Rail Spur
GRACRX	Grade Crossing/Signal	STUDY	Study
GRASEP	Grade Separation	TAXI	Taxiways
HANGAR	Airport Hangar	TAXIE	Taxiways (Extend)
HUB	Modal Hub Capacity	TAXIN	Taxiways (New)
ICTF	Intermodal Container Transfer Facility	TERM	Terminal Development
INFRA	Spaceport Infrastructure Improvement	TRKUPG	Track Upgrade
INRAIL	Internal Rail	TRNSIT	Transit Capacity Improvement
INROAD	Internal Roadway	TROPS	Traffic Operations
ITS	Intelligent Transportation System	TURN	Add Turn Lane
<u>LANDAQ</u>	<u>Land Acquisition</u>	UP	Ultimate Plan
<u>LAUNCH</u>	<u>Launch Complex</u>	YARD	Seaport Container Yard

Work Program MADDOG Reporting Application

The Office of Work Program Development maintains a financial management (FM) reporting application titled MADDOG which can be used to generate reports detailing financial data extracted from the FDOT FM system. MADDOG utilizes a series of user inputs and returns data sets specific user needs. This portion of the handbook will demonstrate the necessary steps needed to generate a SIS Capacity Work Program MADDOG report.

Step 1: Access the [MADDOG](#) system using the FDOT Intranet (available only to users with access to the FDOT Intranet);

Step 2: On the Main screen, enter the following information:

- Version: Select either Adopted (AD) or Tentative (G1), depending on which version of the Work Program preferred;
- Fiscal Year and Number of Years: Enter the desired base year and number of years preferred;

MADDOG Standard Selection

[MADDOG \(Item Selection\)](#)

Main	
Note: When selecting districts/Counties, please try to avoid using multiple district selections since it can cause performance issues.	
Budgeting: None Selected	Managing: None Selected
Geographic: None Selected	County: None Selected
Economic Region: None Selected	
Version: Tentative (G1)	<input type="checkbox"/> Include Candidates
Fiscal Year: 2021	Number of Years: 1
<input type="checkbox"/> Omit Phases Started in Prior Year	
Request Type: <input checked="" type="radio"/> Standard <input type="radio"/> Program Plan <input type="radio"/> Project Manager <input type="checkbox"/> Display Entire Item <input type="checkbox"/> Include PSM Dates (Detail Only)	
Output Format: <input checked="" type="radio"/> Default <input type="radio"/> Excel <input type="radio"/> Printer-Friendly	
Snapshot: N = LAST NIGHT	
Optional Selections	Open
Required Selections	Open
Report Options	Open

Previous Next Submit Reset Page Reset All

- Output Format and Snapshot: Select the preferred Output Format and Snapshot date.

Step 3: On the Optional Selections screen, enter the following information:

- Contract Class: Select selection B = Excluded Boxes (8);
- Work Mix: Select CAP+ = Capacity (With Exclusions);
- Item Group: Enter selection SIS%.

MADDOG
Standard Selection

MADDOG (Item Selection)

Main		Open
Optional Selections		
Transportation System:	None Selected	None Selected
	None Selected	None Selected
	None Selected	None Selected
Contract Class:	None Selected	None Selected
	None Selected	None Selected
	None Selected	None Selected
Phase:	<input type="checkbox"/>	<input checked="" type="checkbox"/> Exclude X9 Phases
Work Mix:	<input type="checkbox"/>	OR None Selected
Program No:	<input type="text"/>	<input type="text"/>
Box Code:	None Selected	None Selected
	None Selected	
Estimate Status:	<input checked="" type="checkbox"/> Candidate <input checked="" type="checkbox"/> Unauthorized <input type="checkbox"/> Dropped <input checked="" type="checkbox"/> Authorized <input checked="" type="checkbox"/> Closed <input checked="" type="checkbox"/> Finald <input type="checkbox"/> Converted	
Fund Code:	<input type="text"/>	<input type="text"/>
Fund Group:	None Selected	Fund Type: None Selected
Federal Appropriation Code:	<input type="text"/>	<input type="text"/>
Item Group:	<input type="text"/>	<input type="checkbox"/> Exclude
Budget Category:	<input type="text"/>	
Program Plan Category:	None Selected	
Program Plan Sub-Category:	<input type="text"/>	
Program Plan Group:	None Selected	
Project Manager Contains:	<input type="text"/>	
Project Description Contains:	<input type="text"/>	
Airport Site:	None Selected	
JACIP Project ID:	<input type="text"/>	
Seaport ID:	None Selected	
Transit System:	None Selected	
Roadway ID	<input type="text"/>	
Rail Line	<input type="text"/>	
Mile Post: Beginning:	<input type="text"/>	Ending: <input type="text"/>
Bridge Number:	<input type="text"/>	
Emergency ID:	None Selected	
Required Selections		Open
Report Options		Open

Step 4: On the Required Selections screen, enter the following information:

- Report Level: Select Standard Detail;
- Item Status(es): Select:
 - From: Candidate Line Item (000);
 - To: State Forces Const. (080).
- Fund Allocation Type: Select H = 1,,4,,6.

MADDOG Standard Selection

MADDOG (Item Selection)

Main	Open
Optional Selections	Open
Required Selections	
<p>Report Level: <input type="radio"/> Summary <input checked="" type="radio"/> Standard Detail <input type="radio"/> Full Detail (Excel only) <input type="radio"/> Map</p> <p>List Item Groups (Detail Options Only): <input type="radio"/> All <input type="radio"/> Selected <input checked="" type="radio"/> None</p> <p>Item Status(es) From: <input type="text" value="Candidate Line Item (000)"/> <input type="button" value="v"/> To: <input type="text" value="Line Item Completed (100)"/> <input type="button" value="v"/> (DEFAULT: ALL ACTIVE)</p> <p>Distribution Area Type: <input type="text" value="None Selected"/> <input type="button" value="v"/></p> <p>Distribution Area: <input type="text" value="ALL"/> (ALL for All, BLANK for blank)</p> <p>Fund Allocation Type: <input type="text" value="H = 1,4,6"/> <input type="button" value="v"/></p> <p>Minimum Amount: <input type="text" value="1"/> (For Item-Phase-Year-Fund; does not apply to all options)</p> <p>Apply Minimum Amount test to:</p> <p><input checked="" type="radio"/> Estimated or Committed <input type="radio"/> Difference (=Estimated-Committed)</p> <p><input type="checkbox"/> Exclude Boxed Items</p>	
Report Options	Open

Step 5: On the Report Options screen, enter the following information:

- Option: Select 4 – Estimated, Committed & Calculated;
- Click Submit.

MADDOG Standard Selection

MADDOG (Item Selection)

Main	<input type="button" value="Open"/>																																								
Optional Selections	<input type="button" value="Open"/>																																								
Required Selections	<input type="button" value="Open"/>																																								
Report Options																																									
<p><input checked="" type="radio"/> Years Down <input type="radio"/> Years Across</p> <p>Years Down Amount Option: <input type="text" value="1 - Estimated, Committed & Difference"/> ▼</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; width: 50%; border-right: 1px solid black; padding: 2px;">Sort Order: (Number in Desired Order)</th> <th style="text-align: left; padding: 2px;">Include Description (For Summaries Only)</th> </tr> </thead> <tbody> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - Fiscal Year</td> <td style="padding: 2px;"><input type="checkbox"/> Phase</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - Phase</td> <td style="padding: 2px;"><input type="checkbox"/> Program</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - Program</td> <td style="padding: 2px;"><input type="checkbox"/> Fund</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - Fund</td> <td style="padding: 2px;"> </td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - Distribution Area</td> <td style="padding: 2px;"><input type="checkbox"/> Trans System</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - Trans System</td> <td style="padding: 2px;"><input type="checkbox"/> Work Mix</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - Work Mix</td> <td style="padding: 2px;"><input type="checkbox"/> Item <input type="checkbox"/> Include Comments <input type="text" value="Extra Description"/> ▼</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - Item</td> <td style="padding: 2px;"><input type="text" value="6 lines of comments"/> ▼</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - District</td> <td style="padding: 2px;"> </td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Dist Type: <input type="text" value="None Selected"/> ▼</td> <td style="padding: 2px;"><input type="checkbox"/> Budget Entity</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - County</td> <td style="padding: 2px;"><input type="checkbox"/> Budget Cat</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - Budget Entity</td> <td style="padding: 2px;"><input type="checkbox"/> Fed. Aprp Code</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - Budget Cat</td> <td style="padding: 2px;"><input type="checkbox"/> Box Code</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;"><input type="checkbox"/> - Fed. 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National Highway System and SIS Freight Connector Program

Funding for this program, more commonly known as the [Operational Quick Fix program](#), is made available annually to small financial projects located on SIS and NHS facilities. These projects are intended to help with the movement of freight, into and out of the SIS hubs. The program has expanded to five years and is part of the annual SIS Work Program process.



Operational Quick Fix

FISCAL YEAR 2020-2025



Project Suite Enterprise Edition (PSEE)

The Office of Information Systems maintains an enterprise application that provides a variety of information on each project in the FDOT's Work Program. [Project Suite](#) pulls information from the Work Program, the Consultant Invoice Transmittal System (CITS), and the Enterprise Electronic Document Management System (EEDMS). Project Suite was developed internally to allow project managers to manage scope, schedule, and budget. Access to PSEE requires an active FDOT directory user ID and password. Users enter a project number or search. Basic project information is shown and all other information is sorted into the following modules:

Manage

- Address Book
- Commitments
- Design Approval Requests
- Environment
- External Agency
- Permits
- Project Status
- Survey Work Order

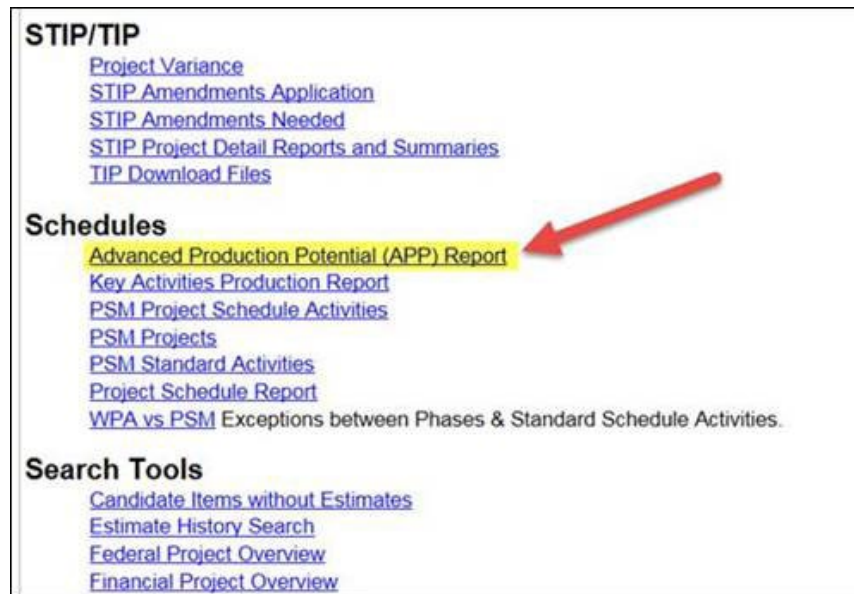
View

- Contracts
- Documents
- ERC
- Financial
- GIS
- Local Agency Program
- Project Impacts
- PSM
- Related Projects
- Video Log

Section 6: Strategic Intermodal System Advanced Production Potential (APP+)

Instructions for running the APP+ Report

To run the APP+ report, visit the Financial Management Support Applications Website (this Website is internal and only available to users with access to the FDOT Intranet); at owpb.fdot.gov/financeadministration/Default.aspx, then scroll down to **Schedules** and select Advanced Production Potential (APP)

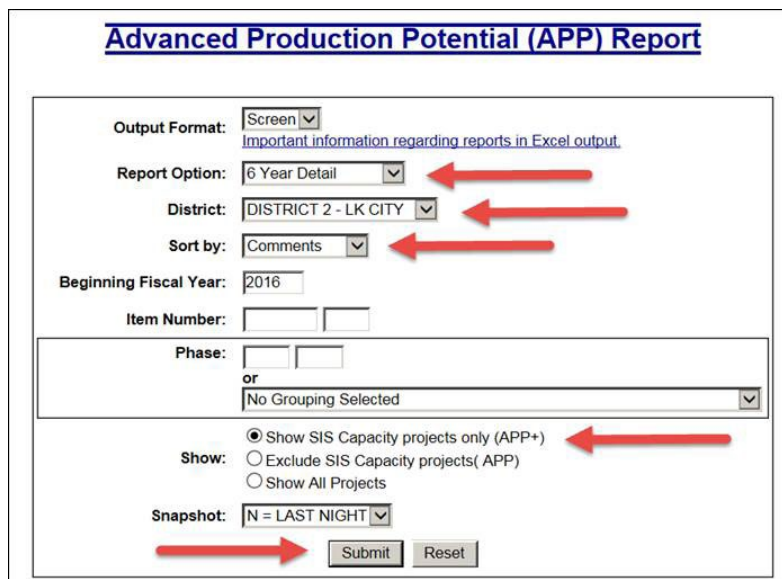


STIP/TIP
[Project Variance](#)
[STIP Amendments Application](#)
[STIP Amendments Needed](#)
[STIP Project Detail Reports and Summaries](#)
[TIP Download Files](#)

Schedules
Advanced Production Potential (APP) Report
[Key Activities Production Report](#)
[PSM Project Schedule Activities](#)
[PSM Projects](#)
[PSM Standard Activities](#)
[Project Schedule Report](#)
[WPA vs PSM](#) Exceptions between Phases & Standard Schedule Activities.

Search Tools
[Candidate Items without Estimates](#)
[Estimate History Search](#)
[Federal Project Overview](#)
[Financial Project Overview](#)

For the 6 Year Detail for APP+: Report Option: 6 Year Detail, **District:** Use dropdown to select the district, **Sort by:** Use dropdown to select comments, **Show:** Select «Show SIS Capacity projects only (APP+)» and click **Submit** - see snapshot below



Advanced Production Potential (APP) Report

Output Format: [Important information regarding reports in Excel output.](#)

Report Option: ←

District: ←

Sort by: ←

Beginning Fiscal Year:

Item Number:

Phase:
or

Show: Show SIS Capacity projects only (APP+) ←
 Exclude SIS Capacity projects(APP)
 Show All Projects

Snapshot: ←

Output example for the 6 Year Detail for the APP+ - see snapshot below - monitor days to approve by date to ensure project list is maintained - the district priority is shown in the comments (green section). (To export this information into an Excel spreadsheet, choose Excel from the Output Format drop down menu.)

Advanced Production Potential (APP) Report - 6 Year Detail																	
Selection Criteria																	
Managing District: DISTRICT 2 - UK CITY SubComments: As DEN = LAST NIGHT										Begin Fiscal Year: 2016 Show SIS Capacity projects only (APP+)							
Capacity SIS	Sequence	Fund Code	Program	Budget Category	Fiscal Year Programmed	Version	Days to Approve By Date	Approve By Date	Advance Date	2016	2017	2018	2019	2020	2021	>2021	Total
District: 02																	
Item-Segment: 432259 2 - 1-95 (SR 9) FROM SR 202 (J. T. BUTLER) TO ATLANTIC BLVD Contract Class: 9 - Item Status: 010 - Project Manager: BH/SB - Work Mix: ADD MANAGED LANES Comments: #01315 Priority: Need \$1M PD&E in FY17 for survey & R/W map: Need total \$5M Design FY18 for Design Bid delivery																	
Phase: C2																	
Yes	01	ACNP	70	088849	2019	CA	676	04/20/2018	12/31/2018				300,000.00				300,000.00
Phase: 32																	
Yes	01	DI	00	088849	2026	G1	127	10/18/2016	07/28/2017		10,000,000.00						10,000,000.00
Phase: 4B																	
Yes	01	ACNP	00	088853	2019	CA	584	01/18/2018	09/29/2018				1,167,758.00				1,167,758.00
Phase: 43																	
Yes	01	ACNP	00	088777	2019	CA	661	04/05/2018	12/14/2018				25,748,469.00				25,748,469.00
Phase: 52																	
Yes	01	ACNP	02	088716	2021	CA	1492	07/14/2020	03/24/2021					191,980,600.00			191,980,600.00
Phase: 56																	
Yes	01	ACNP	02	088716	2020	CA	1043	04/22/2019	12/31/2019				3,000,000.00				3,000,000.00
Phase: 62																	
Yes	01	ACNP	00	088718	2021	CA	1492	07/14/2020	03/24/2021					38,464,400.00			38,464,400.00
Item-Segment											10,000,000.00	27,216,227.00	3,000,000.00	230,445,000.00			270,661,227.00

For the 6 Year Summary for APP+: (This is the summary for the Performance Report) **Report Option:** 6 Year Summary, **District:** STATEWIDE, **Show:** Select «Show SIS Capacity projects only (APP+),” **Snapshot:** Select “N=Last Night” for most up to date version or for the Work Program Development Cycle, select the monthly snapshot version after the deadline for Long Range Estimates to be updated passes and click **Submit** - see snapshot below

Advanced Production Potential (APP) Report

Output Format: Screen [Important information regarding reports in Excel output.](#)

Report Option: 6 Year Summary ←

District: STATEWIDE ←

Sort by: Item-Segment

Beginning Fiscal Year: 2016

Item Number:

Phase:

or

No Grouping Selected ▼

Show: Show SIS Capacity projects only (APP+) ←
 Exclude SIS Capacity projects(APP)
 Show All Projects

Snapshot: N = LAST NIGHT ▼

Submit
Reset



Output example for the 6 Year Summary for APP+ - see snapshot below.

Advanced Production Potential (APP) Report - 6 Year Summary															
Managing District: STATEWIDE												Section Criteria			
Show SIS Capacity projects only (APP+)												Begin Fiscal Year: 2016			
As OHS - LAST NIGHT												Amounts shown in \$Million			
APP+: SIS Capacity projects only Construction Operations (Phases 52, 54, 56, 57, 58, 5A, 5A, 5A, 5A, 5A, 5A, 5A, 5A)							APP+: SIS Capacity projects only Right of Way (Phases 42, 43, 45, 46, 48, 4B)								
Dist	2016	2017	2018	2019	2020	2021	>2021	Dist	2016	2017	2018	2019	2020	2021	>2021
01		1.0	120.8	287.6	207.2	62.2	57.6	01			16.0	14.9			
02		44.8	0.7	962.4	528.4	558.3	283.8	02		0.1	5.8	40.1	22.3	18.0	
03			29.6		32.7			03		1.6	5.0	3.6	3.7		
04		167.4	494.4	6.4	52.1	170.4	438.9	04			9.4		20.9	76.8	
05			2,544.4		50.1			05		11.0	53.4	132.0	140.2	71.5	46.2
06					49.7	89.7	388.1	06			19.3	48.7	44.0	17.4	
07			217.1	858.8	1,371.8			07		187.7	35.5	27.5	27.5		
08			3.2		100.6	375.9		SW		200.4	144.4	266.8	268.6	183.7	46.2
SW		213.2	3,410.2	2,115.2	2,392.6	1,256.5	1,168.4								
APP+: SIS Capacity projects only Planning and PO&E (Phases 12, 22, C2, C8)							APP+: SIS Capacity projects only Preliminary Engineering (Phases 32, 36, 38)								
Dist	2016	2017	2018	2019	2020	2021	>2021	Dist	2016	2017	2018	2019	2020	2021	>2021
01	0.4							01		9.4					
02		2.5	4.3	0.3			3.0	02			48.0	10.0			
03		2.0			1.5			03				19.3			
04		0.3	1.0				1.3	04		1.4	31.7	16.6	5.5		5.4
SW	0.4	4.8	5.3	0.3	1.5		4.3	05		2.8				2.0	
								07			5.0	7.5	63.1		
								08			16.4				
								SW		13.6	101.1	53.4	68.6	2.0	5.4

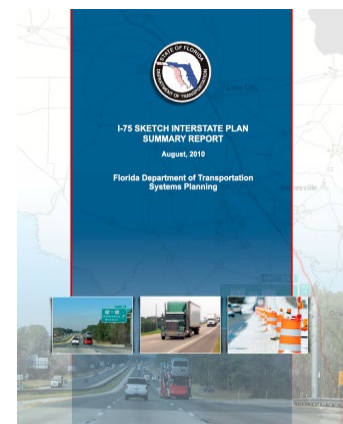
Section 7: Partner Departments within the FDOT

Systems Management Section

Corridor Development

FDOT plays an important role in maintaining and improving mobility on SIS corridors throughout the state. One key element in the effort is the development of strategic plans for corridors, which incorporate a wide-range of alternative actions and modal opportunities. There are three basic types of [corridor studies](#) produced by the SIO: corridor transportation alternatives, sketch interstate plans, and master/action plans.

- Corridor transportation alternative studies identify transportation issues and opportunities within the corridor necessary to enhance the movement of people and goods. These high level studies also offer alternatives to improve emergency management/response, homeland security, and, to create more economic development opportunities .
- A Sketch Interstate Plan (SIP) is intended to provide a baseline for the analysis of future needs for an interstate corridor. The study focuses on evaluating the potential for growth of traffic, particularly freight on a highway corridor. Growth estimates are not constrained on a local basis and are intended to reflect total potential future demand. Consideration for potential alternative corridors and modal shifts are not separated from total demand as a part of the process.
- Master plans for limited access corridors and action plans for controlled access corridors are taken into consideration when applying engineering design principals to corridor segments. These segments are typically up to 150 miles in length. The plans identify preliminary typical sections for the corridor and define the design criteria, such as design speed. The studies also make initial identification of multimodal opportunities within the corridor. These studies are typically performed by the Districts. For specific studies, please visit the individual district webpages.



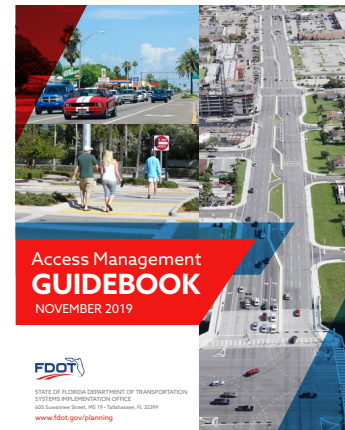
Access Management

Access management involves the careful planning of the location, type, and design of access for driveways, medians, median openings, and interchanges in a manner that preserves the safety and efficiency of the transportation system. Resources on the Systems Implementation Office website include the [Access Management Guidebook](#), and a variety of information on standards and forms.

An important focus of Access Management is limiting the number of new and modified interchanges on SIS limited-access facilities to only those that are most appropriate.

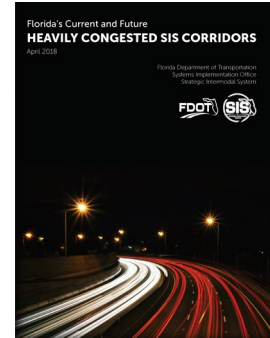
There are four primary types of [interchange access request](#) for limited-access facilities:

- Interchange Justification Report (IJR) - Applicants must prepare an IJR to request a new interchange to a limited-access facility;
- Interchange Modification Report (IMR) - Applicants may need to prepare an IMR to request a modification to an existing interchange;
- Systems Interchange Modification Report (SIMR) - Applicants may prepare an SIMR to request an interchange proposal for multiple interrelated interchanges. An SIMR can contain requests for new and modified interchanges;
- Interchange Operational Analysis Report (IOAR) - Applicants may need to prepare an IOAR where: the department has determined that an IMR was not needed for a particular proposal but documented analysis of some aspect of the operation was required for the next production phase or the Department requires additional information to assist in determining project feasibility or to examine any major flaws.



Congestion Management & Level of Service

The Florida Mobility Management Process (MMP) represents the state's statutorily required traffic congestion management program, pursuant to Chapter [339.177, F.S.](#) An effective congestion management process is characterized as a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods.



The Systems Management and SIS Implementation sections work together to produce the [SIS Current and Future Heavily Congested Corridors](#) brochure. It depicts corridors with heavy traffic currently and projected into the future. Reducing delay and congestion is an important part of meeting the efficiency goals of the SIS.

Level of Service (LOS) has long been a measure of congestion on the SIS and overall State Highway System. LOS is a quantitative stratification of quality of service into six (6) letter grade levels. LOS provides a planning and preliminary engineering technique to address multimodal service inside the roadway environment (essentially inside the right-of-way). Capacity conceptually relates to the maximum number of vehicles or persons that can pass a point on a roadway in a given amount of time under prevailing conditions.



Resources on the website include the [Quality/Level of Service Handbook](#), [LOSPLAN Software](#), [Generalized Service Volume Tables](#), as well as contacts and training information. The handbook and accompanying software are used for roadway planning and preliminary engineering analyses. It combines automobile, bicycle, pedestrian, and bus evaluation techniques into a common analysis process. The service volume tables are used for determining LOS based on average daily and peak hour volumes and road type.

Managed Lanes

The Department has determined there to be a need for considering managed lanes as a part of all added capacity projects on limited access facilities. A statewide action plan has been developed to guide managed lane implementation, including policy for the planning and development process.

Traffic Operations and the Turnpike are responsible for developing and implementing managed lanes policies and procedures for Florida. [Express lanes](#) are defined by the FDOT as highway facilities or sets of lanes within an existing highway facility where operational strategies are proactively implemented and managed in response to changing conditions with a combination of tools. These tools may include accessibility, vehicle eligibility, pricing, or a combination thereof. SIO is involved with the prioritization for funding.

Forecasting and Trends Office

The Florida Standard Urban Transportation Model Structure (FSUTMS) represents a formal set of traffic modeling steps, procedures, software, file formats, and guidelines established by the FDOT for use in travel demand forecasting throughout the state. The Forecasting and Trends Office is responsible for maintaining the Statewide model and processes for traffic forecasting, which is used at every stage of planning to ensure impacts of future projects are taken into account.

The FDOT Central Office modeling staff use FSUTMS to determine traffic impacts of SIS projects currently under construction but not yet in the Roadway Characteristics Inventory (RCI). District offices perform analyses to determine future volumes. Proposed SIS projects are prioritized on a wide variety of factors using the SIT, including these traffic forecasts. Travel demand forecasts created by these modeling exercises help planners in assessing future projects by identifying the location of future needs.

The Forecasting and Trends Office provides access to [FSUTMS standards](#) and [modeling training](#). Policy decisions and procedural guidelines for FSUTMS are established by the [Florida Model Task Force](#), which include representatives from local, state, and national agencies.

Office of Policy Planning

Transportation Policy Framework

The role of the Office of Policy Planning (OPP) is to:

- develop, document, and monitor a statewide and metropolitan planning process;
- develop, publish, and distribute the [Florida Transportation Plan](#), including necessary support documents;
- develop transportation policy alternatives and recommendations; and
- provide necessary coordination on [transportation policy](#) issues with other agencies and the public.

Growth Management

The OPP coordinates with the District Growth Management Coordinators and the Department of Economic Opportunity in the development of policies, procedures, and guidelines to assist Districts and other review agencies in reviewing and assessing the transportation impacts associated with growth and development. Coordination is key due to the importance of maintaining open lines of communication with the growth management professionals to ensure the continued viability of the SIS.

Florida's Future Corridors

In addition to maintaining mobility on SIS Corridors through the Corridor Development program, FDOT also plays an important role in exploring potential [re-use of existing and new corridors](#). Some existing SIS facilities could be considered for re-use and would be transformed into multi-modal corridors. New corridors connect major regions that are not currently connected by a high-speed, high-capacity corridor, or where existing corridors do not have the capacity to support anticipated growth over the next 50 years. OPP is the lead office in this effort at FDOT.

Environmental Management Office

Efficient Transportation Decision Making (ETDM)

Other partners have an impact on the SIS both before and after projects are programmed. The Environmental Management Office (EMO) helps FDOT District Offices and MPOs with the [ETDM process](#) to determine the feasibility of proposed projects that may eventually be considered for SIS funding.

The fundamental goal of the ETDM process is to improve transportation decision-making in a way that preserves and protects the human, natural, and physical environments in Florida. Some key features of this process are:

- Effective and timely decision-making without compromising environmental quality;
- Early National Environmental Policy Act (NEPA) and Societal and Ethical Issues in Research (SEIR) reviews/approvals;
- Linking the planning process with the environmental review process and integrating land use, resource, and transportation planning;
- Integrating early environmental issue considerations with long-range transportation planning and project priorities;
- Early and continuous agency and public participation;
- Meaningful dispute resolution mechanisms;
- Problem-solving and collaborative decision-making at the project level;
- The use of geographic information systems (GIS) technology to review, evaluate, and document agency comments on projects for decision-making purposes and contained with and accessible through an online project diary;
- Resource agencies review projects from their own context with their specific GIS data and requested analyses;
- Performance measures that are established by mutual agreement; and
- Project solutions that are accepted by the resource agencies and the public.

The [ETDM Website](#) makes information available for proposed transportation projects in the ETDM process.

The screenshot displays the ETDM website interface. At the top left is the 'etdm' logo with the tagline 'Efficient Transportation Decision Making'. A search bar is located at the top right. Below the logo is a navigation menu with tabs for 'Welcome', 'ETDM Program Information', and 'Project Information'. A 'Project Search' sidebar on the left lists search options: Project Number, Project Name, Planning Organization, County, District, Degree of Effect, and Project Phase. The main content area features a large 'welcome!' graphic with a map of Florida. Text sections include 'Getting Started', 'Staying Connected', 'About ETDM', and 'Finding A Project'. The 'About ETDM' section states: 'Florida's ETDM process defines the procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects. For more information about ETDM, please visit the ETDM Library.'

The 'Project Diary' and 'Project Effects' menus access specific information about a project. For more information about the many menus and capabilities of ETDM, go to the 'welcome' menu at the top left and select online help.

Office of Freight, Logistics, and Passenger Operations

Modal Offices

The [Office of Freight, Logistics, and Passenger Operations](#) acts as a unit to better connect, develop, and implement a freight planning process that will maximize the use of the existing facilities and integrate and coordinate the various modes of transportation, including the combined utilization of both government-owned and privately-owned resources.

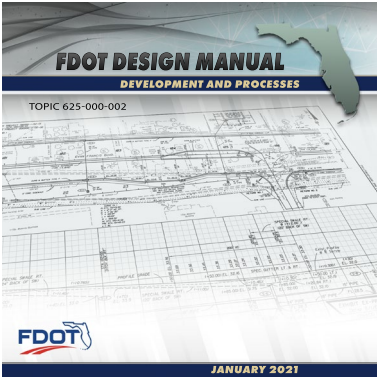
As previously discussed, the modal offices conduct their own SIS planning and project prioritization process before submitting SIS project selections to the SIO for statewide prioritization and programming. See [Section 4](#) for more details.

Roadway Design Office

Florida Design Manual (FDM)

The FDOT Roadway Design Office plays an important role after a project is selected for funding. The [Florida Design Manual](#) lists the process and criteria required to design a new roadway facility. Facilities on the SIS are subject to special standards and criteria for the number of lanes, design speed, access, level of service, and other requirements.

SIS Highway Connectors on the local or non-state highway system should also be designed in accordance with the SIS criteria contained in this manual, but the District Office may allow the use of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways ([Florida Greenbook](#)).



Section 8: SIS Contact Information

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FDOT and Transportation Partner Links

Federal Aviation Administration - www.faa.gov

Federal Highway Administration - www.fhwa.dot.gov

Federal Railroad Administration - railroads.dot.gov

Federal Transit Administration - www.fta.dot.gov

Florida Airports Council - www.floridaairports.org

Florida Department of Economic Opportunity - www.floridajobs.org

Florida Department of Transportation – www.fdot.gov

Florida Metropolitan Planning Organizations - www.mpoac.org

Florida Ports Council - www.flaports.org

Florida Public Transportation Association - www.floridatransit.org

Florida Regional Councils Association - flregionalcouncils.org

Florida Transportation Commission - www.ftc.state.fl.us

Florida Turnpike Enterprise - www.floridasturnpike.com

Miami-Dade Expressway Authority - www.mdxway.com

Central Florida Expressway Authority - www.cfxway.com

Space Florida - www.spaceflorida.gov

Tampa-Hillsborough Expressway Authority - www.tampa-xway.com

United States Department of Transportation - www.transportation.gov

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