

TPO RESOLUTION 2016-09

RESOLUTION ENDORSING THE PROPOSED HILLSBOROUGH + POLK FREIGHT LOGISTICS ZONE, RECOMMENDING ITS ADOPTION BY POLK AND HILLSBOROUGH COUNTIES, AND RECOMMENDING ACTIONS IN SUPPORT OF THE FREIGHT LOGISTICS ZONE

WHEREAS, Section 311.103 (1), Florida Statutes, defines a Freight Logistics Zone as “a grouping of activities and infrastructure associated with freight transportation and related services within a defined area around an intermodal logistics center”; and

WHEREAS, Polk Transportation Planning Organization (TPO) and Hillsborough County Metropolitan Planning Organization (MPO) have collaborated to prepare a Strategic Plan for a proposed “Hillsborough + Polk Freight Logistics Zone”, hereinafter referred to as the Freight Logistics Zone, that serves both Polk and Hillsborough counties; and

WHEREAS, the proposed Freight Logistics Zone as depicted in Exhibit ‘A’ is located within a hub of freight activity that features the Central Florida Intermodal Logistics Center, Port Tampa Bay – the largest seaport in the State in terms of cargo tonnage and area, Tampa International Airport and a Foreign Trade Zone; and

WHEREAS, the proposed Freight Logistics Zone includes 12 freight activity centers, or logistics clusters, with a variety of manufacturing, warehousing, intermodal operations and distribution centers; and

WHEREAS, these logistics clusters are connected and served by over 300 miles of Strategic Intermodal System highways which are complemented by an additional 270 miles of regionally designated freight highways and 240 miles of railroads; and

WHEREAS, there is an ample workforce, and the proposed Freight Logistics Zone is home to 14 workforce training programs with 9 of these programs located within a logistics cluster; and

WHEREAS, the designation of the proposed Freight Logistics Zone can serve to:

- document the location of freight activity centers and secondary or ancillary uses such as fueling stations and workforce training;
- identify the key transportation facilities serving these centers;
- identify areas with significant truck and freight rail traffic and the need to mitigate potential conflicts between freight traffic and automobiles, bicyclists and pedestrians;
- provide a focal point for freight planning to help identify the need for transportation-related improvements and supportive land uses; and
- help prioritize funding requests for candidate projects that support freight and logistic industries; and

WHEREAS, the Polk TPO and Hillsborough MPO can take separate action to prioritize transportation improvements for the portion of the proposed Freight Logistics Zone within their respective jurisdictions; and

WHEREAS, the proposed Freight Logistics Zone does not serve a regulatory function and does not represent a land use overlay or future land use designation within a local comprehensive plan; and

WHEREAS, the proposed Freight Logistics Zone serves a strategic interest in the region and the State and will facilitate the cost-effective and efficient movement of goods and contribute to economic activity and job creation; and

WHEREAS, Polk and Hillsborough Counties have the statutory authority to designate a Freight Logistics Zone.

NOW, THEREFORE, BE IT RESOLVED, by the Polk Transportation Planning Organization at its regular meeting convened on August 11, 2016:

Designation of Freight Logistics Zone

1. The Polk TPO endorses the proposed Hillsborough + Polk Freight Logistics Zone as depicted in Exhibit 'A' and recommends that the respective Boards of County Commissioners for Hillsborough and Polk jointly designate said zone.

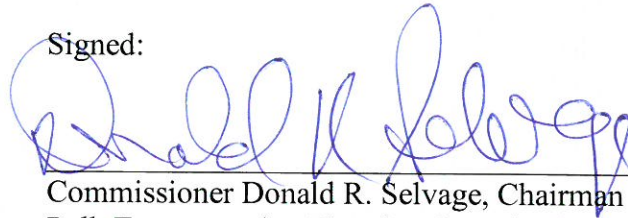
Transportation Planning and Programming

2. The Polk TPO will document freight movement between logistics clusters as part of its planning program.
3. The Polk TPO will place an emphasis on mobility within and between logistics clusters and identify priority transportation improvements on the Polk portion of the freight network identified in Exhibit 'B.'
4. As part of its complete street program, the Polk TPO will analyze the logistics clusters to identify improvements needed to serve truck traffic and improve safety for all users.
5. In the development of the My Ride Transit Development Plan, the Polk TPO will identify the need for public transportation services to enhance worker access to the logistic clusters and training opportunities.

Local Government Support

6. The Polk TPO encourages its member local governments to endorse the designation of the proposed Freight Logistics Zone.
7. Local governments are encouraged to allocate supportive land uses within the logistics clusters and to adopt appropriate policies to ensure compatibility with residential land uses in close proximity to these clusters.

Signed:



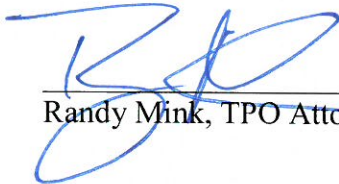
Commissioner Donald R. Selvage, Chairman
Polk Transportation Planning Organization (TPO)

ATTEST:



Tom Deardorff, AICP
TPO Executive Director

Approved by the TPO Attorney as to form and legal sufficiency:



Randy Mink, TPO Attorney

Exhibit 'A' Hillsborough + Polk Freight Logistics Zone

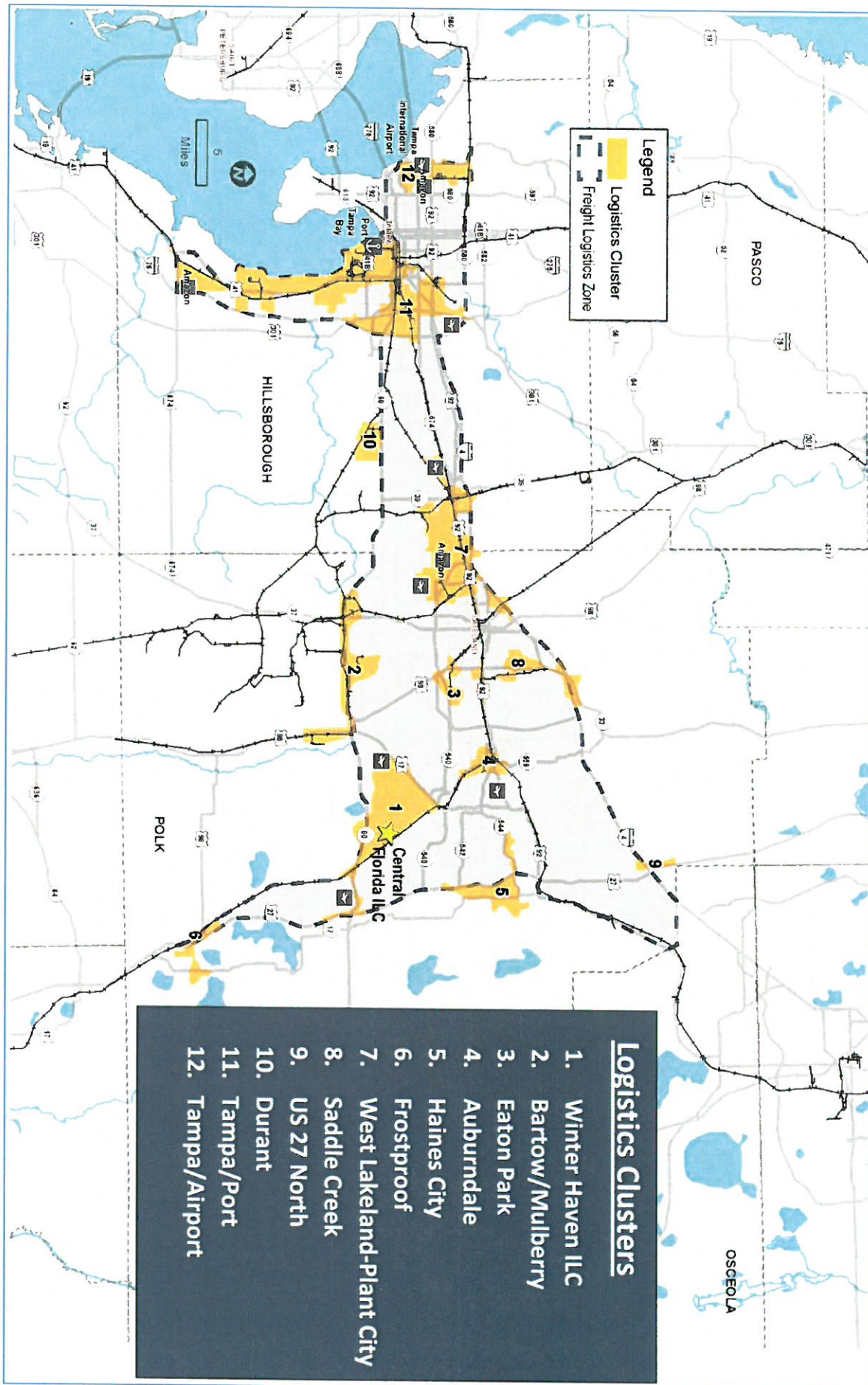


Exhibit 'B' Freight Network

