



The second summit of the Hillsborough/Polk Freight Logistics Zone (FLZ) Strategic Plan development was held on April 7, 2016. The purpose of the summit was to review the direct sources of FLZ designation, review the draft FLZ boundary and logistics clusters, and a discussion on the FLZ Strategic Plan content based upon data collected thus far. Maps of the draft FLZ boundary, logistics center, and various data elements were presented to the group and participants were asked to provide comments and insight regarding several key questions, as described below:

- Overall Strategic Direction
- Any missing freight generators?
- Additional improvement needs
- Boundary Definitions

Comments that were received in the open discussion, as well as those submitted on a comment form are summarized below.

Draft FLZ Boundary and Logistics Clusters

- One large zone versus multiple zones – consensus is to have one large zone with multiple logistics clusters. The draft FLZ and cluster boundaries err on the side of inclusiveness.
- Comments for case to shrink FLZ boundary
 - Contract or remove Logistics Clusters #2 and #6 – SR 60 should be southern boundary of FLZ
 - The plan should de-emphasize Competitive Sites due to their speculative nature – should focus on existing freight areas
- Missing Logistics Center – Long Leaf Business Park – south and west of US 27 and SR 60
- FLZ should be focused on future trends. (i.e. moving away from agricultural industry)
 - Focus on where we want activity to be not just where it is currently
- FLZ should be focused on existing FACs and future sites with actual plans in the works
- Rename logistics cluster #7 to West Lakeland – Plant City
- Need to tie into economic importance of logistics clusters – return on investment of improvements
- Need to define what “proximity” means as it relates to the FLZ boundary, relative to geographical relationship between FLZ and freight infrastructure

FLZ Strategic Plan Content

- Content of plan based on requirements outlined in legislation
- This plan allows for the possibility of funding whenever it may become available.
- Plan should be updated on same cycle as LRTPs
- Plan is not a regulatory document so does not to be updated with Comprehensive Plan amendments



Freight Network

- FDOT D1 is in the process of updating freight network – this should be reflected in Plan
- Suggestion to remove SR 17A from network since it is a Scenic Highway
- Suggestion to change the freight network designation of Florida Ave. due to its proximity to downtown Lakeland
- Highlight FDOT Strategic Intermodal System network

Infrastructure Needs

- Review Polk Parkway projects – widening, tolling, etc.
- Need to add Central Polk Parkway – unfunded need
- Bartow Connector Phase 2 is the number one priority in Polk County
- Projects from LRTPs, SIS, FMTP seem disjointed across the FLZ – the plan should focus on how they are related to ILC, Port Tampa Bay, and rail lines

Next Summit

- Present train counts
- Present truck counts as percentage of total traffic (in addition to truck traffic counts)
- Present unemployed workforce as percentage of total workforce
- Highlight seaports/airports on maps
- Check Central Florida Development Council and their website for Polk Competitive Sites