

Amendment No.

CHAMBER ACTION

Senate

House

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Representative Esposito offered the following:

Amendment to Amendment (122593)

Remove lines 862-918 of the amendment and insert:

339.651 Strategic Intermodal System supply-chain demands.-

(1) The Legislature finds that Strategic Intermodal System components defined in s. 339.62 ensure a multi-modal transportation system; that the Strategic Intermodal System is a critical network supporting economic activities and the transport of people and goods; and that the Strategic Intermodal System is instrumental in the movement of road building materials for infrastructure investments. The Legislature further finds that Florida's rapid economic and population

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14 growth can compound supply-chain demands on the transportation
15 system, and the demand for construction aggregate continues to
16 outpace supply.

17 (2) The department shall specifically address in its
18 transportation plans, including the Florida Transportation Plan
19 and the Strategic Intermodal System Plan, movement and storage
20 of construction aggregate materials essential for building
21 roadways.

22 (3) The department shall make up to \$20 million available
23 each year for fiscal years 2023-2024 through 2027-2028, from
24 existing work program revenues, to fund projects that meet the
25 public purpose of providing increased capacity and enhanced
26 capabilities to move and store construction aggregate.
27 Applicants eligible for project funding under this section are
28 seaports listed in s. 311.09 and rail lines and rail facilities.

29 (4) The department must consider at least the following
30 criteria when evaluating projects for assistance under this
31 section:

32 (a) The ability of the project to serve the strategic
33 state interest of mitigating supply-chain demands for
34 construction aggregate sufficient to ensure ongoing improvement
35 of the Strategic Intermodal System and the state's entire
36 transportation network.

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37 (b) The ability of the project to facilitate the cost-
38 effective and efficient movement and storage of construction
39 aggregate.

40 (c) The extent to which the project efficiently interacts
41 with and supports the transportation network.

42 (d) Any commitment of a funding match, which may be
43 investment or commitment made by the owner or developer of the
44 existing or proposed facility that facilitates or will
45 facilitate the movement and storage of construction aggregate,
46 local financial support or commitment, or a combination of both.
47 Projects with a funding match shall be prioritized based on the
48 amount of the match and shall be prioritized over projects
49 having no such funding match.

50 (5) The State Transportation Trust Fund may fund up to 100
51 percent of the cost of a project selected based on the criteria
52 specified herein.

53 (6) The department may adopt rules to implement this
54 section.

55 (7) This section shall stand repealed on July 1, 2028.

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