



**INTERGOVERNMENTAL RELATIONS, MOBILITY, AND
EMERGENCY MANAGEMENT COMMITTEE**

**Friday, September 26, 2025
10:00 a.m. – 2:00 p.m. ET**

**Meeting Room: Orange Ballroom EF
Hilton Orlando
6001 Destination Parkway
Orlando, FL 32819**

FLC Staff Contact: Rebecca O'Hara



..... FLORIDA LEAGUE OF CITIES



Agenda



**Intergovernmental Relations, Mobility, and Emergency Management
Legislative Policy Committee
Friday, September 26, from 10:00 a.m. to 2:00 p.m.
Hilton Orlando – Meeting Room: Orange Ballroom EF
6001 Destination Parkway, Orlando, Florida**

AGENDA

- I.** Introduction and Opening Remarks.....**Chair Chris Cloudman**
Mayor, City of DeLand
- II.** [FLC Policy Committee Process for 2025-2026](#)..... **Chair Cloudman**
- III.** Status of 2025 Priority and Policy Statement **Rebecca O’Hara, FLC Staff**
- IV.** Summary of Key 2025 Legislation.....**Staff**
- V.** Potential 2026 Priority and Policy Issues
 - a. Clarification of [SB 180 \(2025\)](#) **Chair Cloudman**
 - b. Municipal Election Dates..... **Chair Cloudman**
 - c. Assistance to Special Needs Population
in an Emergency or Natural Disaster **Commissioner Omar Arroyo**
City of Haines City
 - d. Sidewalk and Pavement Art Permits.....**Mayor Liz Alpert**
City of Sarasota
 - e. Electric Vehicles (2025 Priority) **Chair Cloudman**
 - f. Annexation (2025 Policy Position)..... **Chair Cloudman**
- VI.** Committee Discussion **Chair Cloudman**
- VII.** Additional Information **Chair Cloudman**
 - a. Key Legislative Dates
 - b. Key Contacts – [Click HERE to sign up](#)
 - c. [2025 Legislative Session Final Report](#)
- VIII.** Closing Remarks..... **Chair Cloudman**
- IX.** Adjournment

Breakfast and Lunch provided by the Florida League of Cities

WiFi is Available
Network: FLCPC0925
Access Code: FLCPC0925



Committee Roster

CHAIR:

The Honorable Christopher Cloudman

Mayor, City of DeLand

VICE CHAIR:

The Honorable Shaun Ferguson

Councilman, City of Rockledge

MEMBERS:

Molly Alleger

City Clerk, City of Jacksonville Beach

Jeremy Allen

Village Manager, Village of Tequesta

The Honorable Linda Allen

Councilmember, Town of Hypoluxo

The Honorable Liz Alpert

Mayor, City of Sarasota

The Honorable Omar Arroyo

Commissioner, City of Haines City

The Honorable Pat Bates

Mayor, City of Altamonte Springs

The Honorable Michael Blake

Mayor, City of Cocoa

The Honorable Keith Britton

Councilmember, City of Oviedo

The Honorable Doug Bryant

Councilmember, City of Mount Dora

Debon Campbell

Development & Intergovernmental
Affairs Officer, City of Miramar

The Honorable Charles (Chase) Chambliss

Mayor, Town of Palm Shores

The Honorable Andrew Connors

Mayor, City of Titusville

The Honorable Nancy Z. Daley

Vice Mayor, City of Lake Alfred

The Honorable Lisa Kane DeVitto

Commissioner, City of Crescent City

The Honorable Clifton E. Dollison

Commissioner, City of Winter Haven

The Honorable Yvette Drucker

Councilmember, City of Boca Raton

The Honorable Joe Elliott

Commissioner, City of Wildwood

The Honorable Pete Emrich

Vice Mayor, City of North Port

The Honorable Betty Erhard

Councilmember, City of Brooksville

The Honorable Mary Estimé-Irvin

Councilwoman, City of North Miami

The Honorable Alex Fernández

Commissioner, City of Miami Beach

Lanelda D. Gaskins

Town Clerk, Town of Highland Beach

The Honorable Penny Gold

Commissioner, Town of Longboat Key

The Honorable Adam Greenway

Councilmember, City of Frostproof

The Honorable Michael Hensley
Vice Mayor, Town of Lake Park

The Honorable Peter Hernandez
Commissioner, City of Hollywood

The Honorable Denise Horland
Councilmember, City of Plantation

Steven Hunnicutt
Assistant City Manager, City of
Davenport

The Honorable Curtis Johnson
Commissioner, City of Fort Pierce

The Honorable Debra Jones
Councilmember, City of Williston

The Honorable Allan Kaulbach
Mayor, City of Atlantis

Steve Kennedy
City Manager, City of Green Cove
Springs

Zayteck Marin
Assistant to the City Manager, City of
Belle Glade

The Honorable Kem Mason
Vice Mayor, Town of Lantana

The Honorable Robert Mathis
Councilmember, Town of Lake
Hamilton

The Honorable Dana Middleton
Vice Mayor, City of Palm Beach
Gardens

The Honorable Wes Morrison
Mayor, City of Cape Canaveral

The Honorable JohnPaul O'Connor
Mayor, City of Westlake

The Honorable Steve Osmer
Mayor, City of Satellite Beach

Nikesh Patel
City Engineer, City of Sarasota

The Honorable Trish Pfeiffer
Commissioner, City of Bartow

The Honorable David Pickett
Councilman, City of Port St. Lucie

The Honorable Cade Resnick
Deputy Mayor, City of Winter Springs

The Honorable Linda Robinson
Commissioner, City of Davenport

Daphnee Sainvil
Public Affairs Manager, City of Fort
Lauderdale

Major Steve Scelfo
Police Major, City of Fort Lauderdale

The Honorable Kimberly Schmitz
Vice Mayor, Village of Palm Springs

Janice Shackelford
City Clerk, City of Quincy

The Honorable Sylvia Sharps
Councilwoman, Village of Royal Palm
Beach

Kyle Shephard
Director of Intergovernmental &
Legislative Affairs, City of Orlando

The Honorable Nancy Sikes-Kline
Mayor, City of St. Augustine

The Honorable Michael Smith
Commissioner, City of Largo

The Honorable Trish Springer
Councilor, City of Seminole

The Honorable Douglas Stauffer
Councilmember, City of Niceville

The Honorable Andrea Young
Mayor, City of West Melbourne

The Honorable Malise Sundstrom
Councilmember, Town of Jupiter

The Honorable April Sutton
Councilmember, City of Mary Esther

The Honorable Greg Sutton
Councilman, City of Jacksonville Beach

The Honorable Monique Taylor
Councilwoman, City of Waldo

The Honorable Claudia Thomas
Commissioner, City of Sanford

The Honorable Walter P. Thompson
Commissioner, City of Florida City

Marieke vanErven
Acting City Manager, City of Dade City

The Honorable Robert Walker
Commissioner, City of Dunedin

Nick Walsh
Support Services Director, City of
Satellite Beach

Billy Weinshank
Emergency Operations Division
Director, City of Port St. Lucie

Ian Whitney
Associate Director of Government
Affairs, City of Tampa

The Honorable Dianne Williams-Cox
Mayor Pro Tem, City of Tallahassee

The Honorable Steve Wilson
Mayor, City of Belle Glade

The Honorable Normita Woodard
Mayor Pro Tem, City of Dade City



FLC Policy Committee Process for 2025-2026



2025-2026 FLC LEGISLATIVE POLICY PROCESS

The Florida League of Cities' (FLC's) Charter and Bylaws specify that the League shall engage only on legislation that pertains directly to "municipal affairs." "Municipal affairs" refers to issues that directly pertain to the governmental, corporate, and proprietary powers to conduct municipal government, perform municipal functions, render municipal services, and raise and expend revenues. Protecting Florida's cities from egregious, far-reaching attacks on Home Rule powers will always be the top priority.

Each year, municipal officials from across the state volunteer to serve on the League's legislative policy committees. Appointments are a one-year commitment and involve developing the League's Legislative Platform. The Legislative Platform addresses priority issues of statewide interest that are most likely to affect daily municipal governance and local decision-making during the upcoming legislative session.

Policy committee members also help League staff understand the real-world implications of proposed legislation, and they are asked to serve as advocates throughout the year. To get a broad spectrum of ideas and to better understand the impact of League policy proposals on rural, suburban, and urban cities of all sizes, it is ideal that each of Florida's cities be represented on one or more of the legislative policy committees.

There are currently five standing legislative policy committees:

DEVELOPMENT, CODE COMPLIANCE, AND REDEVELOPMENT COMMITTEE:

This committee addresses development, redevelopment, housing, community planning, zoning, eminent domain, property rights, short-term rentals, code enforcement, building and fire code, building permitting, and concurrency management.

FINANCE AND TAXATION COMMITTEE: This committee addresses general finance and tax issues, fees, assessments, infrastructure funding, local option revenues, pension issues, revenue sharing, franchise fees, Communications Services Tax (CST), and ad valorem.

INTERGOVERNMENTAL RELATIONS, MOBILITY, AND EMERGENCY

MANAGEMENT COMMITTEE: This committee addresses transportation, municipal roads, traffic safety, municipal airports, drones, vertiports, ports, telecommunications, broadband, use of public rights-of-way, parking, signage, emergency management, homelessness, charter counties, annexation, ethics for public officers and employees, elections, special districts, and general preemptions.





2025-2026 FLC LEGISLATIVE POLICY PROCESS

MUNICIPAL OPERATIONS COMMITTEE: This committee addresses government operations, municipal service delivery, cybersecurity, technology, public safety, public meetings, public records, public property use and management, procurement, personnel, insurance, collective bargaining, workers' compensation, liability, and sovereign immunity.

UTILITIES, NATURAL RESOURCES, AND PUBLIC WORKS COMMITTEE: This committee addresses coastal management, environmental permitting, hazardous and toxic wastes, recycling, solid waste collection and disposal, stormwater, wastewater treatment and reuse, water management, water quality and quantity, resiliency, brownfields, and municipal utilities.

Due to Sunshine Law issues, only one elected official per city can be represented on a legislative policy committee, but a city could have an elected and a non-elected city official on each of the five policy committees. Appointments are made by the League president based upon a city official's support and advocacy of the Legislative Platform and participation at meetings, Legislative Action Days, and other legislative-related activities.

The Florida Legislature convenes the 2026 Legislative Session on January 13. The League's legislative policy committee meetings commence in September and meet three times. No new issues will be considered by a legislative policy committee after the second committee meeting. At the last meeting, each of the five policy committees adopts ONE legislative priority. In addition, a legislative policy committee may, but is not required to, recommend ONE policy position related to other relevant issues. The policy position must satisfy the same criteria for legislative priorities. Priority and policy position statements are capped at 75 words and must embrace a single subject by not combining multiple unrelated issues into one statement. Adhering to these principles ensures clarity, focus, and consistency in the League's advocacy efforts. Recommended legislative priorities and policy positions will be considered by the Legislative Committee. The Legislative Committee may, if necessary, edit statements to ensure compliance with these requirements. If favorably considered by the Legislative Committee, they will be considered by the general membership. If adopted by the general membership, the policy priorities and policy positions may be published as the League's Legislative Platform and communicated to legislators and others, as appropriate.

2025-2026 FLC LEGISLATIVE POLICY PROCESS

The Legislative Committee is composed of:

- ▶ Each legislative policy committee chair and the chairs of the other standing committees
- ▶ The president of each local and regional league
- ▶ The presidents of several other municipal associations
- ▶ Chairs of the municipal trust boards
- ▶ Several at-large members appointed by the League president

2025 Legislative Policy Committee Meeting Dates

- ▶ September 26, 2025, 10:00 a.m. to 2:00 p.m. at the Hilton Orlando, 6001 Destination Parkway, Orlando, FL 32819
- ▶ October 17, 2025, 10:00 a.m. to 2:00 p.m. at the Hilton Orlando, 6001 Destination Parkway, Orlando, FL 32819
- ▶ December 4, 2025, from 10:00 a.m. to 12:00 p.m. during the FLC Legislative Conference at the Renaissance Orlando at SeaWorld, 6677 Sea Harbor Drive, Orlando, FL 32821

If you are interested in serving or learning more, please contact Mary Edenfield at 850.701.3624 or medenfield@flcities.com.





FREQUENTLY ASKED QUESTIONS: 2025-2026 FLC LEGISLATIVE POLICY PROCESS

What is an FLC legislative policy committee?

- ▶ Policy committees help set the Legislative Platform for the Florida League of Cities (FLC) and Florida's municipalities in advance of the next legislative session.
- ▶ The five policy committees include the Development, Code Compliance, and Redevelopment Committee; Finance and Taxation Committee; Municipal Operations Committee; Intergovernmental Relations, Mobility, and Emergency Management Committee; and Utilities, Natural Resources, and Public Works Committee.
- ▶ Committees are made up of municipal officials from across the state.

When and how do I sign up for a policy committee?

- ▶ Sign-up opens in June each year.
- ▶ To sign up, contact Mary Edenfield at medenfield@flcities.com for the sign-up link or go to flcities.com.
- ▶ The FLC President makes the committee appointments, and appointments are announced in August after the FLC Annual Conference.

Can I serve on more than one policy committee?

- ▶ No. All committees meet simultaneously.

When are the meetings, and is there a virtual option?

- ▶ This year, committee meetings take place in person in Orlando in September, October, and December during the FLC Legislative Conference.
- ▶ There is no virtual meeting option; meetings are in person.



FREQUENTLY ASKED QUESTIONS: 2025-2026 FLC LEGISLATIVE POLICY PROCESS

How do I submit a policy issue for a committee to consider?

- ▶ If you want a committee to consider an issue as a League priority, contact the committee staff person before the September or October policy committee meeting.
 - **David Cruz**, FLC Legislative Counsel, staffs the Development, Code Compliance, and Redevelopment Committee.
 - **Charles Chapman**, Legislative Consultant, staffs the Finance and Taxation Committee.
 - **Sam Wagoner**, FLC Legislative Advocate, staffs the Municipal Operations Committee.
 - **Rebecca O'Hara**, FLC Deputy General Counsel, staffs the Intergovernmental Relations, Mobility, and Emergency Management Committee.
 - **Matt Singer**, FLC Legislative Advocate, staffs the Utilities, Natural Resources, and Public Works Committee.
- ▶ No new issues can be presented after the October meeting.

What can I expect at each meeting?

- ▶ First meeting in September: Discussions begin regarding potential priorities and policy positions.
- ▶ Second meeting in October: Discussions continue, and the committee may narrow down the list of considerations.
- ▶ Final meeting in December: The committee votes on one priority and one optional policy position, finalizing the text for the priority/policy position statements.

When will I get the meeting agenda?

- ▶ Meeting packets containing the agenda and related materials will be emailed to committee members one week before the meeting.
- ▶ You should bring a printed copy or your device to the meeting.
- ▶ Meeting packets are also available on flcities.com under the Advocacy tab.

Does FLC cover any meeting expenses?

- ▶ The League provides breakfast and lunch on the meeting date.





Status of 2025 Priority and Policy Statement

2025 Priority & Policy Status Update
Intergovernmental Relations, Mobility & Emergency Management Committee

2025 Priority – Electric Vehicles

The Florida League of Cities SUPPORTS legislation that ensures all vehicles, regardless of fuel type, contribute fairly to the funding of Florida’s transportation infrastructure, which will allow cities to maintain safe and reliable roads for all residents.

Status

SB 462 (DiCeglie) and SB 1662 (Collins) would have established monthly distributions from the state sales tax collected on electricity consumed at public electric vehicle charging stations to the State Transportation Trust Fund, dedicating an estimated \$50-75 million annually to offset the impact of EVs on transportation infrastructure. The League supported this language. The language was ultimately removed from both bills before final passage amid broader legislative discussions about limiting new spending.

2025 Policy Position - Annexation

The Florida League of Cities SUPPORTS legislation that facilitates the municipal annexation of unincorporated areas in a manner that respects municipal boundaries, protects private property rights and encourages cooperation between municipal and county governments.

Status

The only annexation legislation filed was a bill that requires municipalities to notify all members of the county legislative delegation in writing when proposing to annex state-owned land. This bill, SB 384 (Burton), passed and was signed into law.



Summary of Key 2025 Legislation

2025 Key Legislation

Intergovernmental Relations, Mobility, and Emergency Management

BILLS THAT PASSED

Ethics & Elections

Ethics

CS/SB 348 (Gaetz) prohibits candidates, elected public officers, appointed public officers, and public employees from knowingly misrepresenting their Armed Forces of the United States service records, awards, or qualifications. The bill also prohibits these individuals from wearing any uniform, medal, or insignia that they are not authorized to wear. In addition, the bill clarifies that a civil or restitution penalty under the Code of Ethics for Public Officers and Employees is considered delinquent if the penalty has not been paid within 90 days of its imposition by the Commission on Ethics. It requires the Florida Attorney General to determine whether the individual owing the penalty is a current public officer or employee and, if so, to notify the appropriate governing body of the penalty owed. Upon receipt and verification of such notice from the Attorney General, the bill requires the appropriate governmental entity to begin withholding a specified percentage of salary payment until the fine is satisfied. The governmental entity may retain an additional amount to cover its administrative costs incurred. The bill authorizes the Attorney General to refer any unpaid penalty to the appropriate collection agency and to take any action to collect any unpaid penalty imposed within 20 years after the date the penalty is imposed.

Effective date: July 1, 2025.

Approved by Governor: Ch. 2025-85, Laws of Florida.

Annexation

Annexing State-owned Lands

CS/CS/SB 384 (Burton) requires a municipality seeking to annex state-owned lands to notify each member of the legislative delegation of the county in which the land is located when the advertisement for the first public hearing is published.

Effective date: July 1, 2025.

Approved by Governor: Ch. 2025-31, Laws of Florida.

Emergency Management

Abandoning Restrained Dogs During Natural Disasters

CS/SB 150 (Gaetz) provides that any person who restrains a dog outside during a natural disaster and thereafter abandons the dog commits a third-degree felony, punishable as provided in section 775.082, Florida Statutes, or by a fine of not more than \$10,000, or both.

Effective date: October 1, 2025.

Approved by Governor: Ch. 2025-101, Laws of Florida.

Emergencies

CS/CS/SB 180 (DiCeglie) addresses comprehensive reforms for emergency management and contains provisions impacting the adoption of comprehensive plan amendments, land development regulations, and land development review procedures during a post storm period.

The bill includes the following provisions:

- Prohibits local construction and reconstruction moratoriums, as well as “more burdensome or restrictive” comprehensive plan amendments and land development regulations for counties within a 100-mile radius of the track of a declared hurricane. This limitation applies for one year following a declared storm. The bill also creates a cause of action to enjoin violations of this section.
- Requires the Division of Emergency Management (FDEM) to specify the minimum number of training hours that county and municipal administrators, county or municipal managers, county or municipal public works directors, or other officials responsible for the construction and maintenance of public infrastructure must complete biennially and authorizes a non-profit organization, such as FAC, to provide the required emergency management training programs to local emergency personnel, pending Division of Emergency Management approval of the curriculum.
- Requires all state and local government contracts for goods or services related to emergency response entered into, renewed, or amended on or after July 1, 2025, include a provision that, upon breach during an emergency recovery period, the contractor is required to pay actual, consequential, and liquidated damages and a \$5,000 penalty. The bill defines “emergency recovery period” as the one-year period that begins on the date the Governor initially declared a state of emergency for a natural emergency.
- Requires local governments to coordinate with water management districts and other stormwater management system operators to identify critical infrastructure within their stormwater service area. The Department of Environmental Protection is then required to maintain an inventory of these critical structures, as well as maintenance and inspection schedules for each, as part of a Flood Inventory and Restoration Report submitted to FDEM.
- Requires a county or city to develop a post-storm permitting plan.
- Requires a county or city to maintain emergency preparation and response information on their public website.
- Revises the hurricane evacuation clearance time for the Florida Keys Area of Critical State Concern. This threshold corresponds to allowable growth within the area.
- Provides that the Department of Environmental Protection may waive or reduce the beach management project match requirements for counties impacted by erosion caused by Hurricane Debby, Hurricane Helene, or Hurricane Milton.
- Requires that agricultural equipment in disuse for 60 days due to Hurricane Debby, Hurricane Helene, or Hurricane Milton be assessed at salvage value on the 2025 property tax roll.
- Requires the Florida Division of Emergency Management (FDEM) to prioritize shelter retrofit funding for projects in counties with shelter deficits and certain publicly owned projects.

- Requires political subdivisions to annually notify the FDEM of their designated emergency contact.
- Revises the FDEM public shelter space reporting, planning, and funding requirements.

More specifically, addressing:

Post-Storm Growth Management Prohibitions: Local governments will be subject to land development regulation prohibitions during a post-storm period. The bill contains two separate preemptive sections: Section 18 and 28. Section 28 applies retroactively to Hurricanes Debby, Helene, and Milton, provides exceptions for the prohibition, and establishes a cause of action relating to violations of the section. Section 18 applies prospectively to impacted local governments as defined in the bill. Specifically, for one year after a hurricane makes landfall, section 18 of the bill prohibits a county listed in a federal disaster declaration, or a municipality located within such county, that is located entirely or partially within 100 miles of a hurricane's track from proposing or adopting:

- A moratorium on construction, reconstruction, or redevelopment of any property;
- A more restrictive or burdensome amendment to its comprehensive plan or land development regulations; or
- A more restrictive or burdensome procedure concerning review, approval, or issuance of a site plan, development permit, or development order.

A comprehensive plan amendment, land development regulation amendment, site plan, development permit, or development order approved or adopted by an impacted local government before or after the effective date of this act may be enforced if:

- The associated application is initiated by a private party other than the impacted local government and the property that is the subject of the application is owned by the initiating private party;
- The proposed comprehensive plan amendment was submitted to reviewing agencies pursuant to s. 163.3184 before landfall; or
- The proposed comprehensive plan amendment or land development regulation is approved by the state land planning agency pursuant to s. 380.05.

2024 Storms: For each county listed in the Federal Disaster Declaration for Hurricane Debby (DR-4806), Hurricane Helene (DR-4828), or Hurricane Milton (DR-4834), and each municipality within one of those counties, the bill provides similar prohibitions on construction moratoriums, and the adoption of more restrictive or burdensome comprehensive plan amendments, LDRs, and review and approval procedures. The prohibitions apply retroactively from August 1, 2024, until October 1, 2027, and any moratorium or restrictive or burdensome comprehensive plan amendment, land development regulation, or procedure adopted during that period is null and void *ab initio*. Any comprehensive plan amendment, land development regulation amendment, site plan, development permit, or development order approved or adopted by a county or municipality before or after the effective date of this act may be enforced if:

- The associated application is initiated by a private party other than the county or municipality; and
- The property that is the subject of the application is owned by the initiating private party.

Both sections 18 and 28 create a cause of action to enjoin violations of such sections. If the prohibitions are violated, the bill provides a procedure for a person such as a resident or an owner of a business to file suit against a local government for declaratory and injunctive relief. Before a plaintiff can sue, however, the plaintiff must provide the local government 14 days to withdraw or revoke the action or otherwise declare it void. Ultimately, if the matter is resolved in favor of the person, resident or business owner bringing suit, the prevailing plaintiff is entitled to reasonable attorney fees and costs.

LDR Study: The Office of Program Policy Analysis and Government Accountability (OPPAGA) shall conduct a study on actions taken by local governments after hurricanes which are related to comprehensive plans, land development regulations, and procedures for review, approval, or issuance of site plans, permits, or development orders. The study must focus on the impact that local governmental actions, including moratoriums, ordinances, and procedures, have had or may have on construction, reconstruction, or redevelopment of any property damaged by hurricanes. In its research, OPPAGA shall survey stakeholders that play integral parts in the rebuilding and recovery process. OPPAGA shall make recommendations for legislative options to remove impediments to the construction, reconstruction, or redevelopment of any property damaged by a hurricane and prevent the implementation by local governments of burdensome or restrictive procedures and processes. OPPAGA shall submit the report to the President of the Senate and the Speaker of the House of Representatives by December 1, 2025.

Stormwater Inventory and Inspection: Local governments must coordinate with water management districts and other stormwater management system operators to identify critical infrastructure within their stormwater service area. Local government also must follow an inspection schedule for such infrastructure as determined by the Department of Environmental Protection.

Public Website Requirements: Local governments are required to maintain emergency preparation and response information on their publicly accessible website. The webpage must include, at a minimum, the following information:

- An FAQ page addressing evacuation, general safety tips, generated power, food and potable water, debris cleanup, and accessing public assistance.
- Disaster supply information.
- A list of emergency shelters in the area.
- A post-disaster recovery checklist.
- Information specific to people with disabilities, including the location of a special needs shelter.

Post-Storm Permitting Plan: Each county and municipality is required to develop a post-storm permitting plan to expedite recovery and rebuilding by providing for special building permit and inspection procedures after a hurricane or tropical storm. The plan must, at a minimum:

- Ensure sufficient personnel for inspection, permitting, and enforcement tasks
- Provide alternate in-person locations for building permit services following a storm impact
- Streamline permitting procedures including, when practicable, a waiver or reduction of associated permitting fees

- Specify procedures to expedite debris removal following a storm impact

The permitting plan must be updated annually by May 1, and publish on its website a hurricane and tropical storm recovery permitting guide for residential and commercial property owners.

The guide must describe:

- The types of post-storm repairs that require a permit and applicable fees.
- The types of post-storm repairs that do not require a permit.
- The post-storm permit application process and specific modifications the county or municipality commonly makes to expedite the process, including the physical locations where permitting services will be offered.
- Local requirements for rebuilding specific to the county or municipality, including elevation requirements following substantial damage and substantial improvement pursuant to the National Flood Insurance Program (NFIP) and any local amendments to the building code.

As soon as practicable following a hurricane or tropical storm, a county or municipality within an area for which a state of emergency is declared for such hurricane or tropical storm must publish updates on its website to the information required, including any permitting fee waivers or reductions. Likewise, as soon as reasonably practicable following the landfall and passage of a hurricane or tropical storm, each county and municipality that has experienced a direct impact from a natural emergency must use its best efforts to open a permitting office at which residents can access government services for at least 40 hours per week.

Permitting Fees: For 180 days after a state of emergency is declared pursuant to s. 252.36 for a hurricane or tropical storm, a county or municipality within the area for which the state of emergency is declared may not increase building permit or inspection fees.

Impact Fees: A local government, school district, or special district may not assess an impact fee for the reconstruction or replacement of a previously existing structure if the replacement structure is of the same land use as the original structure and does not increase the impact on public facilities beyond that of the original structure. However, if the replacement structure increases the demand on public facilities due to a significant increase in size, intensity, or capacity of use, a local government, school district, or special district may assess an impact fee in an amount proportional to the difference in the demand between the replacement structure and the original structure.

NFIP and Substantial Improvement Period: A local government that is participating in the National Flood Insurance Program (NFIP) may not adopt or enforce an ordinance for substantial improvements or repairs to a structure which includes a cumulative substantial improvement period, or “lookback period”. For homestead property assessments for homes that have been damaged or destroyed by misfortune or calamity, the bill provides that maintenance or repair of the homestead property, including roof or window replacement, may not be considered a change, an addition, or an improvement. It also provides that the assessment should remain at the property’s assessed value as of the January 1 immediately before the date on which the property was damaged or destroyed when the square footage as changed or improved does not exceed 130 percent of the square footage before the damage or destruction or the total square footage does

not exceed 2,000 square feet, rather than 110 percent and 1,500 square feet. When a homestead property is elevated above the base flood elevation within a special flood hazard area, the square footage underneath the homestead property that is used solely for parking, storage, or access is not included when determining the total square footage of the homestead property. By May 1, 2026, each county and municipality must provide an online option for receiving, reviewing, and accessing substantial damage and substantial improvement letters. The county or municipality must allow homeowners to provide an e-mail address where they can receive digital copies of such letters.

Emergency Management Contact or Designee: On or before May 1 of each year, each political subdivision must notify FDEM of the person designated as its emergency contact, alternate, and update the information if there's any change in such personnel. For counties, the emergency contact must be the county's emergency management director.

Effective date: Upon becoming a law, unless otherwise provided.

Approved by Governor: Chapter 2025-190, Laws of Florida.

Transportation

Transportation

CS/CS/CS/SB 462 (DiCeglie) addresses various provisions relating to transportation. Specifically, the bill mandates that each county annually report, by January 15, detailed information to the Office of Economic and Demographic Research (EDR) regarding the use of charter county and regional transportation surtax revenues, categorized by county fiscal year. Counties must report the total surtax proceeds received, amounts allocated and spent on road and bridge projects (categorized into broad types like widening, repairs, sidewalks, and bond payments), the unexpended balances for these projects, a list of current road and bridge projects (with costs, locations, and scopes), and allocations for other allowable uses of the surtax. Counties must use the reporting format specified by EDR. In consultation with Florida Department of Transportation (FDOT), EDR will compile the reported data into a report and submit it to the Senate President, House Speaker, and FDOT.

Addressing micromobility devices, the bill updates the definition of a "micromobility device" to refer to a motorized transportation device for individual use, typically 20–36 inches wide, weighing 50 pounds or less, and operating at speeds under 15 mph but not exceeding 28 mph. It includes devices like bicycles, electric bicycles, and motorized scooters, whether owned privately or as part of a shared fleet. Additionally, the bill clarifies that while state laws regulate electric bicycles, local governments retain the authority to create their own ordinances regarding their use on streets, highways, sidewalks, and adjacent areas within their jurisdictions. The bill further specifies the authority of local governments over electric bicycles, motorized scooters, and micromobility devices to expressly include the authority to:

- Adopt an ordinance providing one or more minimum age requirements for such devices.
- Adopt an ordinance requiring an operator of such devices to possess a government-issued photographic identification.
- Provide training on safe operation of such devices and compliance with the traffic laws of this state which are applicable to such devices.

With respect to school bus infraction detection systems, the bill revises the current enforcement process for violations of law relating to passing a school bus with a displayed stop signal displayed via a school bus infraction detection system, by:

- Authorizing the owner of a motor vehicle who receives a notice of violation to request an administrative hearing with the school district or county within 60 days after the notice of violation is sent, rather than being required to contest liability within 30 days and appear in front of a court that has jurisdiction over traffic violations;
- Requiring a local hearing officer appointed by the school district or county to determine during an administrative hearing whether a violation has occurred, rather than a court;
- The local hearing officer finds that a violation has occurred, the officer must uphold the notice of violation and require the petitioner to pay the penalty and costs associated with the penalty;
- Authorizing any hearing for a contested notice of violation that is pending on the effective date of the bill to be conducted pursuant to the procedures created by the bill within one year of the bill's effective date;
- Authorizing school resource officers, in addition to school safety officers, to enforce violations on all roadways within the school district; and
- Requiring the civil penalties imposed for such violations to be remitted to the school district at least monthly.

The bill prohibits a person from operating a motor vehicle, vessel, or any other conveyance at a speed that creates an excessive wake on a flooded or inundated street or highway. The bill updates the Florida Airport Development and Assistance Act by replacing references to "airports" with "public-use airports." It expands the definition of "eligible agency" to include public-private partnerships established through leases or agreements with political subdivisions or authorities that own or aim to develop a public-use airport. Additionally, it allows municipalities, counties, or authorities owning public-use airports to partner with private entities under the FAA's Airport Investment Partnership Program. FDOT may fund discretionary improvement projects at these airports, using aviation fuel tax revenues, if appropriated funds are available. The bill also creates a pilot program with the Sarasota Manatee Airport Authority (SMAA) to evaluate the long-term feasibility of using alternative airport permitting procedures related to building code enforcement and planning coordination for public facilities. It requires FDOT to submit recommendations by December 1, 2027, to legislative leaders on expanding, amending, or ending the program. FDOT must also adopt necessary rules to implement the pilot, which is set to be repealed on June 30, 2028, unless renewed by the Legislature.

Addressing metropolitan planning organizations (MPOs), the bill modifies the legislative intent related to the establishment of MPOs to emphasize:

- The development of multimodal transportation systems, instead of surface transportation systems; and
- Serving the mobility needs of people and freight and fostering economic growth and development within and through urbanized areas of this state while balancing conservation of natural resources.

The bill restricts the creation of new MPOs after July 1, 2025, except in non-contiguous urbanized areas as defined by the U.S. Census Bureau. It removes previous requirements for new MPOs designated within existing urbanized areas. The bill also updates the criteria MPOs must consider in their long-range transportation plans (LRTP) and Transportation Improvement Programs (TIP) to include projects that conserve natural resources and reduce traffic and congestion where feasible. Additionally, it eliminates an outdated requirement for the MPOs of Hillsborough, Pasco, and Pinellas Counties to submit a consolidation feasibility report by the end of 2023. The bill mandates the FDOT to convene similarly-sized MPOs annually to share best practices and permits the creation of committees or working groups for this purpose, replacing the previous coordination rules. Finally, the bill requires that new MPO governing board members receive training provided by the FDOT and either the Center for Urban Transportation Research or the I-STREET program. The bill updates the requirements for an MPO's LRTP by allowing public-private partnerships to be included as an innovative financing method for funding projects and programs. It also revises the list of proposed transportation enhancement activities to focus on integrating advanced air mobility, autonomous, electric, and alternative-fuel vehicles, as well as electric bicycles and motorized scooters for freight, commuting, and micromobility uses. Activities such as historic preservation, water pollution mitigation from highway runoff, and outdoor advertising control are no longer required in the list. The bill introduces new accountability and transparency measures for MPOs. It permits each MPO to enter into a written agreement with the FDOT, to be reviewed and updated every five years, outlining the cooperative relationship necessary to fulfill transportation planning responsibilities under state and federal law. This agreement must define roles, responsibilities, and expectations, including the MPO's role in identifying, prioritizing, and submitting a full list of multimodal transportation projects to FDOT, while FDOT is responsible for programming the projects in the Statewide Transportation Improvement Program (STIP). Additionally, the bill requires FDOT, in collaboration with MPOs, to establish quality performance metrics such as safety, infrastructure condition, congestion relief, and mobility. MPOs must set targets for each performance measure, coordinated directly with FDOT, in their LRTPs. These targets must promote efficient and safe movement within and between metropolitan areas. MPOs are required to report annual progress in their Transportation Improvement Programs (TIPs), and FDOT must evaluate and publicly post each MPO's progress toward these targets.

The bill directs DOT to implement a Next-generation Traffic Signal Modernization Program. It specifies that the purpose of the program is to increase traffic signal interconnectivity and provide real-time optimization to improve traffic flow and enhance safety. Under the bill, the program must:

- Provide for retrofitting existing traffic signals and controllers and providing a communication backbone for remote and automated operations and management of such signals on the State Highway System and the non-state highway system.
- Prioritize signal upgrades based on average annual daily traffic and the impact of adding to an existing interconnected system.
- Use at least one advanced traffic management platform that uses state-of-the-art technology and that complies with leading cybersecurity standards, such as SOC 2 and ISO 27001, ensuring robust data protection.

The bill provides that the two members of the Greater Miami Expressway Agency appointed by the Miami-Dade County Board of County Commissioners must be residents of an unincorporated portion of the county and reside within 15 miles of an agency toll road. Lastly, the bill declares that widening Interstate 4 (I-4) between U.S. Highway 27 in Polk County and Interstate 75 in Hillsborough County is a matter of public and strategic importance for enhancing regional transportation. It directs FDOT to create a detailed report outlining the costs and schedule for project development, environmental studies, design, land acquisition, and construction. The report must also identify any funding shortfalls and propose strategies to address them, including the use of express lane toll revenues and other available FDOT funds for public-private partnerships. FDOT is required to submit the report to the Governor, the Senate President, and the House Speaker by December 31, 2025.

Effective date: July 1, 2025, unless otherwise provided.

Approved by Governor: Chapter 2025-149, Laws of Florida.

Transportation

CS/CS/CS/SB 1662 (Collins) represents another major piece of legislation addressing various transportation-related provisions. Concerning seaports, the bill:

- Provides that the purpose of the Florida Seaport Transportation and Economic Development (FSTED) Council is to support the growth of seaports through the review, development, and financing of seaport facilities, including the construction of facilities connecting ports with space and aerospace industries.
- Authorizes space-related and commercial shipbuilding and manufacturing projects to receive FSTED funding.
- Prohibits state funding to seaports in a county with a spaceport territory unless the seaport agrees to not convert cargo facilities to other purposes unless the conversion is approved by the seaport's governing body and the project is approved by the Legislature.
- Requires each seaport to submit a semiannual report regarding its seaport operations and its support of Florida's economic competitiveness and supply chain. The report must include details regarding bulk break capacity, liquid, fuel, and container capacities, and any notable supply chain disruptions within the reporting period.

Concerning airports, the bill:

- Requires each commercial service airport operator to maintain a comprehensive airport infrastructure program to ensure the ongoing preservation of the facilities. Each airport must annually certify to FDOT that it has established and maintained such program beginning on November 1, 2025.
- Updates statutory definitions related to airport licensing and authorizes the creation of private airports of public interest.
- Requires private airports of public interest to receive a 5-year certificate from FDOT by July 1, 2030, to operate and establishes requirements for obtaining such certificate.
- Prohibits airports from charging new landing fees for aircraft operations related to flight training operations conducted by certain academic institutions.

- Authorizes FDOT, in coordination with the Departments of Commerce and Environmental Protection, to fund projects, including projects associated with critical infrastructure facilities, that support space-related facilities.
- Requires that airports provide FDOT with the opportunity to use certain airport property, at no cost to the state, as a staging area during declared states of emergency related to natural disasters for up to 60 days.
- Adds additional project types to those eligible for priority funding from FDOT, including certain terminal and parking expansions; safety and efficiency improvements; and technology, workforce development, and intermodal connectivity projects. FDOT's airport funding is also expanded to include workforce development projects by postsecondary institutions, transition projects for military personnel, and strategic investment projects paying 1000 percent of costs to maximize opportunities in tourism.
- Requires commercial service airports to notify FDOT within 48 hours after receiving certain communications from the federal government, and after cybersecurity breaches, certain disruptions in airport operations, or certain incidents on airport property.
- Incorporates non-hub airports into the commercial service airports transparency and accountability requirements and amends such requirements for all commercial service airports.
- Directs FDOT to provide the following regarding “Advanced Air Mobility” systems:
 - Address the need for vertiports and advanced air mobility systems within the statewide aviation system plan and FDOT Work Plan.
 - Designate an advanced air mobility expert to serve as a resource to local governments concerning advances in aviation technology.
 - Review existing airport hazard zone regulations.
 - Develop, in coordination with the Department of Commerce, an advanced air mobility system plan, which must identify corridors of need and areas for potential industry growth.

Other provisions include:

- Directs the Florida Transportation Commission to monitor any transit entity receiving funding under the public transit block grant program.
- Requires FDOT to submit a report identifying transit providers, transportation authorities, airports, and seaports that have adopted or promoted energy policy goals inconsistent with the energy policy of the state.
- Authorizes the state to withhold state transportation funds to local jurisdictions whose traffic signals are not in compliance with FDOT’s uniform standards for traffic control.
- Creates an intermodal logistics center (ILC) working group within FDOT, to help coordinate the planning and development of intermodal logistics centers in the state. The working group is directed to evaluate the current state of ILC’s and their specific regional needs, evaluate current freight and passenger rail capacity, potential improvements to attract businesses to existing ILC’s, and a long-term statewide strategy regarding ILC’s. The working group is directed to submit a corresponding report to the Governor and Legislature by January 1, 2027.
- Revises the composition of the Jacksonville Transportation Authority: four of the seven members are to be appointed by the Governor, and must be residents of Duval, Clay, St. Johns, and Nassau counties, respectively.

Effective date: July 1, 2025.

Approved by Governor: Chapter 2025-155, Laws of Florida

Department of Agriculture and Consumer Services (EV's)

CS/CS/CS/SB 700 (Truenow) revises current law relating to the duties and authority of the Florida Department of Agriculture and Consumer Services (FDACS). The bill includes the following provision relating to Electric Vehicles:

- Requires local governments to issue permits for electric vehicle charging stations based solely upon the standards established by FDACS rule, which rule shall include the timeframe for approving or denying applications.

Effective date: July 1, 2025, except as otherwise provided.

Approved by Governor: Ch. 2025-22, Laws of Florida.

Utility Relocation (Right-of-Way)

CS/HB 703 (Robinson, W.) revises the process by which communications service providers must relocate facilities located in a right-of-way. The bill creates the Utility Relocation Reimbursement Grant Program within the Department of Commerce to assist communications service providers with the cost of relocating utility infrastructure when required by local governments. Under current law, when a municipality or county instructs a communications service provider subject to Chapter 202, Florida Statutes, to relocate infrastructure from the public right-of-way, the provider must begin the work upon notice, and local governments are not responsible for the relocation costs. The bill maintains that framework but establishes the grant program to reimburse providers for actual, documented costs directly attributable to the physical relocation of facilities required by the local government. The provider may apply for reimbursement of relocation expenses, subject to the availability of funds. If funds are not available, the county or municipal authority is not responsible for paying the expense of such work, except as otherwise provided in subsection 337.403(1), Florida Statutes. The bill appropriates \$50 million annually from the communications services tax to fund the program. This money is redirected from the Local Government Half-Cent Sales Tax Clearing Trust Fund, thereby reducing the amount of revenue distributed to local governments. This redirection represents a \$50 million recurring loss in shared revenue to cities and counties. The legislation directs the Department of Commerce to adopt rules specifying: the criteria and process for applying for reimbursement; the minimum documentation needed to verify eligible relocation costs; and the timeline for review and disbursement, which may not exceed 90 days from submission. The bill explicitly prohibits reimbursement for indirect or administrative costs, ensuring that only direct expenses related to relocation are eligible.

Effective date: October 1, 2025.

Approved by Governor: Ch. 2025-122, Laws of Florida.

Vessel Accountability

CS/SB 164 (Rodriguez) revises current law relating to vessel ownership, nuisance and derelict vessels, and anchoring and mooring practices. The bill deletes the definition of “owner” and replaces it with a definition for “vessel owner.” With respect to derelict vessels, the bill

authorizes a law enforcement officer to require a test of a vessel's means of propulsion to be conducted immediately if the owner or operator is present on the vessel. If the owner or operator is not present, the owner or operator must conduct the test in the presence of a law enforcement officer within 48 hours of receiving notice.

With respect to anchoring, the bill:

- Requires, beginning January 1, 2026, vessel owners to obtain a long-term, no-cost anchoring permit when engaging in long-term anchoring. "Long term anchoring" means anchoring a vessel within 1 linear nautical mile of a documented anchorage point for 14 days or more within a 30-day period.
- Specifies information that must be provided in a long-term anchoring permit application. Such permits expire 1 year after issuance. A permit may be revoked if the permitted vessel is derelict, at risk of becoming derelict, or is operated in violation of marine sanitation laws. A permit is not required if a vessel is docked at a public or private dock or moored to a permitted mooring buoy.
- Specifies that certain vessels are exempt from the long-term anchoring permit requirement and specifies that the long-term anchoring permit requirements do not supersede any other anchoring limitations established pursuant to law.

The bill provides the following noncriminal violations may be enforced by a uniform boating citation mailed to the registered owner of an unattended vessel anchored, aground, or moored on state waters: operating, using or storing a vessel with an expired registration on state waters; and anchoring a vessel within 1 linear nautical mile of a documented anchorage point for 14 or more days in a 30-day period without a long-term anchoring permit. The bill modifies current law relating to when a vessel will be declared a public nuisance to extend the time during which the violations occur from 18 to 24 months. It specifies penalties for violating long-term anchoring requirements and provides that a vessel subject to three or more violations of long-term anchoring requirements without a permit within a 24-month period must be declared a public nuisance. The bill provides the Fish & Wildlife Conservation Commission (FWC) or law enforcement officer may remove public nuisance vessels from waters of the state and will not be held responsible for damages to the vessel unless the damages result from gross negligence or willful misconduct.

It specifies that the title of a derelict vessel is prima facie evidence of ownership, and that an owner will not be exonerated from the responsibility of having a derelict vessel if the owner fails to follow the statutory procedures for transfer of ownership of a vessel. It also prohibits a person from residing on a vessel determined to be derelict. In addition, the bill expands the scope of FWC's derelict vessel removal and disposal grant program to include prevention.

Effective date: July 1, 2025, except as otherwise provided.

Approved by Governor: Ch. 2025-147, Laws of Florida.

Vessels

CS/SB 1388 (Collins) addresses vessel regulation by the Fish and Wildlife Conservation Commission. The bill also includes a preemption entitled the "Watercraft Energy Source

Freedom Act.” As defined in the bill, the term “energy source” means any source of energy used to power a watercraft (boats and personal watercraft). It prohibits a state agency, local government, or governmental entity from restricting the use or sale of a watercraft based on the energy source used to power the watercraft.

Effective date: July 1, 2025.

Approved by Governor: Ch. 2025-35, Laws of Florida.

BILLS THAT FAILED

Ethics & Elections

Election Dates for Municipal Office (Opposed)

SB 1416 (DiCeglie) would have preempted to the state the authority to establish the dates of elections for municipal office. The bill would have required elections for municipal office to be held on the same date as the November general election. If a municipality required a runoff election, the bill would have required the municipality to hold its initial election on the same date as the primary election on the Tuesday 11 weeks before the general election. The runoff then must have been held on the same date as the general election. It would have authorized municipalities to provide by ordinance for the orderly transition of office resulting from election date changes. It would have preempted to the state the authority to establish election dates for municipal elections and required that municipal recall elections be held concurrently with municipal elections under certain conditions. It would have repealed section 101.75, Florida Statutes, relating to a change in dates for cause in municipal elections. The bill would have extended the term of incumbent elected municipal officers until the next municipal election held in accordance with the new election dates required by the bill. (Wagoner)

Employee Protections (Monitored)

SB 352 (Gaetz) and **HB 495** (Benarroch) would have prohibited public employers or independent contractors from taking retaliatory personnel action against an employee who reports to the Florida Commission on Ethics a violation of the state ethics code or violation of Article II, section 8(f) of the Florida Constitution (prohibiting lobbying for compensation by current public officers and former public officers for six years following service in a public position). In addition, the bills would have prohibited public employers and independent contractors from taking retaliatory personal action against any employee who discloses information to the Florida Commission on Ethics relating to an alleged breach of the public trust or alleged violation of Article II, section 8(f). (O’Hara)

Political Activities on School Grounds (Monitored)

SB 1250 (Martin) and **HB 1233** (Gossett-Seidman) would have authorized specified political activities and prohibited other political activities on the grounds of a K-12 school. (O’Hara)

Transportation

Traffic Infraction Enforcement (Supported)

HB 1275 (Michael) and **SB 812** (Calatayud) defined a "railroad traffic infraction detector" as a system that detects vehicle movements at railroad crossings using radar or LiDAR to capture photographic or video evidence. The bills would have allowed counties and municipalities to install these detectors with proper signage on roadways adjacent to at-grade railroad crossings with the owner's permission after enacting an ordinance authorizing their placement after considering safety risk assessments. The bills also would have allowed the Florida Department of Transportation to install these when authorized by the local government having jurisdiction over or maintenance responsibility for the state road, street, or highway.

The bills provided procedures for issuing, disputing, and dismissing traffic citations related to detected infractions, including the provision of evidence to vehicle owners and the process for submitting an affidavit to contest citations.

The bills specified the penalty amounts to be assessed for violations and the distribution formula for collected funds. Distributions would have been required to be made weekly as follows: 60% would have been remitted to the Department of Revenue (DOR) for deposit into the General Revenue Fund, 30% would have been remitted to DOR for deposit into the Department of Transportation for Florida Operation Lifesaver, and 10% would have been distributed to the municipality in which the violation occurred. (Singer)



Clarification of SB 180 (2025)

Revising Sections 18 and 28 of Ch. 2025-190, Laws of Florida (SB 180 – Emergencies)

DRAFT

The Florida League of Cities SUPPORTS language to clarify Sections 18 and 28 of Ch. 2025-190, Laws of Florida, to limit applicability of this law to jurisdictions that experience measurable impacts from hurricanes, provide definitions for overbroad and vague terms, limit applicability of the preemptive language to storm-damaged properties, and clarify provisions relating to legal standing, pre-suit notice, and opportunity to cure.

Background:

SB 180, passed in the 2025 legislative session and signed into law, has sparked controversy throughout Florida due to its sweeping restrictions on local government authority. SB 180 was introduced by house and senate sponsors as a hurricane preparedness and response measure. The bulk of SB 180 achieved these aims, and those provisions were supported by the League. Unfortunately, sections 18 and 28 of SB 180 as written do not support these purposes.

According to the bill sponsors, sections 18 and 28 were included because the sponsors were concerned that some local governments were using the cover of hurricane response to increase building permit fees and to enact regulations to make it harder for storm-damaged properties to rebuild. As such, the sponsors wanted to include measures to protect the owners of storm-damaged properties from local regulations that impeded their repair and rebuild efforts. The express language of sections 18 and 28 goes much farther than that.

Section 18 creates a “rolling preemption” that applies prospectively and in perpetuity, to all cities and counties entirely or partially within 100 miles of a hurricane’s “track.” For one year after “landfall,” these governments are prohibited from adopting or enforcing any development moratorium, as well as more “restrictive or burdensome” comprehensive plan amendments, land development regulation, procedures. It authorizes a cause of action against local governments for “any person” to enjoin local government actions alleged to violate this section. The plaintiff must notify the local government before filing suit and the local government has 14 calendar days to withdraw the regulation. It awards attorney fees to a prevailing plaintiff.

Section 28 applies retroactively to every county (and municipalities within them) listed in the federal disaster declaration for hurricanes Milton, Debby, and Helene. It applies similar prohibitions on moratoria, comprehensive plan amendments, land development regulations, and procedures as Section 18. The prohibitions apply retroactively to August 1, 2024, and until October 1, 2027. It declares any local regulation in violation of this section

void. It provides a similar cause of action (limited to “businesses and residents” and attorney fee recovery as Section 18.

SB 180 has largely brought comprehensive planning, flooding and stormwater management, and land use planning to a standstill. It prevents local governments from implementing statutorily-mandated updates to comprehensive plans and land development regulations, prevents enactment of measures to protect property owners from flooding due to hurricanes and other natural events, impedes local government compliance with state-mandated nutrient reduction requirements, prohibits concurrency-related moratoria, and jeopardizes measures to ensure growth pays for itself, such as impact and mobility fees. Moreover, the bill authorizes virtually any person, regardless of cognizable legal injury, to sue a local government and recover attorney’s fees. The bill grants an illusory 14-day window for local governments to rescind a challenged regulation to avoid a suit. This window is illusory because statutory public notice and meeting requirements cannot be met within this 14-day period. The legal status of thousands of local regulations is uncertain because the bill voids all of them.

The bill abdicates policy-setting to the judiciary by not defining multiple subjective and vague terms, including the following: landfall, track of a hurricane, and burdensome and restrictive. The bill is overbroad (Section 28 applies to every city and county in Florida), granting carte blanche for the unchecked development of vacant land with zero storm damage. The bill’s failure to provide an objective basis for local governments and property owners to decide whether the bill’s terms apply to a situation means the judicial branch will be forced to define these terms. Local taxpayers will underwrite the cost of adjudicating the meaning of SB 180, lawsuit by lawsuit.

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shelter that is included on the list of facilities recommended for retrofitting is not required to perform any recommended improvements.

(b) The report required in paragraph (a) must include a statewide emergency shelter plan that must project, for each of the next 5 years, the hurricane shelter needs of the state. In addition to information on the general shelter needs throughout this state, the plan must identify, by county, the general location and square footage of special needs shelters. The plan must also include information on the availability of shelters that accept pets. The Department of Health and the Agency for Persons with Disabilities shall assist the division in determining the estimated need for special needs shelter space, the estimated need for general shelter space to accommodate persons with developmental disabilities, including, but not limited to, autism, and the adequacy of facilities to meet the needs of persons with special needs based on information from the registries of persons with special needs and other information.

Section 18. Section 252.422, Florida Statutes, is created to read:

252.422 Restrictions on county or municipal regulations after a hurricane.—

(1) As used in this section, the term "impacted local government" means a county listed in a federal disaster declaration located entirely or partially within 100 miles of the track of a storm declared to be a hurricane by the National Hurricane Center while the storm was categorized as a hurricane or a municipality located within such a county.

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(2) For 1 year after a hurricane makes landfall, an impacted local government may not propose or adopt:

(a) A moratorium on construction, reconstruction, or redevelopment of any property.

(b) A more restrictive or burdensome amendment to its comprehensive plan or land development regulations.

(c) A more restrictive or burdensome procedure concerning review, approval, or issuance of a site plan, development permit, or development order, to the extent that those terms are defined in s. 163.3164.

(3) Notwithstanding subsection (2), a comprehensive plan amendment, land development regulation amendment, site plan, development permit, or development order approved or adopted by an impacted local government before or after the effective date of this act may be enforced if:

(a) The associated application is initiated by a private party other than the impacted local government and the property that is the subject of the application is owned by the initiating private party;

(b) The proposed comprehensive plan amendment was submitted to reviewing agencies pursuant to s. 163.3184 before landfall; or

(c) The proposed comprehensive plan amendment or land development regulation is approved by the state land planning agency pursuant to s. 380.05.

(4) (a) Any person may file suit against any impacted local government for declaratory and injunctive relief to enforce this section.

(b) A county or municipality may request a determination by

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1045 a court of competent jurisdiction as to whether such action
1046 violates this section. Upon such a request, the county or
1047 municipality may not enforce the action until the court has
1048 issued a preliminary or final judgment determining whether the
1049 action violates this section.

1050 (c) Before a plaintiff may file suit, the plaintiff shall
1051 notify the impacted local government by setting forth the facts
1052 upon which the complaint or petition is based and the reasons
1053 the impacted local government's action violates this section.
1054 Upon receipt of the notice, the impacted local government shall
1055 have 14 days to withdraw or revoke the action at issue or
1056 otherwise declare it void. If the impacted local government does
1057 not withdraw or revoke the action at issue within the time
1058 prescribed, the plaintiff may file suit. The plaintiff shall be
1059 entitled to entry of a preliminary injunction to prevent the
1060 impacted local government from implementing the challenged
1061 action during pendency of the litigation. In any action
1062 instituted pursuant to this paragraph, the prevailing plaintiff
1063 shall be entitled to reasonable attorney fees and costs.

1064 (d) In any case brought under this section, all parties are
1065 entitled to the summary procedure provided in s. 51.011, and the
1066 court shall advance the cause on the calendar.

1067 (5) The Office of Program Policy Analysis and Government
1068 Accountability (OPPAGA) shall conduct a study on actions taken
1069 by local governments after hurricanes which are related to
1070 comprehensive plans, land development regulations, and
1071 procedures for review, approval, or issuance of site plans,
1072 permits, or development orders. The study must focus on the
1073 impact that local governmental actions, including moratoriums,

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structure. However, if the alteration is a result of a natural disaster that is the subject of a declaration of a state of emergency by the Governor, the estimated cost of renovation must exceed 75 percent of the fair market value of the building before the natural disaster.

Section 27. The Division of Emergency Management shall consult with local governments, the Department of Business and Professional Regulation, the Department of Environmental Protection, and any other appropriate agencies to develop recommendations for statutory changes necessary to streamline the permitting process for repairing and rebuilding structures damaged during natural emergencies. By July 1, 2026, the division shall provide a report containing such recommendations to the President of the Senate and the Speaker of the House of Representatives.

Section 28. (1) Each county listed in the Federal Disaster Declaration for Hurricane Debby (DR-4806), Hurricane Helene (DR-4828), or Hurricane Milton (DR-4834), and each municipality within one of those counties, may not propose or adopt any moratorium on construction, reconstruction, or redevelopment of any property damaged by such hurricanes; propose or adopt more restrictive or burdensome amendments to its comprehensive plan or land development regulations; or propose or adopt more restrictive or burdensome procedures concerning review, approval, or issuance of a site plan, development permit, or development order, to the extent that those terms are defined by s. 163.3164, Florida Statutes, before October 1, 2027, and any such moratorium or restrictive or burdensome comprehensive plan amendment, land development regulation, or procedure shall be

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1335 null and void ab initio. This subsection applies retroactively
1336 to August 1, 2024.

1337 (2) Notwithstanding subsection (1), any comprehensive plan
1338 amendment, land development regulation amendment, site plan,
1339 development permit, or development order approved or adopted by
1340 a county or municipality before or after the effective date of
1341 this act may be enforced if:

1342 (a) The associated application is initiated by a private
1343 party other than the county or municipality.

1344 (b) The property that is the subject of the application is
1345 owned by the initiating private party.

1346 (3) (a) A resident of or the owner of a business in a county
1347 or municipality may bring a civil action for declaratory and
1348 injunctive relief against the county or municipality for a
1349 violation of this section. Pending adjudication of the action
1350 and upon filing of a complaint showing a violation of this
1351 section, the resident or business owner is entitled to a
1352 preliminary injunction against the county or municipality
1353 preventing implementation of the moratorium or the comprehensive
1354 plan amendment, land development regulation, or procedure. If
1355 such civil action is successful, the resident or business owner
1356 is entitled to reasonable attorney fees and costs.

1357 (b) Attorney fees and costs and damages may not be awarded
1358 pursuant to this subsection if:

1359 1. The resident or business owner provides the governing
1360 body of the county or municipality written notice that a
1361 proposed or enacted moratorium, comprehensive plan amendment,
1362 land development regulation, or procedure is in violation of
1363 this section; and

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1364 2. The governing body of the county or municipality
1365 withdraws the proposed moratorium, comprehensive plan amendment,
1366 land development regulation, or procedure within 14 days; or, in
1367 the case of an adopted moratorium, comprehensive plan amendment,
1368 land development regulation, or procedure, the governing body of
1369 a county or municipality notices an intent to repeal within 14
1370 days after receipt of the notice and repeals the moratorium,
1371 comprehensive plan amendment, land development regulation, or
1372 procedure within 14 days thereafter.

1373 (4) This section expires June 30, 2028.

1374 Section 29. The Division of Law Revision is directed to
1375 replace the phrase "the effective date of this act" wherever it
1376 occurs in this act with the date this act becomes a law.

1377 Section 30. Except as otherwise provided in this act, this
1378 act shall take effect upon becoming a law.



Municipal Election Dates

Municipal Elections -- DRAFT

The Florida League of Cities OPPOSES legislation that restricts voters' authority to set municipal election dates.

Background:

Elections for municipal officers are conducted during the general election in November of even-numbered years unless the governing body of a municipality has adopted an ordinance or charter to change the dates for qualifying and for the election of members of the governing body of the municipality. Many cities have staggered terms, meaning a five-member council with three-year terms holds elections each year with one or two seats on the ballot. Staggered terms improve stability of the governing body and allow for continuity of knowledge about city operations within the elected body as individual officials come and go over time.

Over half of Florida's cities have election dates that differ from the date of the November general election in even-numbered years. For many cities, voters codified the municipal election date in the charter. Cities handle the cost of city elections and usually contract with the local supervisor of elections to conduct municipal elections on their behalf. Alternatively, cities may conduct their own elections using their own voting system and equipment and not contract with the local supervisor of elections.

The best time and date for a municipal election will vary based on community needs and preferences. It's a false assumption that high voter turnout in November elections translates into increased voter participation on municipal ballot issues in that same election. Combining municipal elections into the same date as county, state, and national elections will make it difficult for municipal candidates to compete for voter attention in saturated media markets and on crowded ballots. For over half of cities that provide for runoff elections, municipal campaigns will be in full swing during summer and winter holidays, when voters are highly distracted or absent, and media access exceedingly expensive.

Who will be affected?

- Municipalities that currently hold elections on any date other than the dates specified in state law.
- Municipalities that currently hold their general election on the November general election date in even-numbered years, but which currently provide for a runoff election on a date after the November general election.
- Municipalities with staggered election dates (elections in both odd- and even-numbered years)

Status:

Proposals to preempt municipal election dates advanced in 2016, 2017, and 2018. SB 1416 (DiCeglie) was filed in the 2025 session but did not pass. The bill sponsor vowed to file the bill again in 2026. SB 1416 would have required that elections for municipal offices be held on the same date as the November general election (even-numbered years). If a municipality requires a runoff election, the bill required such municipality to hold its initial election on the same date as the primary election on Tuesday, 11 weeks before the general election, and to hold the runoff on the same date as the general election. The bill preempted to the state the authority to establish

election dates for municipal elections and required that municipal recall elections be held concurrently with municipal elections under certain conditions. The bill extended the term of incumbent elected municipal officers until the next municipal election held per the new election dates required by the bill.

By Senator DiCeglie

18-01480-25

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A bill to be entitled
An act relating to election dates for municipal
office; amending s. 100.3605, F.S.; requiring that
elections for municipal offices be held on the same
date as the general election; requiring a municipality
that requires a runoff format to hold its initial
election on the same date as the primary election and
the runoff election on the same date as the general
election; providing an exception; preempting to the
state the authority to establish election dates for
municipal elections; amending s. 100.361, F.S.;
requiring that municipal recall elections be held
concurrently with municipal elections under certain
conditions; repealing s. 101.75, F.S., relating to
change of dates for cause in municipal elections;
extending the terms of incumbent elected municipal
officers until the next municipal election; providing
an effective date.

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

Section 1. Section 100.3605, Florida Statutes, is amended
to read:

100.3605 Conduct of municipal elections.—

(1) The Florida Election Code, chapters 97-106, shall
govern the conduct of a municipality's election in the absence
of an applicable special act, charter, or ordinance provision.
No charter or ordinance provision may ~~shall~~ be adopted which
conflicts with or exempts a municipality from any provision in

18-01480-25

20251416__

the Florida Election Code that expressly applies to municipalities.

(2)(a) Except as provided in paragraph (b):

1. Each election for municipal office within a county must be held on the same date as the general election.

2. If a municipal charter or ordinance requires a runoff format for the municipality's elections for municipal office, the municipality must hold its initial election on the same date as the primary election on the Tuesday 11 weeks before the general election, and the runoff must be held on the same date as the general election.

(b) This section does not affect the manner in which vacancies in municipal office are filled or recall elections for municipal officers are conducted.

(c) Notwithstanding any general law, special law, local law, municipal charter, or municipal ordinance, this subsection provides the exclusive method for establishing the dates of elections for municipal office in this state. Any general law, special law, local law, municipal charter, or municipal ordinance that conflicts with this subsection is superseded to the extent of the conflict.

(3) The governing body of a municipality may, by ordinance,
~~change the dates for qualifying and for the election of members of the governing body of the municipality and~~ provide for the orderly transition of office resulting from election ~~such~~ date changes.

Section 2. Subsection (4) of section 100.361, Florida Statutes, is amended to read:

100.361 Municipal recall.—

18-01480-25

20251416__

59 (4) RECALL ELECTION.—If the person designated in the
60 petition files with the clerk, within 5 days after the last-
61 mentioned notice, his or her written resignation, the clerk must
62 immediately ~~shall at once~~ notify the governing body of that
63 fact, and the resignation is ~~shall be~~ irrevocable. The governing
64 body shall then proceed to fill the vacancy according to the
65 provisions of the appropriate law. In the absence of a
66 resignation, the chief judge of the judicial circuit in which
67 the municipality is located shall fix a day for holding a recall
68 election for the removal of those not resigning. Any such
69 election must ~~shall~~ be held not less than 30 days or more than
70 60 days after the expiration of the 5-day period last-mentioned
71 and at the same time as any other general, municipal, or special
72 election held within the period; but if no such election is to
73 be held within that period, the judge must ~~shall~~ call a special
74 recall election to be held within the period aforesaid.

75 Section 3. Section 101.75, Florida Statutes, is repealed.

76 Section 4. To provide for an orderly transition of office,
77 the terms of incumbent elected municipal officers are extended
78 until the next municipal election held in accordance with this
79 act.

80 Section 5. This act shall take effect July 1, 2025.



Assistance to Special Needs Population in an Emergency or Natural Disaster

Assistance to Special Needs Population in an Emergency – DRAFT

The Florida League of Cities SUPPORTS legislation providing statewide training, funding, and resources for first responders and emergency managers to better identify and assist individuals with autism and other developmental disabilities during emergencies and disasters. Florida's growing population includes thousands of families with special needs, yet many lack proper support in crisis situations. This legislation would ensure improved safety, communication, and outcomes for vulnerable residents across all municipalities.

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Management.—

(2) The division is responsible for carrying out the provisions of ss. 252.31-252.90. In performing its duties, the division shall:

(a) Prepare a state comprehensive emergency management plan, which must ~~shall~~ be integrated into and coordinated with the emergency management plans and programs of the Federal Government. The division shall adopt the plan as a rule in accordance with chapter 120. The plan must be implemented by a continuous, integrated comprehensive emergency management program. The plan must contain provisions to ensure that the state is prepared for emergencies and minor, major, and catastrophic disasters, and the division shall work closely with local governments and agencies and organizations with emergency management responsibilities in preparing and maintaining the plan. The state comprehensive emergency management plan must be operations oriented and:

1. Include an evacuation component that includes specific regional and interregional planning provisions and promotes intergovernmental coordination of evacuation activities. This component must, at a minimum: contain guidelines for lifting tolls on state highways; ensure coordination pertaining to evacuees crossing county lines; set forth procedures for directing people caught on evacuation routes to safe shelter; establish strategies for ensuring sufficient, reasonably priced fueling locations along evacuation routes; and establish policies and strategies for emergency medical evacuations.

2. Include a shelter component that includes specific regional and interregional planning provisions and promotes

2025180er

coordination of shelter activities between the public, private, and nonprofit sectors. This component must, at a minimum: contain strategies to ensure the availability of adequate public shelter space in each county ~~region of the state~~; establish strategies for refuge-of-last-resort programs; provide strategies to assist local emergency management efforts to ensure that adequate staffing plans exist for all shelters, including medical and security personnel; provide for a postdisaster communications system for public shelters; establish model shelter guidelines for operations, registration, inventory, power generation capability, information management, and staffing; and **set forth policy guidance for sheltering people with special needs.**

3. Include a postdisaster response and recovery component that includes specific regional and interregional planning provisions and promotes intergovernmental coordination of postdisaster response and recovery activities. This component must provide for postdisaster response and recovery strategies according to whether a disaster is minor, major, or catastrophic. The postdisaster response and recovery component must, at a minimum: establish the structure of the state's postdisaster response and recovery organization; establish procedures for activating the state's plan; set forth policies used to guide postdisaster response and recovery activities; describe the chain of command during the postdisaster response and recovery period; describe initial and continuous postdisaster response and recovery actions; identify the roles and responsibilities of each involved agency and organization; provide for a comprehensive communications plan; establish

2025180er

may, attend the session for his or her region. A session must include, but is not limited to, guidance on timelines for preparation and response, information on state and federal postdisaster resources and assistance, guidance to promote efficient and expedited rebuilding of the community after a hurricane, best practices for coordination and communication among entities engaged in postdisaster response and recovery, and discussion of any outstanding county or municipal preparedness or readiness needs.

Section 8. Subsection (4) of section 252.355, Florida Statutes, is renumbered as subsection (5), paragraph (b) of subsection (2) is amended, and a new subsection (4) is added to that section, to read:

252.355 Registry of persons with **special needs**; notice; registration program.—

(2) In order to ensure that all persons with special needs may register, the division shall develop and maintain a **special needs shelter registration program**. During a public health emergency in which physical distancing is necessary, as determined by the State Health Officer, the division must maintain information on special needs shelter options that mitigate the threat of the spread of infectious diseases.

(b) To assist in identifying persons with special needs, home health agencies, hospices, nurse registries, home medical equipment providers, the Department of Veterans' Affairs, the Department of Children and Families, the Department of Health, the Agency for Health Care Administration, the Department of Education, the Agency for Persons with Disabilities, the Department of Elderly Affairs, and memory disorder clinics

2025180er

shall, and any physician licensed under chapter 458 or chapter 459 and any pharmacy licensed under chapter 465 may, annually provide registration information to all of their special needs clients or their caregivers. The Florida Housing Finance Corporation shall enter into memoranda of understanding with the Department of Elderly Affairs and with the Agency for Persons with Disabilities to ensure special needs registration information is provided to residents of low-income senior independent living properties and independent living properties for persons with intellectual or developmental disabilities funded by the Florida Housing Finance Corporation, respectively.

The division shall develop a brochure that provides information regarding special needs shelter registration procedures. The brochure must be easily accessible on the division's website.

All appropriate agencies and community-based service providers, including aging and disability resource centers, memory disorder clinics, home health care providers, hospices, nurse registries, and home medical equipment providers, shall, and any physician licensed under chapter 458 or chapter 459 may, assist emergency management agencies by annually registering persons with special needs for special needs shelters, collecting registration information for persons with special needs as part of the program intake process, and establishing programs to educate clients about the registration process and disaster preparedness safety procedures. A client of a state-funded or federally

funded service program who has a physical, mental, or cognitive impairment or sensory disability and who needs assistance in evacuating, or when in a shelter, must register as a person with special needs. The registration program shall give persons with

2025180er

special needs the option of preauthorizing emergency response personnel to enter their homes during search and rescue operations if necessary to ensure their safety and welfare following disasters.

(4) The caregiver of a person with special needs who is eligible for admission to a special needs shelter, and all persons for whom he or she is the caregiver, shall be allowed to shelter together in the special needs shelter. If a person with special needs is responsible for the care of persons without special needs, those persons shall be allowed to use the special needs shelter with the person with special needs.

Section 9. Effective January 1, 2026, subsection (2) of section 252.3611, Florida Statutes, is amended, and subsection (5) is added to that section, to read:

252.3611 Transparency; audits.—

(2) If ~~when~~ the duration of a declaration of a state of an emergency issued by the Governor exceeds 90 days:

(a)1. The Executive Office of the Governor or the appropriate agency, within 72 hours after ~~of~~ executing a contract executed with moneys authorized for expenditure to support the response to the declared state of emergency, must
~~the Executive Office of the Governor or the appropriate agency shall~~ submit a copy of such contract to the Legislature. For contracts executed during the first 90 days of the declared state of emergency, the Executive Office of the Governor or the appropriate agency shall submit a copy to the Legislature within the first 120 days of the declared state of emergency.

2. All contracts executed to support the response to a declared state of emergency, including contracts executed before

2025180er

state shall be within the jurisdiction of, and served by, the division. Except as otherwise provided in ss. 252.31-252.90, each local emergency management agency shall have jurisdiction over and serve an entire county. Unless part of an interjurisdictional emergency management agreement entered into pursuant to paragraph (3) (c) ~~(3) (b)~~ which is recognized by the Governor by executive order or rule, each county must establish and maintain such an emergency management agency and shall develop a county emergency management plan and program that is coordinated and consistent with the state comprehensive emergency management plan and program. Counties that are part of an interjurisdictional emergency management agreement entered into pursuant to paragraph (3) (c) ~~(3) (b)~~ which is recognized by the Governor by executive order or rule shall cooperatively develop an emergency management plan and program that is coordinated and consistent with the state comprehensive emergency management plan and program.

(3) EMERGENCY MANAGEMENT POWERS; POLITICAL SUBDIVISIONS.—

(a) Each political subdivision shall notify the division on or before May 1 each year of the person designated as the emergency contact for the political subdivision and his or her alternate and of any changes in persons so designated thereafter. For a county, the emergency contact must be the county emergency management director.

Section 16. Section 252.381, Florida Statutes, is created to read:

252.381 Information related to natural emergencies; poststorm county and municipal permitting; operations.—

(1) Each county and municipality must post on its publicly

2025180er

accessible website:

(a) A frequently asked questions web page related to natural emergency response, emergency preparedness, and public relief for residents following an emergency. The web page must answer questions concerning resident evacuations; safety tips; generator, food and drinking water, and wastewater and stormwater safety; damage assessment; debris cleanup; accessing assistance through the Federal Emergency Management Agency and this state; building recovery; natural emergency guidance; applicable laws; and what to do before, during, and after an emergency.

(b) A disaster supply list and a list of emergency shelters.

(c) Links to information about flood zones.

(d) A checklist for residents explaining next steps to take during postdisaster recovery.

(e) Information specific to persons with disabilities, including, but not limited to, guidelines for special needs shelter registration; an explanation of how to register for special needs shelters and where to obtain assistance with that process; guidelines as to the level of care that is or is not provided at a special needs shelter as well as situations when either a general population shelter or hospital should be considered; and any other postdisaster assistance or resources available to affected persons with disabilities impacted by a disaster.

(2) (a) Each county and municipality shall develop a poststorm permitting plan to expedite recovery and rebuilding by providing for special building permit and inspection procedures

2025180er

shelter that is included on the list of facilities recommended for retrofitting is not required to perform any recommended improvements.

(b) The report required in paragraph (a) must include a statewide emergency shelter plan that must project, for each of the next 5 years, the hurricane shelter needs of the state. In addition to information on the general shelter needs throughout this state, the plan must identify, by county, the general location and square footage of special needs shelters. The plan must also include information on the availability of shelters that accept pets. The Department of Health and the Agency for Persons with Disabilities shall assist the division in determining the estimated need for special needs shelter space, the estimated need for general shelter space to accommodate persons with developmental disabilities, including, but not limited to, autism, and the adequacy of facilities to meet the needs of persons with special needs based on information from the registries of persons with special needs and other information.

Section 18. Section 252.422, Florida Statutes, is created to read:

252.422 Restrictions on county or municipal regulations after a hurricane.—

(1) As used in this section, the term "impacted local government" means a county listed in a federal disaster declaration located entirely or partially within 100 miles of the track of a storm declared to be a hurricane by the National Hurricane Center while the storm was categorized as a hurricane or a municipality located within such a county.



Sidewalk and Pavement Art Permits

Surface Art on Public Sidewalks – DRAFT

The Florida League of Cities SUPPORTS legislation to protect municipal authority to permit the installation of surface art on public sidewalks, provided the installation of such art does not impact public safety.



Florida Department of Transportation

RON DESANTIS
GOVERNOR


605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

ENGINEERING AND OPERATIONS MEMORANDUM NO. 25-01

DATE: June 30, 2025

TO: District Directors of Transportation Operations, District Directors of Transportation Development, District Design Engineers, District Construction Engineers, District Maintenance Engineers, District Traffic Operations Engineers

FROM: Will Watts, P.E., Chief Operating Officer, Assistant Secretary


COPIES: Jennifer Marshall, P.E., Chief Engineer of Production
Rudy Powell, P.E., Chief Engineer of Operations

SUBJECT: **Traffic Control Device Compliance on All Public Roads**

This Memorandum highlights Department policy, Florida Administrative Code (FAC, Rule 14-15) requirements, and Florida Statute (*F.S. 316.0745*) requiring all traffic control devices, including pavement surface markings, be compliant with the *FDOT Design Manual (FDM)* and the *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, 2023 (2023 Florida Greenbook)* on all public roads, as applicable.

Background

Non-standard surface markings, signage, and signals that do not directly contribute to traffic safety or control can lead to distractions or misunderstandings, jeopardizing both driver and pedestrian safety. Furthermore, uniform and consistent application of pavement surface markings is critical for the overall effectiveness of automated vehicle operation, as automated vehicle technologies rely heavily on consistent traffic control devices.

FDOT's traffic control device standards conform to FHWA's *Manual on Uniform Traffic Control Devices (MUTCD)* in accordance with *Florida Statute 316.0745*. Doing so ensures our design practices remain in line with national standards.

In addition to adoption of the *MUTCD*, FDOT policy specifically addresses pavement surface marking design criteria in the following documents:

1. **2025 FDOT Design Manual**

- *FDM Chapter 230* provides clear guidelines on the proper use of traffic control devices, including surface markings, to ensure they serve a functional, safety-related

purpose. This chapter stresses the importance of clarity, consistency, and uniformity in traffic control, which is essential to maintaining an efficient and safe transportation network.

- ***FDM Chapter 127.2 (15)*** explicitly prohibits the application of pavement or surface art on travel lanes, paved shoulders, intersections, crosswalks or sidewalks. It defines pavement or surface art as surface markings that are not in direct support of traffic control or public safety. This language helps eliminate potential misinterpretation of the purpose and intent of surface markings.

2. ***2023 Florida Greenbook, Chapter 18.D*** defines and explicitly prohibits the application of pavement art and surface art.

Examples of non-complaint surface pavement would include any pavement markings that do not meet the color, shape, or dimensions provided in the ***MUTCD*** or ***FDOT Standard Plans***; including elements such as Bicycle Symbols, Crosswalk markings, or other pavement surface art that is associated with social, political, or ideological messages or images and does not serve the purpose of traffic control.

This memorandum showcases Florida's proactive steps to ensure that all transportation traffic control devices and pavement marking are installed for traffic control purposes and the safety of the traveling public with the passage of recently enacted legislation. This policy has now also garnered further support with our federal partners as U.S. Department of Transportation (DOT)'s Secretary Duffy recently issued a memo ([Link to USDOT Memorandum](#)) further supporting the shared vision of safety related to developing consistent and uniform standards on transportation facilities.

Implementation

As stated in ***F.S. 316.0745***, the Department has the authority to enforce compliance and withhold state funds from any public agency that is found to be in violation of the established standards for traffic control devices on public roadways. This includes directing the removal of non-compliant traffic control devices and surface markings, including pavement art installations.

Any identified non-compliant traffic control devices or pavement markings currently installed on Florida public roads are to be immediately remedied, i.e., removed, modified or replaced as required for conformity with FDOT Policy and Standards. In accordance with ***Section 316.0745(7)***, F.S., failure to remove non-compliant traffic control devices or pavement markings shall be cause for withholding of state funds. Permission to allow non-compliant traffic control

devices or pavement markings to remain may be granted at the Department's discretion, if the public agency is able to demonstrate good cause for doing so.

CONTACT

Rudy Powell, P.E.
Chief Engineer of Operations
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Rudy.Powell@dot.state.fl.us

Jennifer Marshall, P.E.
Chief Engineer of Production
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Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

August 21, 2025

Ms. Rickelle Williams, City Manager
City of Fort Lauderdale
100 North Andrews Avenue
Fort Lauderdale, FL 33301

RE: Traffic Control Device Noncompliance

Dear Ms. Williams:

You were previously notified via Engineering and Operations Memorandum No. 25-01 regarding the need to comply with the Florida Department of Transportation's Design Manual (FDM), FHWA's Manual on Uniform Traffic Control Devices (MUTCD) and the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (2023 Greenbook) on all public roads.

The Department's Memorandum served as official notification to remedy all noncompliance across the State. However, the Department is providing you an additional notification by location that the pavement markings listed below are in violation of FDOT's traffic control device standards, which include the FHWA's MUTCD, the 2025 FDOT Design Manual and the 2023 Florida Greenbook. Section 316.0745, Florida Statutes requires removal of these pavement markings immediately.

The Department has identified an initial list of the following noncompliant locations in your area:

- East of Sebastian Street and S.R. A1A/Seabreeze Boulevard
- Breakers Avenue and Riomar Street
- Breakers Avenue and Terramar Street
- E Las Olas Boulevard and Almond Avenue

Many local jurisdictions received this Memorandum and immediately began undertaking actions to ensure compliance and we appreciate their cooperation. We have not heard from the City of Fort Lauderdale regarding whether you intend to comply.

These pavement markings must be removed by the City of Fort Lauderdale by September 4, 2025. Please contact the Department by September 4, 2025 and let us know if you intend to comply. If we do not hear from you, the pavement markings referenced above will be removed by the Department of Transportation without further notice.

Ms. Rickelle Williams, City Manager

August 21, 2025

Page 2

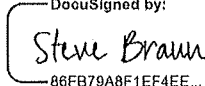
You are further notified that if the markings are removed by the Department, all costs associated with the removal will be assessed against the City of Fort Lauderdale. You may avoid these costs by removing the pavement markings and then notifying the Department of compliance immediately.

Please note that the Department will pursue withholding of state funds as permitted by the law should the City of Fort Lauderdale decide not to comply.

You are further notified that you may file a request for an administrative proceeding pursuant to Chapter 120, Florida Statutes as set forth in the enclosed Notice of Administrative Hearing Rights within 14 days. More details will be provided should you elect to proceed with a hearing. Please be advised that the hearing will not involve a request for an exception or waiver to permit the nonconforming pavement markings to remain in place. The Department has already reviewed the pavement markings at the location(s) mentioned above and determined that the pavement markings will not be allowed.

We appreciate your cooperation and look forward to hearing from you.

Sincerely,

DocuSigned by:

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Steven C. Braun, P.E.
District 4 Secretary

Enclosure

cc: Dean Trantalis, Mayor – City of Fort Lauderdale
Benjamin Restrepo, City Engineer – City of Fort Lauderdale
Milos Majstorovic, Director of Transportation and Mobility – City of Fort Lauderdale
John P. Krane, P.E., Director of Transportation Development – FDOT
Paul A. Lampley, P.E., Director of Transportation Operations – FDOT
Rudy Powell, Jr., P.E., Chief Engineer of Operations – FDOT
Jennifer Marshall, P.E., Chief Engineer of Production – FDOT



Electric Vehicles (2025 Priority)

Electric Vehicles -- DRAFT

The Florida League of Cities SUPPORTS legislation to ensure all vehicles, regardless of fuel type, contribute fairly to the funding of Florida's transportation infrastructure, which will allow cities to maintain safe and reliable roads for all residents.

Background:

The impact of vehicles on annual fuel tax revenues at both the state and federal levels is directly based on the number of gallons of gasoline and diesel fuel consumed. Because some electric vehicles (EVs) are not powered by gasoline or diesel, and because others use less gasoline or diesel fuel than a conventional vehicle with only an internal combustion engine, an increase in the number of EVs operating on the roadways results in less revenue being raised from fuel taxes for comparable vehicle miles traveled.

The Florida Department of Transportation's (FDOT's) EV Infrastructure Master Plan, completed in July of 2021, concludes that negative impacts to motor-fuel based revenue streams in Florida could range between 5.6 percent and 20 percent by the year 2040, depending on the rate of growth of EV sales.

Status:

The League supported CS/SB 28 (Hooper) in the 2024 Legislative Session. Although the bill failed, it would have increased the annual fees required for electric and hybrid vehicles. Beginning January 1, 2029, the annual fee for electric vehicles (EVs) would increase from \$200 to \$250, and the annual fee for hybrid vehicles would increase from \$50 to \$100. The bill specified that 64% of the proceeds be deposited into the State Transportation Trust Fund (STTF), and 36% must be allocated to the county where the vehicle is registered. Local governments can use these funds for transportation expenditures.

The League supported SB 462 (DiCeglie) and SB 1662 (Collins), filed in the 2025 Legislative Session. The bills would have established monthly distributions from sales tax collected on electricity consumed at public electric vehicle charging stations to the State Transportation Trust Fund, dedicating an estimated \$50-75 million annually to offset the impact of these vehicles on transportation infrastructure. The language was removed from both bills prior to final passage.

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professional sports franchise pursuant to s. 288.1162. Up to \$41,667 shall be distributed monthly by the department to each certified applicant as defined in s. 288.11621 for a facility for a spring training franchise. However, not more than \$416,670 may be distributed monthly in the aggregate to all certified applicants for facilities for spring training franchises. Distributions begin 60 days after such certification and continue for not more than 30 years, except as otherwise provided in s. 288.11621. A certified applicant identified in this sub-subparagraph may not receive more in distributions than expended by the applicant for the public purposes provided in s. 288.1162(5) or s. 288.11621(3).

c. The department shall distribute up to \$83,333 monthly to each certified applicant as defined in s. 288.11631 for a facility used by a single spring training franchise, or up to \$166,667 monthly to each certified applicant as defined in s. 288.11631 for a facility used by more than one spring training franchise. Monthly distributions begin 60 days after such certification or July 1, 2016, whichever is later, and continue for not more than 20 years to each certified applicant as defined in s. 288.11631 for a facility used by a single spring training franchise or not more than 25 years to each certified applicant as defined in s. 288.11631 for a facility used by more than one spring training franchise. A certified applicant identified in this sub-subparagraph may not receive more in distributions than expended by the applicant for the public purposes provided in s. 288.11631(3).

d. Beginning October 2025, and on or before the 25th day of each month, from the proceeds of the tax imposed under s.

18-00441-25

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204 212.05(1)(e)1.c., the department shall distribute 6 cents per
205 kWh of electricity used at public electric vehicle charging
206 stations to the State Transportation Trust Fund. This sub-
207 subparagraph is repealed June 30, 2030.

208 e. The department shall distribute \$15,333 monthly to the
209 State Transportation Trust Fund.

210 f.e.(I) On or before July 25, 2021, August 25, 2021, and
211 September 25, 2021, the department shall distribute \$324,533,334
212 in each of those months to the Unemployment Compensation Trust
213 Fund, less an adjustment for refunds issued from the General
214 Revenue Fund pursuant to s. 443.131(3)(e)3. before making the
215 distribution. The adjustments made by the department to the
216 total distributions shall be equal to the total refunds made
217 pursuant to s. 443.131(3)(e)3. If the amount of refunds to be
218 subtracted from any single distribution exceeds the
219 distribution, the department may not make that distribution and
220 must subtract the remaining balance from the next distribution.

221 (II) Beginning July 2022, and on or before the 25th day of
222 each month, the department shall distribute \$90 million monthly
223 to the Unemployment Compensation Trust Fund.

224 (III) If the ending balance of the Unemployment
225 Compensation Trust Fund exceeds \$4,071,519,600 on the last day
226 of any month, as determined from United States Department of the
227 Treasury data, the Office of Economic and Demographic Research
228 shall certify to the department that the ending balance of the
229 trust fund exceeds such amount.

230 (IV) This sub-subparagraph is repealed, and the department
231 shall end monthly distributions under sub-sub-subparagraph (II),
232 on the date the department receives certification under sub-sub-

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shall certify to the department that the ending balance of the trust fund exceeds such amount.

(IV) This sub-subparagraph is repealed, and the department shall end monthly distributions under sub-sub-subparagraph (II), on the date the department receives certification under sub-sub-subparagraph (III).

f. Beginning July 1, 2023, in each fiscal year, the department shall distribute \$27.5 million to the Florida Agricultural Promotional Campaign Trust Fund under s. 571.26, for further distribution in accordance with s. 571.265.

g. Beginning July 2025, and on or before the 25th day of each month, from the portion of the proceeds of the tax imposed under s. 212.05(1)(e)1.c., the department shall distribute \$6.25 million to the State Transportation Trust Fund to account for a portion of the impact of electric and hybrid vehicles on the State Highway System.

7. All other proceeds must remain in the General Revenue Fund.

Section 3. Paragraph (b) of subsection (3) of section 311.07, Florida Statutes, is amended to read:

311.07 Florida seaport transportation and economic development funding.—

(3)

(b) Projects eligible for funding by grants under the program are limited to the following port facilities or port transportation projects:

1. Transportation facilities within the jurisdiction of the port.

2. The dredging or deepening of channels, turning basins,



Annexation (2025 Policy Position)

Annexation - DRAFT

The Florida League of Cities SUPPORTS legislation that facilitates the municipal annexation of unincorporated areas in a manner that respects municipal boundaries, protects private property rights and encourages cooperation between municipal and county governments.

Background:

The proposal to annex 52,450 acres of Deseret Ranch into the city of Orlando has sparked discussions about how the land will be regulated. Farmland Reserve, Inc., which owns the property, aims to transfer the land under Orlando's jurisdiction to create a unified vision for long-term development. This annexation will avoid fragmented planning, streamline governance, and address the needs of a growing region, while maintaining a focus on natural resource conservation.

Orlando is reviewing the proposal, which was initiated by the landowner. The city has stated that voluntary annexations often occur when landowners seek more efficient services or simplified governance, and they are moving forward with the formal review process.

However, a key element in this discussion is Orange County's position. Orange County has expressed concerns about losing control over the land, especially as they have been working with Deseret Ranch on long-term planning. In response, the County has proposed a charter amendment, which will go to voters on November 5, 2024. If passed, this amendment would require that any land annexed into a city from unincorporated Orange County remain subject to the County's Land Development Codes. This means that, even if the land is annexed into Orlando, it would still need to adhere to the County's zoning and development regulations, a significant consideration for both the city and the landowner as they move forward.

City and county officials are currently navigating how this annexation could reshape planning and growth in one of Central Florida's key regions, with implications for development, environmental protection, and local governance.

Status:

During the 2025 Legislative Session, SB 384 (Burton) was the only measure affecting municipal annexation to advance through both chambers. The bill requires municipalities to notify all members of the county's legislative delegation in writing when proposing to annex state-owned land.



Key Dates



2025-2026 Key Legislative Dates

September 2025

26 FLC Legislative Policy Committee Meetings (Round 1), Hilton Orlando,
6001 Destination Pkwy, Orlando, FL 32819

October 2025

6-10 Legislative Interim Committee Meetings
13-17 Legislative Interim Committee Meetings
17 FLC Legislative Policy Committee Meetings (Round 2), Hilton Orlando,
6001 Destination Pkwy, Orlando, FL 32819

November 2025

3-7 Legislative Interim Committee Meetings
17-21 Legislative Interim Committee Meetings
19-22 NLC City Summit, Salt Lake City, UT

December 2025

1-5 Legislative Interim Committee Meetings
4-5 FLC Legislative Conference, Renaissance Orlando at SeaWorld, 6677 Sea
Harbor Dr, Orlando, FL 32821
8-12 Legislative Interim Committee Meetings

January 2026

13 Regular Legislative Session Convenes
26-28 FLC Legislative Action Days, Tallahassee, FL

March 2026

13 Last Day of Regular Legislative Session
16-18 NLC Congressional City Conference, Washington, D.C.

For further details about the mentioned events or legislative information, contact
medenfield@flcities.com.



Notes



Notes

This image shows a blank sheet of white paper with horizontal black ruling lines. The lines are evenly spaced and run across the width of the page, providing a template for handwriting practice or general writing. There are no margins, text, or other markings on the paper.