

HB 3

2014

1                   A bill to be entitled  
 2           An act relating to freight logistics zones; creating  
 3           s. 311.103, F.S.; defining the term "freight logistics  
 4           zone"; authorizing a county or two or more contiguous  
 5           counties to designate a geographic area or areas  
 6           within its jurisdiction as a freight logistics zone;  
 7           requiring the adoption of a strategic plan which must  
 8           include certain information; providing that certain  
 9           projects within freight logistics zones may be  
 10          eligible for priority in state funding and certain  
 11          incentive programs; providing evaluation criteria for  
 12          freight logistics zones; providing an effective date.

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 14 Be It Enacted by the Legislature of the State of Florida:

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 16           Section 1. Section 311.103, Florida Statutes, is created  
 17 to read:

18           311.103 Designation of state freight logistics zones.—

19           (1) As used in this section, the term "freight logistics  
 20 zone" means a grouping of activities and infrastructure  
 21 associated with freight transportation and related services  
 22 within a defined area around an intermodal logistics center as  
 23 defined in s. 311.101(2).

24           (2) A county, or two or more contiguous counties, may  
 25 designate a geographic area or areas within its jurisdiction as  
 26 a freight logistics zone. The designation must be accompanied by  
 27 a strategic plan adopted by the county or counties. At a  
 28 minimum, the strategic plan must include, but is not limited to:

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

29 (a) A map depicting the geographic area or areas to be  
 30 included within the designation.

31 (b) Identification of the existing or planned freight  
 32 facilities or logistics clusters located within the designated  
 33 zone.

34 (c) Identification of existing transportation  
 35 infrastructure, such as roads, rail, airports, and seaports,  
 36 within or in close proximity to the proposed freight logistics  
 37 zone.

38 (d) Identification of existing workforce availability  
 39 within or in close proximity to the proposed zone.

40 (e) Identification of any local, state, or federal  
 41 workforce training capabilities available for a business seeking  
 42 to locate or expand within the proposed zone.

43 (f) Identification of any local, state, or federal plans,  
 44 including transportation, seaport, or airport plans, concerning  
 45 the movement of freight within or in close proximity to the  
 46 proposed zone.

47 (g) Identification of financial or other local government  
 48 incentives to encourage new development, expansion of existing  
 49 development, or redevelopment within the proposed zone.

50 (h) Documentation that the plan is consistent with  
 51 applicable local government comprehensive plans and adopted  
 52 long-range transportation plans of a Metropolitan Planning  
 53 Organization, where applicable.

54 (3) Projects within freight logistics zones designated  
 55 pursuant to this section, which are consistent with the Freight  
 56 Mobility and Trade Plan developed in accordance with s.

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57 334.044(33), may be eligible for priority in state funding and  
58 incentive programs relating to freight logistics zones,  
59 including applicable programs identified in parts I, III, and V  
60 of chapter 288.

61 (4) When evaluating projects for designation as a freight  
62 logistics zone, or for determining funding or incentive program  
63 eligibility under this section, consideration must be given to:

64 (a) The presence of an existing or planned intermodal  
65 logistics center within the freight logistics zone.

66 (b) Whether the project serves a strategic state interest.

67 (c) Whether the project facilitates the cost-effective and  
68 efficient movement of goods.

69 (d) The extent to which the project contributes to  
70 economic activity, including job creation, increased wages, and  
71 revenues.

72 (e) The extent to which the project efficiently interacts  
73 with and supports the transportation network.

74 (f) The amount of investment or commitments made by the  
75 owner or developer of the existing or proposed facility.

76 (g) The extent to which the county or counties have  
77 commitments with private sector businesses planning to locate  
78 operations within the freight logistics zone.

79 (h) Demonstrated local financial support and commitment to  
80 the project.

81 Section 2. This act shall take effect July 1, 2014.