

2020 FLORIDA LEAGUE OF CITIES

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# LEGISLATIVE ACTION AGENDA

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The Florida League of Cities, Inc. was founded on the belief that local self-government is the keystone of American democracy.

# INTRODUCTION

Each year, municipal officials from across the state volunteer to serve on one of the Florida League of Cities' five legislative policy committees. These committees develop the League's Legislative Action Agenda, which addresses priority issues most likely to have a state-wide impact on daily municipal operations and governance.

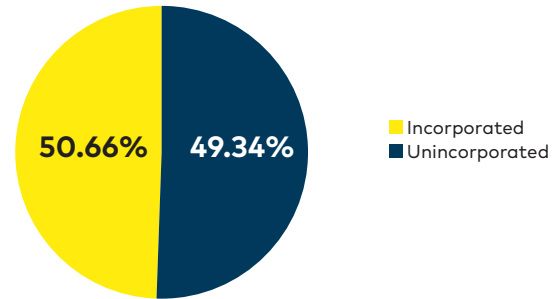
This year, there are five priorities – one developed by each of the policy committees. The priorities were considered and adopted by the full League membership on August 17, 2019.

This document details the five priorities adopted by the FLC membership as described above. The priorities are:

- ▶ Private Property Rights "Bert Harris Act"
- ▶ Sales Tax Fairness
- ▶ Short-Term Rentals
- ▶ Transportation Funding
- ▶ Water Resources

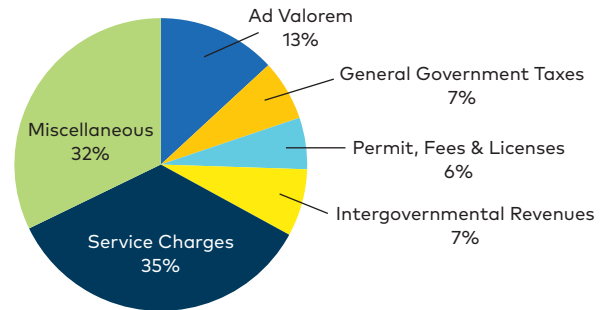
# CITY BUDGETS AT-A-GLANCE

## 2018 FLORIDA POPULATION



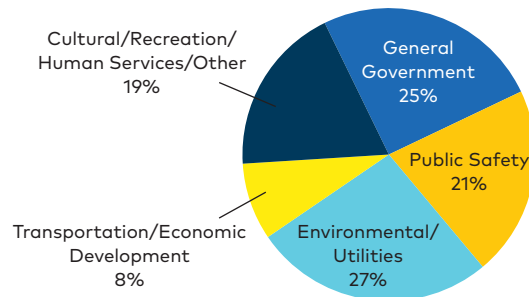
## TOTAL MUNICIPAL GOVERNMENT REVENUES

Local Fiscal Year Ending September 30, 2017



## TOTAL MUNICIPAL GOVERNMENT EXPENDITURES

Local Fiscal Year Ending September 30, 2017





# Florida's Cities HOME RULE = LOCAL CONTROL

## WHAT IS A CITY IN FLORIDA?

Under Florida's Constitution, municipalities are corporations – vested with broad governmental and proprietary powers. Each city is a corporation with a board of directors (council or commission) elected by the people (stockholders) to provide services and self-determination. Each city in Florida has a charter detailing its elections, administrative structure and scope of services. Details are found in policies, ordinances and administrative codes.

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## HOME RULE

Since 1968, Floridians have recognized the need for cities to have Home Rule powers, as included in the Constitution [Article VIII, Section 2(b)] and ratified by the Legislature in 1973. This right gives each city the flexibility to craft its laws specifically to its own unique needs. After all, with 412 cities ranging in size from Marineland (pop. 8) to Jacksonville (pop. 907,093), one size does not fit all. This right means any city can adopt its laws so long as the law doesn't conflict with state or federal law. Cities in Florida are not "of" the state, but "in" the state; it's an important distinction between municipal authority and other local governments.

## WHY ARE CITIES CREATED?

Services and self-determination. Cities provide their residents with essential services, such as water, wastewater, stormwater utilities, police, fire prevention and EMS, road building and maintenance, parks and recreation, land-use codes, planning and code enforcement, animal control, solid waste and recycling, neighborhood services, libraries and cemeteries. Self-determination is the ability to make local decisions locally. Cities are citizen-driven representative democracies with citizen engagement, citizen input and citizen leadership.

## MUNICIPAL SERVICES

Just as no two cities are alike, each city's menu of services is also different. The most important aspect of municipal services is that the services are created to meet the demands of the residents. Each city offers those services desired by its own citizenry.

## CATALYSTS FOR ACTION

A city is a key player in economic development, business retention and regional commerce. City leaders work with county, state and federal resources to help provide new business incubators, workforce placement, affordable housing, educational and technical needs, and public transportation. City leaders also help with redevelopment when an area is faced with blight or struggles to overcome other challenges.

## REVENUES AND EXPENDITURES

Florida's cities receive an average of half of their revenues from user fees and charges for service. The largest sources of tax revenue come from the property tax; state shared revenue, which includes a portion of the state sales tax and gas tax; and the public service tax, also called utilities tax. Cities also rely upon intergovernmental revenue, grants, license fees and permit fees.

## FOCUSED ON EXCELLENCE

Cities are the only optional level of local government in Florida. Cities must provide their services as cost effectively as possible. Councils and commissions know their success often rests upon the bottom line and achieving their key goals with a balance of efficiency, effectiveness and innovation to create a city that residents are proud to call their hometown. ■



# PRIVATE PROPERTY RIGHTS "BERT HARRIS ACT"

## **STATEMENT:**

The Florida League of Cities **OPPOSES** changes to the Bert J. Harris Jr. Private Property Rights Protection Act that do not consider everyone's property rights or that create one-sided lawsuits that shift inordinate financial burdens onto local taxpayers and limit the ability of cities to quickly resolve claims.

## **BACKGROUND:**

Florida is one of the strongest states in the country when it comes to protecting private property owners

from government regulations or takings. From requiring county property appraiser offices to provide a Property Owner Bill of Rights on their websites to having strong laws against eminent domain, Florida has multiple levels of protections for private property owners.

Florida is the only state that provides private property owner protections for government regulations that do not amount to a taking under the U.S. Constitution. The State of Florida enacted the Bert J. Harris Jr. Private Property Rights Protection Act (Harris Act) in 1995, which provides a

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specific process for landowners to seek relief when their property is unfairly affected by government action. Specifically, the Harris Act provides a civil cause of action for private property owners whose current use or vested right in a specific use of real property is "inordinately burdened" by the actions of a governmental entity. The Harris Act has been subsequently amended in 2008, 2011 and 2015 by the Florida Legislature.

The Harris Act authorizes relief, including compensation, to the private property owner for the actual loss to the fair market value of the real property. The burden of proof is on the property owner to show that a governmental entity has inordinately burdened his or her real property. Any Harris claim must be brought within one year of governmental action. The Harris Act defines an inordinate burden as one in which an action of one or more governmental entities has restricted or limited the use of property such that the owner is unable to attain reasonable, investment-backed expectations for the existing use or a vested right in the existing use of the property as a whole, or if the owner is left with uses that are unreasonable such that the owner would permanently bear a disproportionate share of a burden imposed for the public good, which should be borne by the public at large.

During the 2019 session, legislation was introduced to amend the Harris Act that would have had a serious impact on local government operations and could have exposed cities and counties to substantial liability. When faced with a Harris Act claim, cities and counties often choose to settle the claim by offering the aggrieved property

owner a variance to the rule or regulation that is inordinately burdening the property. Settling claims in this method saves taxpayers the expense of paying monetary damages and is encouraged in the Harris Act.

Legislation that failed to pass last session would have required government entities that settle Harris Act claims on residential properties by the use of variance to automatically apply the variance granted to one residential property to all "similarly situated properties."

The bills did not define what a "similarly situated property" was, leaving room for potentially broad problematic applications of the variance without taking into consideration size or density of the residential property, any historical designations or other zoning overlays differing residential properties may have. The legislation also failed to consider that there are legal due process procedures in place to protect the property rights of property owners who may be harmed by the issuance of a variance. The legislative attempts have also sought to remove the current attorney fee provisions from the Harris Act, amending it to prevent a government entity from collecting attorney fees even if they prevail.

During the 2020 session, the League will protect against additional legislative attempts to craft a one-sided Harris Act that does not consider everyone's property rights and will open a floodgate of lawsuits against municipalities when these issues can and should be resolved through the current Bert Harris Act provisions. ■

A close-up photograph of a hand holding a gold credit card over a laptop keyboard. The image is split vertically by a blue semi-transparent overlay on the left side. The text 'SALES TAX FAIRNESS' is written in white, bold, sans-serif font on the blue overlay. A thin white horizontal line is positioned below the text.

# SALES TAX FAIRNESS

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## STATEMENT:

The Florida League of Cities SUPPORTS legislation to reform Florida's sales and use tax laws that apply to online/e-commerce sales from out-of-state retailers. Changes are needed to ensure in-state retailers are treated equitably.

## BACKGROUND:

Forty-five states and the District of Columbia levy taxes on the sale of goods and certain services, including those sold remotely. Florida's sales and use tax is a 6 percent levy on retail sales of most tangible personal property, admissions, transient lodgings, commercial rentals and motor vehicles. Additionally, Florida has nine types of local discretionary sales surtaxes (also referred to as local option sales taxes) that are currently authorized in law and represent potential revenue sources for counties, municipalities and school districts. The local discretionary sales surtaxes apply to all transactions subject to the state tax imposed on sales and use tax. The local discretionary sales surtax rate varies from county to county, depending on the particular levies authorized in that jurisdiction.

On June 21, 2018, the U.S. Supreme Court issued an opinion in *South Dakota v. Wayfair*, overturning its earlier precedents in *National Bellas Hess and Quill*, and eradicated the decades-old "physical presence" requirement for sales and use tax nexus. The case centered on a South Dakota law that imposes sales tax collection obligations on certain remote sellers, based on the dollar amount or volume of sales into the state. This "economic nexus" case impacts thousands of state and local jurisdictions across the United States that impose a sales or use tax.

The issue of fairness is an important one. Local businesses, which sponsor youth sports teams or help sponsor local fireworks displays or other activities for their communities, are forced to collect and submit sales taxes on items they sell in their communities. The cost of these goods then can be higher because the out-of-state or international seller is not collecting or remitting sales taxes. This gives these "foreign" businesses an unfair advantage. Local businesses ultimately become nothing more than local showrooms for goods ultimately bought online. ■

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**Florida is one of only two states that levy sales tax that has not enacted an economic nexus or similar remote sales tax policy.**

Source: Sales Tax Institute



# SHORT-TERM RENTALS

## STATEMENT:

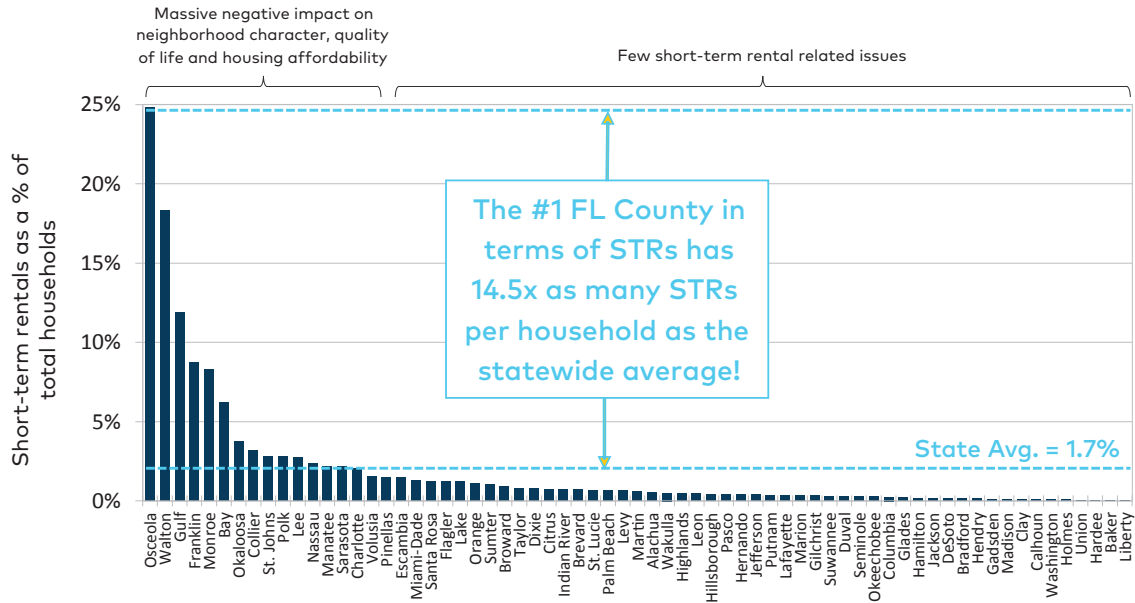
The Florida League of Cities SUPPORTS legislation providing for a collaboration between the Florida Department of Business and Professional Regulation and cities to ensure that short-term rental properties abide by state and local regulations and be properly licensed and insured, are complying with state and local taxation requirements, and comply with industry-accepted safety practices. The Florida League of Cities SUPPORTS legislation clarifying that existing, grandfathered municipal short-term rental ordinances can be amended if the changes being made are equal to or less restrictive than the current regulation in place.

## BACKGROUND:

In 2011, the Florida Legislature prohibited cities from regulating short-term vacation rentals. A short-term vacation rental is defined as a property that is rented more than three times a year for less than 30 days at a time. The legislation passed in 2011 included a provision that "grandfathered" any ordinance regulating short-term rentals prior to June 1, 2011. Since that time, a number of cities, both "grandfathered" cities and those that did not have an ordinance in place, have experienced problems with these properties. The effect of the 2011 law is that two separate classes of cities were created respective to short-term rentals: those with Home Rule authority and those without.

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## RATIO OF SHORT-TERM RESIDENTIAL RENTALS TO PERMANENT HOUSEHOLDS



Source: Host Compliance; Florida Department of Business and Professional Regulation.

In 2014, the Legislature passed SB 356 (Thrasher), which diminished the preemption on short-term rentals. The 2014 law allows local governments to adopt ordinances specific to these rentals so that they can address some of the noise, parking, trash and life-safety issues created by their proliferation in residential neighborhoods. Unfortunately, SB 356 left in place existing statutory language stating that cities cannot “prohibit” short-term rentals or regulate the duration or frequency of the rental.

Those cities fortunate enough to have had an ordinance in place prior to the 2011 preemption are still allowed to regulate short-term rentals, but the question remains whether these ordinances will continue to be valid if amended. Some city

attorneys believe these ordinances are “frozen” and any future amendments would cause a loss of the “grandfather.” The problem with this is twofold. First, with the rise of popular rental websites like Vrbo and Airbnb making it easier to advertise and rent these properties, the number of properties used as short-term rentals in Florida has exponentially increased in the last four years. Second, as a result of this enormous growth in the rental market, the scope of the problem has changed and ordinances adopted before 2011 may no longer be effective.

It is important to note that many of Florida’s larger cities (with a larger professional staff) fell into the grandfathered category. They have retained the ability to regulate these properties through zoning and may have duration and frequency requirements.

Some of these cities may want to amend their ordinances to adjust to a changing problem. They are reluctant to do so out of fear of losing their existing ordinance and with it their Home Rule authority relating to short-term rentals. Recognizing that the ordinances on the books are no longer effective, cities want the ability to come up with solutions that work for their respective community, but because of the potential loss of the “grandfather,” they are unable to do so. It is important to note that any potential amendments to existing ordinances would be vetted through numerous public hearings that allow neighboring homeowners, short-term rental owners, property managers and local businesses to weigh in on proposed legislation.

Cities without short-term rental regulations in place prior to June 1, 2011, have had their zoning authority stripped and are now seeing these rentals completely overtaking residential neighborhoods. Long-time residents are moving out as a result, and the residential character of traditional neighborhoods is slowly being destroyed.

The impacts of problematic short-term rentals on neighboring residents are felt in a number of ways:

### **The Hotel Next Door – Commercial Activity in Residential Neighborhoods**

Houses that sleep 26 people are now present in what were once traditional neighborhoods. Because of the inability to regulate the duration of a renter’s stay, these houses could experience weekly, daily or even hourly turnover. Obviously, the constant turnover of renters creates a number of issues for cities and neighboring property owners. Prior to the preemption, local governments were able to regulate this activity through zoning. Short-term rentals have

become increasingly popular in the last five years. Because a city cannot “prohibit” these properties, they are powerless to exclude them from residential neighborhoods. As a result, investors, many of whom are located out of state or even in a different country, have purchased or built single-family homes with the sole intent of turning them into short-term rentals.

Cities use zoning as a tool to prepare for their future growth and also use it to control where commercial and residential properties are located. Hotels have different infrastructure needs than single-family residential properties. As residential neighborhoods are developed, the infrastructure installed is designed for the future use of the properties. Many neighborhoods have infrastructure in place with capacity for up to eight people per house. Now there are houses in these very same neighborhoods that sleep more people than the number originally planned for, placing a significant strain on existing infrastructure. Commercial properties like bars, hotels and restaurants typically need more parking than a single-family property, as well as have different operating hours and experience greater noise levels. The current law removes important land use and zoning tools that will impact how a city plans for future growth and levels of service.

### **Noise Complaints**

In areas where short-term rentals are situated, many neighboring residents complain of the noise generated by the vacationing renters next door. When people go on vacation, often their behavior changes. They may stay awake later, consume more alcoholic beverages throughout the day or participate in recreational activities that they would not participate in while at their own homes, such as swimming at midnight with music blaring. For those homes located near water, a lake or the ocean, it

is important to note that sound travels easily over water – and residents located hundreds of yards away may be the ones calling and complaining to the police and their local elected officials.

Some cities have noise ordinances, but these have proved problematic to enforce. One such example is Lighthouse Point. Its ordinance requires sustained noise over a certain decibel threshold for 10 minutes. Many times after the police arrive at a residence, the noise dies down. These renters may leave the next day with new ones replacing them. The new renters are often unaware of the noise ordinance or past complaints and may cause the same problems. The out-of-state property owner may not even be aware of the problems created by their renters and with the constant turnover. The problem ends as one renter leaves and begins again as new renters arrive. This causes a significant drain on law enforcement resources. **When a law enforcement officer is called to respond to noise complaints, one less officer is on the street either preventing or solving crimes.**

### **Impacts on Emergency Response Times**

Many short-term rentals are located in single-family neighborhoods. In most cases, the driveway was built to accommodate two or three vehicles. When you now have a renovated house that acts as a small hotel, there will be more than three cars needed to get these renters to the property. This leads to cars that are parked on the street, making it difficult for emergency vehicles to respond to emergencies and causes increased response times in these neighborhoods. Cities have begun to adopt ordinances creating parking standards for short-term rental properties. Unfortunately, these ordinances only solve the parking issue but fail to address any of the other issues created by this commercial activity in residential areas.

### **Revenue Issues**

As stated earlier, a property rented more than three times a year for less than 30 days at a time meets the vacation rental definition and should be licensed by the state. The Department of Business and Professional Regulation (DBPR) is tasked with investigating unlicensed vacation rentals but lacks the resources needed to fully investigate every complaint. Unlicensed vacation rentals could be costing Florida millions of dollars each year from lost licensing revenue.

Licensed short-term vacation rentals and hotels are also required to charge a sales tax to renters and then remit this back to the state. Many licensed and unlicensed vacation rentals are not doing this. The Florida Department of Revenue (DOR) has limited resources and cannot adequately monitor these transactions, costing the state millions of dollars in lost revenue. Similarly, short-term rental owners in some counties are required to collect and remit the tourist development tax to the state. DOR is often unable to track down the vacation rental owners who are not paying the tourist development tax.

The Legislature began the conversation on short-term rentals in 2014, and the Florida League of Cities supported both HB 307 (Hutson) and SB 356 (Thrasher). The bills were a step in the right direction, but they only partially restored Home Rule to Florida's cities. Cities are still prevented from regulating the duration and frequency of the rentals, and local zoning does not apply to these properties. Without the ability to regulate these key areas, local governments will not be able to adequately address the problems associated with these properties. ■



# TRANSPORTATION FUNDING

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## **STATEMENT:**

The Florida League of Cities SUPPORTS legislation that will provide local governments with new and innovative revenue options and resources to finance critical infrastructure, maintenance and construction needs to meet the ever-changing transportation demands driven by dramatic population growth and new technology (autonomous vehicles) throughout Florida.

## **BACKGROUND:**

Transportation infrastructure is paramount to the prosperity of all cities. It greatly affects quality of life by influencing peoples' decisions about where

to live, work and spend their free time. For more than 60 years, the federal government has helped states pay for highway repair and construction through the Highway Trust Fund (HTF), which relies primarily on federal gas tax revenue. But in recent years, inflation and the growth in the number of both electric and more fuel-efficient gas-powered vehicles means that drivers are buying less gasoline and paying less gas tax.

Declining gas tax revenue is not only affecting solvency of the HTF but also the State Transportation Trust Fund (STTF) in Florida. Recently, Florida economists have predicted \$120 million

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decline in funding going into the STTF over the next five years.

To compound the problem, the federal gas tax was last increased in 1997, the state gas tax in 1943, the county gas tax in 1941 and the municipal gas tax in 1971. The Fuel Sales Tax and the State Comprehensive Enhanced Transportation System Tax, which are the State of Florida's portion of the motor fuel tax rates, are adjusted once a year to account for inflation. A major portion of transportation funding flows to municipalities through county, state and federal taxes on gasoline. While the federal, state and county governments have a variety of tools available to address transportation funding, munic-

ipalities have limited revenue options for funding transportation projects. For example, charter counties may currently hold a referendum on whether to impose up to a 1 percent sales tax to fund transportation infrastructure projects. Giving municipalities the same transportation revenue options and/or indexing their local motor fuel tax rates are ways to provide greater flexibility to fund their unique transportation needs.

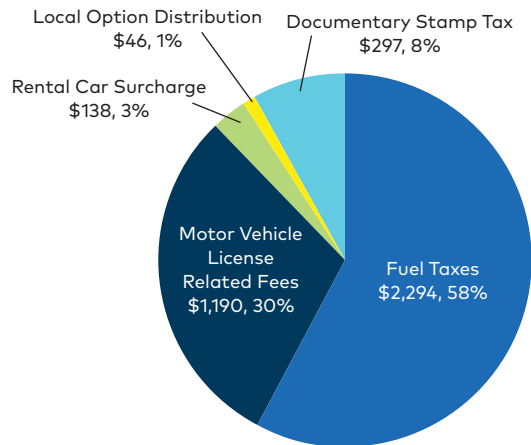
With over 126 million visitors each year and more than 900 people moving to Florida each day, the state's transportation infrastructure is rapidly declining. Our roads and bridges are getting older and falling into disrepair, costing more to maintain and improve. Some of these increased costs are directly attributable to technological advancements that are necessary to implement a "smart transportation infrastructure" where train stations, bus stops, airports, and car- and bike-sharing stations become integrated parts of one big open high-speed connected communications network.

Additionally, Florida's crumbling infrastructure and long traffic drive times affect public safety. Roads filled with potholes or instances where traffic is at a standstill directly impact the ability of police and firefighters to respond to accidents or crime scenes.

Transportation projects are often the catalyst for economic development and the result of growth within a community. Florida's municipalities need a transportation program that adequately funds our state's transportation needs, takes a smart approach to all forms of transportation, and provides local governments with the certainty they need for planning and funding transportation projects. ■

### STATE TAXES AND FEES DEPOSITED IN STATE TRANSPORTATION TRUST FUND FISCAL YEAR 2018

(Amount in Millions)



**Source:** Transportation Revenue Estimating Conference (12/06/18), Documenting Stamp Tax Revenue Estimating Conference (12/18/18).

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# WATER RESOURCES



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## STATEMENT:

Water is an essential public asset that benefits Florida's economy, residents, visitors and environment. Presently, Florida spends less than 1/10 of 1 percent of its entire state budget on water supply and water quality improvements.

The Florida League of Cities SUPPORTS legislation to address Florida's water quality crisis and water supply deficiencies that:

- ▶ provides for an annual assessment of the state's water infrastructure and water quality improvement needs at the state, regional and local levels.
- ▶ establishes a framework for a state water infrastructure and water quality funding program that includes objective criteria tied to beneficial returns on investment, sustainable utility prac-

tices and intergovernmental coordination.

- ▶ identifies potential sources of funding or financing.

## BACKGROUND:

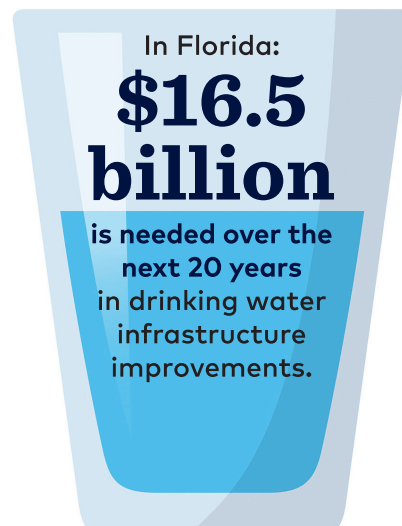
- ▶ Water is an essential public asset that benefits Florida's economy, residents, visitors and environment.
- ▶ Florida's ability to meet its future water needs exceeds available supply and infrastructure.
- ▶ As much as \$48.71 billion may be needed over the next 20 years to meet needs for drinking water and wastewater, flood control, nutrient pollution, Everglades restoration, and beach and inlet erosion.
- ▶ The State of Florida should obtain an accurate assessment of current and future water infrastructure needs, identify potential funding

# \$69 billion

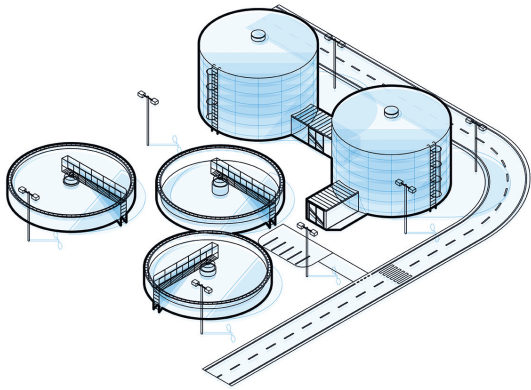
in coastal property in Florida that is not at risk today could flood at high tide by 2030



**Source:** "Come Heat and High Water: Climate Risk in the Southeastern U.S. and Texas," July 2015, Risky Business Project.



**Source:** EPA Drinking Water Infrastructure Needs Survey and Assessment - Fifth Report to Congress, September 2015.



# \$21.8 billion

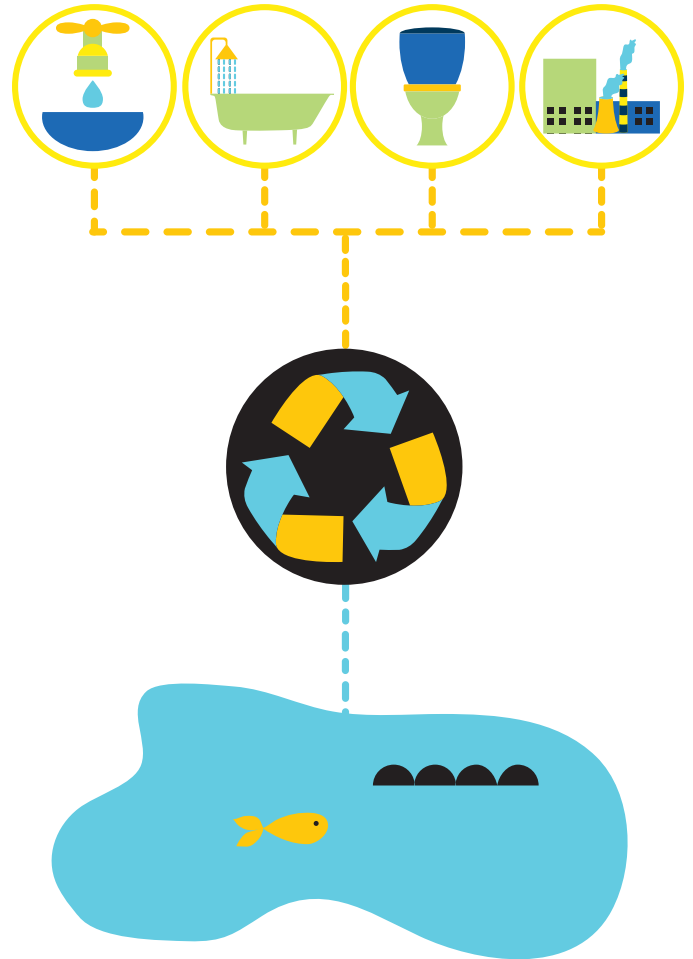
is needed for wastewater infrastructure improvements by 2020

Source: EPA 2015 Drinking Water Infrastructure Needs Survey and Assessment, Florida.

sources, and develop a long-term water supply and water quality funding program based on identified needs, objective criteria, and intergovernmental partnerships and coordination.

- ▶ Legislation is needed to direct the Department of Environmental Protection to develop a comprehensive and need-based assessment of the state's water resources, including an assessment of the funding needed to meet current and future demands.
- ▶ Legislation should also identify potential funding sources for a long-term, dedicated and recurring source of state funding for water supply and water quality improvement projects and measures.
- ▶ Legislation should establish the framework for a water supply infrastructure and water quality improvements grant program with local match requirements and transparent funding criteria. ■

There are over **1,700** water body segments throughout Florida impaired for water quality



Source: Department of Environmental Protection 2018 Comprehensive Verified List.

GRAPHICS@GETTYIMAGES

# OTHER ISSUES OF IMPORTANCE

## Affordable Housing

### STATEMENT:

The Florida League of Cities SUPPORTS legislation that requires all monies from the Sadowski State and Local Housing Trust Fund be used only for Florida's affordable housing programs.

## Annexation

### STATEMENT:

The Florida League of Cities SUPPORTS legislation that facilitates the municipal annexation of unincorporated areas, while protecting private property rights and respecting municipal boundaries.

## Cybersecurity

### STATEMENT:

The Florida League of Cities SUPPORTS legislation dedicating state resources for the development and enhancement of municipal cybersecurity by providing funding for technical assistance, threat assessments, employee training, infrastructure improvements and data protection, including the protection of exempt and confidential information such as law enforcement personnel information and building plans for government and recreational buildings and infrastructure.

## Digital Divide

### STATEMENT:

The Florida League of Cities SUPPORTS legislation that reduces the digital divide and expands broadband internet access to all underserved areas of the state. This includes:

- ▶ funding a study to identify areas of Florida that are underserved by traditional broadband providers.
- ▶ removing statutory barriers for local governments

to provide telecommunication services and open competition for affordable Internet service.

- ▶ increasing public funding for construction of broadband infrastructure.

## Local Business Tax Protection

### STATEMENT:

The Florida League of Cities SUPPORTS legislation that protects general revenues collected from the local business tax. These revenues are used to provide essential municipal services such as public safety and constructing and maintaining roads and bridges, public parks and open spaces. Maintaining a diversified revenue base strengthens the fiscal stability of local governments and improves their ability to serve citizens and businesses and protect the public.

## Medical Marijuana

### STATEMENT:

The Florida League of Cities SUPPORTS legislation restoring municipal authority to regulate medical marijuana facilities within municipal boundaries.

## Resiliency

### STATEMENT:

The Florida League of Cities SUPPORTS the Office of Resilience and Coastal Protection and will SUPPORT legislation to fund and coordinate state resiliency programs with those of local governments.

## Smoke-Free Zones in City Parks

### STATEMENT:

The Florida League of Cities SUPPORTS legislation authorizing cities to establish smoke-free zones within the boundaries of a city park. ■

# 2020 FLORIDA LEAGUE OF CITIES LEGISLATIVE AFFAIRS TEAM



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- Charter Counties
- Charter Schools
- Emergency Management
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# LEGISLATIVE POLICY COMMITTEES

The following city officials served as chairs and vice chairs of the Florida League of Cities legislative policy committees. We thank them and the hundreds of municipal officials who participated in the development of these legislative priorities.

## FINANCE, TAXATION AND PERSONNEL

Chair: **Vice Mayor Paul R. Shalhoub**, Town of Lake Clarke Shores

Vice Chair: **Council Member Robert Yaffe**, Town of Bay Harbor Islands

## LAND USE AND ECONOMIC DEVELOPMENT

Chair: **Councilwoman Jolien Caraballo**, City of Port St. Lucie

Vice Chair: **Mayor William (Bill) Capote**, City of Palm Bay

## MUNICIPAL ADMINISTRATION

Chair: **Council Member Dan Saracki**, City of Oldsmar

Vice Chair: **Vice-Mayor Kimberly Glas-Castro**, Town of Lake Park

## TRANSPORTATION AND INTERGOVERNMENTAL RELATIONS

Chair: **Councilman Elvis R. Maldonado**, City of Homestead

Vice Chair: **Commissioner Gigi Simmons**, City of Gainesville

## UTILITIES, NATURAL RESOURCES AND PUBLIC WORKS

Chair: **Deputy Mayor Stuart Glass**, Town of Indialantic

Vice Chair: **Councilman Rick Williams**, City of Cape Coral

The Action Agenda reflects the priorities of 412 municipalities, as prepared by the Florida League of Cities' five legislative policy committees and adopted by the full membership at the League's 93rd Annual Conference, August 17, 2019, in Orlando.

# 2019-2020 OFFICERS



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## **SECOND VICE PRESIDENT**

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The Florida League of Cities is the united voice for Florida's municipal governments. Its goals are to serve the needs of Florida's cities and promote local self-government.

Florida's city officials formed as a group of municipal governments for the first time in 1922. They wanted to shape legislation, share the advantages of cooperative action, and exchange ideas and experiences. Growing from a small number of cities and towns, our membership now represents 412 cities, towns and villages in the Sunshine State.

The League is the premier provider of many products and services developed especially for Florida's cities. Our strength and success are dependent upon the support and participation of our members.



For more information on the League's legislative initiatives, please contact:

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