



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

**Friday, October 17, 2025
10:00 a.m. – 2:00 p.m. ET**

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

FLC Staff Contact: Rebecca O'Hara



Agenda



**Intergovernmental Relations, Mobility, and Emergency Management
Legislative Policy Committee
Friday, October 17, from 10:00 a.m. to 2:00 p.m.
Hilton Orlando – Meeting Room: Orange Ballroom C
6001 Destination Parkway, Orlando, Florida**

AGENDA

- I.** Introduction and Opening Remarks.....**Chair Chris Cloudman**
Mayor, City of DeLand
- II.** Update on Recently Filed Legislation **Rebecca O’Hara, FLC Staff**
- III.** Updates on Issues Submitted at September Meeting..... **Chair Cloudman**
 - a. Clarification of [SB 180 \(2025\)](#)
 - i. Dana Middleton, Vice Mayor, City of Palm Beach Gardens
 - ii. Legislative Update on SB 180 **FLC Staff**
 - b. Municipal Election Dates
 - c. Electric Vehicles (2025 Priority)
 - d. Art on Municipal-Owned Sidewalks
 - e. Assistance to Special Needs Population in an Emergency or Natural Disaster
 - f. Annexation (2025 Policy Position)
- IV.** Committee Discussion **Chair Cloudman**
- V.** Ranking of Proposed Policies **Chair Cloudman**
- VI.** Additional Information **Chair Cloudman**
 - a. [FLC Legislative Conference Registration](#)
 - b. Key Legislative Dates
 - c. Key Contacts – [Click HERE to sign up](#)
 - d. [2025 Legislative Session Final Report](#)
- VII.** Closing Remarks..... **Chair Cloudman**
- VIII.** Adjournment

Breakfast and Lunch provided by the Florida League of Cities

WiFi is Available
Network: FLCPC1025
Access Code: FLCPC1025



Committee Roster



2025-2026 Legislative Policy Committee Intergovernmental Relations, Mobility, and Emergency Management

Staffed by: Rebecca O'Hara, Deputy General Counsel

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 W. 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

Jacob Smith
Assistant City Manager, City of DeBary

The Honorable Michael Smith
Commissioner, City of Largo

The Honorable Trish Springer
Councilor, City of Seminole

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

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



Update on Recently Filed Legislation

1 A bill to be entitled
 2 An act relating to the removal, storage, and cleanup
 3 of electric vehicles; amending s. 125.0103, F.S.;
 4 requiring counties to establish a daily administration
 5 fee for the proper storage of certain electric
 6 vehicles; providing a maximum amount for such fees;
 7 providing applicability; defining the terms "daily
 8 administration fee" and "proper storage"; amending s.
 9 166.043, F.S.; authorizing municipalities to establish
 10 a daily administration fee for the proper storage of
 11 certain electric vehicles; providing a maximum amount
 12 for such fees; providing applicability; defining the
 13 terms "daily administration fee" and "proper storage";
 14 creating s. 324.0222, F.S.; providing that motor
 15 vehicle insurers are not required to pay certain
 16 costs; amending s. 713.78, F.S.; providing that a
 17 reasonable fee for service includes any daily
 18 administration fee; providing an effective date.

19
 20 Be It Enacted by the Legislature of the State of Florida:

21
 22 **Section 1. Paragraph (d) of subsection (1) of section**
 23 **125.0103, Florida Statutes, is redesignated as paragraph (e),**
 24 **and a new paragraph (d) is added to that subsection to read:**

25 125.0103 Ordinances and rules imposing price controls.—

26 (1)
 27 (d)1. Counties shall establish a daily administration fee
 28 for the proper storage of electric vehicles, as defined in s.
 29 320.01(36), which have been involved in an accident. The daily
 30 administration fee for proper storage of an electric vehicle may
 31 be up to three times the amount established under paragraph (c)
 32 and shall apply in the event the electric vehicle owner or
 33 operator is incapacitated, is unavailable, leaves the
 34 procurement of wrecker service to the law enforcement officer at
 35 the scene, or otherwise does not consent to the removal of the
 36 electric vehicle. Such fee may not be charged unless the
 37 electric vehicle is properly stored as defined in this
 38 paragraph.

39 2. For purposes of this paragraph, the term:

40 a. "Daily administration fee" means a fee imposed by a
 41 wrecker service or towing-storage or wrecker operator for
 42 administrative costs for towing and storing a damaged electric
 43 vehicle after the cleanup of the accident scene and debris
 44 removal in order to provide proper storage of the damaged
 45 electric vehicle.

46 b. "Proper storage" means the damaged electric vehicle is
 47 separated from combustibles and structures by at least 50 feet
 48 on all sides or is surrounded by a barrier of earth, steel,
 49 concrete, or solid masonry.

50 **Section 2. Paragraph (d) of subsection (1) of section**

51 166.043, Florida Statutes, is redesignated as paragraph (e), and
52 a new paragraph (d) is added to that subsection to read:

53 166.043 Ordinances and rules imposing price controls.—

54 (1)

55 (d)1. Municipalities may establish a daily administration
56 fee for the proper storage of electric vehicles, as defined in
57 s. 320.01(36), which have been involved in an accident. The
58 daily administration fee for proper storage of an electric
59 vehicle may be up to three times the amount established under
60 paragraph (c) and shall apply in the event the electric vehicle
61 owner or operator is incapacitated, is unavailable, leaves the
62 procurement of wrecker service to the law enforcement officer at
63 the scene, or otherwise does not consent to the removal of the
64 electric vehicle. Such fee may not be charged unless the
65 electric vehicle is properly stored as defined in this
66 paragraph. If a municipality enacts an ordinance establishing a
67 daily administration fee as defined in this paragraph, a
68 county's ordinance establishing a daily administration fee under
69 s. 125.0103(1) (d) does not apply within such municipality.

70 2. For purposes of this paragraph, the term:

71 a. "Daily administration fee" means a fee imposed by a
72 wrecker service or towing-storage or wrecker operator for
73 administrative costs for towing and storing a damaged electric
74 vehicle after the cleanup of the accident scene and debris

75 removal in order to provide proper storage of the damaged
 76 electric vehicle.

77 b. "Proper storage" means the damaged electric vehicle is
 78 separated from combustibles and structures by at least 50 feet
 79 on all sides or is surrounded by a barrier of earth, steel,
 80 concrete, or solid masonry.

81 **Section 3. Section 324.0222, Florida Statutes, is created**
 82 **to read:**

83 324.0222 Storage of electric vehicles; coverage.—Nothing
 84 in s. 125.0103 or s. 166.043 relating to the storage of electric
 85 vehicles requires a motor vehicle insurer to pay any costs
 86 beyond costs covered pursuant to a contract with its insured.

87 **Section 4. Paragraph (a) of subsection (2) of section**
 88 **713.78, Florida Statutes, is amended to read:**

89 713.78 Liens for recovering, towing, or storing vehicles
 90 and vessels.—

91 (2) (a) A towing-storage operator may charge the owner or
 92 operator of a vehicle or vessel only the following fees for, or
 93 incidental to, the recovery, removal, or storage of the vehicle
 94 or vessel:

95 1. Any reasonable fee for service, including any daily
 96 administration fee, specifically authorized under s. 125.0103 or
 97 s. 166.043 by ordinance, resolution, regulation, or rule of the
 98 county or municipality in which the service is performed.

99 2. Any reasonable fee for service specifically authorized

100 by the Division of Florida Highway Patrol of the Department of
101 Highway Safety and Motor Vehicles under s. 321.051(2).

102 3. Any reasonable fee for service as agreed upon in
103 writing between a towing-storage operator and the owner of a
104 vehicle or vessel.

105 4. Any lien release administrative fee as set forth in
106 paragraph (15)(a).

107 5. Any reasonable administrative fee or charge imposed by
108 a county or municipality pursuant to s. 125.01047, s. 166.04465,
109 or s. 323.002 upon the registered owner or other legally
110 authorized person in control of a vehicle or vessel.

111 **Section 5.** This act shall take effect July 1, 2026.



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.

Senate Bill 180 – Legislative Brief

Executive Summary

Senate Bill 180, signed into law in June 2025, was intended to streamline post-storm recovery. However, key provisions, especially Sections 18 and 28, have raised major concerns for local governments throughout Florida by broadly preempting local authority, nullifying years of local planning, and exposing cities to costly litigation. These sweeping restrictions have prompted consternation from residents, and a major legal challenge from local governments across the state. [Read the new laws here.](#)

Key Municipal Concerns

Overbroad Preemption of Local Authority

- Sections 18 and 28 prohibit local governments within 100 miles of a hurricane’s track from adopting moratoria or “more restrictive” or “burdensome” land use regulations. Section 18 applies these restrictions for one-year post-landfall. Section 28 applies retroactively to 8/1/2024, through 10/2027.

Vague Terminology & Legal Exposure

- The undefined terms “burdensome” and “more restrictive” create legal uncertainty and expose local governments to litigation, especially with the bill’s one-sided attorney fee provisions for prevailing plaintiffs.

Impact on Resiliency & Planning Efforts

- SB 180 undermines long-term planning by freezing updates to comprehensive plans and land development regulations - even those required by state/federal law or those recommended in vulnerability assessments.

Prospective Talking Points for Legislative Remedy

Clarify Applicability & Definitions

- Advocate for amendments that tighten restrictions to cities with measurable storm damage.
- Define “burdensome” and “more restrictive” to avoid subjective interpretation and litigation.

Restore Local Planning Authority

- Push to tighten the bill’s restrictions on local regulations. Emphasize the importance of allowing cities to enforce existing improvements and update local land use regulations post-storm to address newly identified issues.

Limit Legal Uncertainty

- Remove the cause of action and one-sided attorney fee provisions to prevent unnecessary litigation.

Highlight Examples of Unintended Consequences

Below are a handful of examples illustrating how SB 180 is being weaponized:

- **The City of New Smyrna Beach** after years of collaborative work, including public input and multiple commission votes since 2022, adopted new stormwater regulations in February 2025 to address chronic flooding and development concerns. SB 180 retroactively nullified these efforts, illustrating how the law can undermine locally crafted solutions. The city commission ultimately chose to lobby for legislative amendments rather than join a lawsuit. [Read about their enhanced stormwater ordinance and impact here.](#)

- **The City of Winter Haven** despite not experiencing significant storm damage, has been repeatedly restricted by state preemption laws. Under SB 250, the city was prevented from updating local land use regulations from September 2022 through October 2024. Although the restrictions briefly lapsed, SB 180's retroactive application once again froze Winter Haven's planning authority from August 2024 through October 2027. As a result, Winter Haven has faced nearly five consecutive years of state-imposed limits on its ability to address local growth and resilience - despite not being directly affected by the hurricanes. [Read more here.](#)
- **The City of Palm Coast** was threatened with a lawsuit after attempting to raise impact fees, prompting the Home Builders Association to claim the ordinance was "more restrictive" or "burdensome." [Read more here.](#)
- **Orange County's** new comprehensive plan, developed over years with public input, was declared "null and void" under SB 180 by the State of Florida. The law's retroactive freeze on regulations has left decades of planning in legal limbo and prompted lawsuits from developers. [Read the denial letter and more here.](#)

Section 18, SB 180 Proposed Amendment

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

(1) As used in this section, the terms

(a) “Impacted local government” means a county listed in a federal disaster declaration located entirely or partially within 100 miles of the track of landfall 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, and which county or municipality sustained major storm-related damage as determined by:

1. A designation of “Major Damage” or “Destroyed” in the Federal Emergency Management Agency’s Preliminary Damage Assessments; or

2. A designation of “Major Damage” or “Destroyed” in the Florida Division of Emergency Management’s Rapid Damage Assessment.

(b) “Burdensome or restrictive” means a decrease in the allowable density or intensity of use of hurricane-damaged property located within an impacted local government.

(c) “Substantially delays” means any procedural action that increases the applicable statutory or locally-imposed timeframes in effect on or before landfall for the local government to take action on a site plan, development permit, or development order, to the extent those terms are defined in s. 163.3164.

(d) “Landfall” means the initial intersection of the surface center of a hurricane described in subsection (1) with the coastline of the state.

(2) For 1-year 180 days after a hurricane makes landfall, an impacted local government may not propose or adopt enforce the following on any hurricane-damaged property located within the impacted local government:

(a) A moratorium on construction, reconstruction, or redevelopment of any the property, unless the moratorium was enacted before landfall.

(b) A more restrictive or burdensome, as defined in subsection (1)(b), amendment to its comprehensive plan or land development regulations, unless the amendment or land development regulation was adopted before landfall.

(c) A more restrictive or burdensome procedure Procedural changes applicable to the concerning review, approval, or issuance of a site plan, development permit, or development order for hurricane-damaged property, to the extent that those terms are defined in s. 163.3164, that would create substantial delays for the repair, reconstruction

or redevelopment of such property, unless the procedural change was enacted before landfall.

(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-;

(d) The proposed comprehensive plan amendment or land development regulation applies to property within an Area of Critical State Concern.; or

(e) The proposed comprehensive plan amendment or land development regulation is required for compliance with state or federal law.

~~(4)(a) Any person~~ An owner of hurricane-damaged property located within an impacted local government may file suit against ~~any impacted~~ that local government for declaratory and injunctive relief to enforce this section.

~~(b) A county or municipality may request a determination by a court of competent jurisdiction as to whether such action violates this section. Upon such a request, the county or municipality may not enforce the action until the court has issued a preliminary or final judgment determining whether the action violates this section.~~

~~(c) Before an owner may file suit, the plaintiff owner shall provide written notice to notify the governing body of the impacted local government. The notice shall set by setting forth the facts upon which the complaint or petition is based, identify the moratorium, comprehensive plan amendment, land development regulation, or procedure alleged to be in violation of this section, include documentation of the hurricane-damaged property and the date such damage occurred, and the reasons the impacted local government's action violates this section. Upon receipt of the notice, the impacted local government shall have 14 business days to withdraw or revoke the action at issue or otherwise declare it void issue an official verification letter to the owner that the moratorium, comprehensive plan amendment, land development regulation, or procedure will not be enforced against the~~

owner's hurricane-damaged property for the 180-day period specified in subsection (2).
The governing body of a county or municipality may delegate by ordinance or resolution,
the authority to issue the verification and to receive the notice prescribed in this paragraph
to a department, division or other agency of the county or municipality. If the impacted
local government does not ~~withdraw or revoke the action at issue~~ issue the verification
within the time prescribed, the ~~plaintiff~~ owner may file suit. ~~The~~ In any action instituted
pursuant to this paragraph, a plaintiff shall may be entitled to entry of a preliminary
injunction to prevent the impacted local government from ~~implementing~~ enforcing the
challenged action during pendency of the litigation. ~~In any action instituted pursuant to this~~
~~paragraph,~~ The prevailing plaintiff party shall be entitled to reasonable attorney fees and
costs.

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

(5) This section shall not apply to a moratorium imposed or enforced to address
stormwater or flood water management, to address the supply of potable water, or due to
the necessary repair or replacement of sanitary sewer systems.

Section 28 SB 180 Proposed Amendment

Section 28. (1) Each ~~county~~ impacted county or municipality listed in the Federal Disaster Declaration for Hurricane Debby (DR-4806), Hurricane Helene (DR-4828), or Hurricane Milton (DR-4834), and each impacted municipality within one of those counties, may not ~~propose or adopt~~ enforce any moratorium on construction, reconstruction, or redevelopment of any property damaged by such hurricanes; ~~propose or adopt~~ enforce more restrictive or burdensome amendments to its comprehensive plan or land development regulations, adopted on or after August 1, 2024, on any property damaged by such hurricanes; or ~~propose or adopt~~ enforce more restrictive or burdensome procedures concerning procedural changes, approved on or after August 1, 2024, applicable to the review, approval, or issuance of a site plan, development permit, or development order that would create substantial delays for construction, reconstruction, or redevelopment of any property damaged by such hurricanes, 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 null and void ab initio. This subsection applies retroactively to August 1, 2024. Enforcement of any such amendments, regulations, or procedural changes adopted on or after August 1, 2024, and prior to the effective date of this section against any hurricane-damaged property subject to this subsection is suspended until and including September 30, 2027. This section does not apply to any county or municipal actions or enactments taken prior to August 1, 2024.

(2) Notwithstanding subsection (1), 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~~ between August 1, 2024 and October 1, 2027 the effective date of this act may be enforced if:

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

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

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

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

(e) The proposed comprehensive amendment or land development regulation is within an Area of Critical State Concern; or

(f) The proposed comprehensive plan amendment or land development regulation is necessary to comply with state or federal law.

~~(3)(a) A resident of or the owner of a business~~ An owner of property that is damaged by the hurricanes specified in subsection (1) in a county or municipality may bring a civil action for declaratory and injunctive relief against the an impacted county or municipality for a violation of this section. Pending adjudication of the action and upon filing of a complaint showing a violation of this section, the resident or business owner a petitioner is may be entitled to a preliminary injunction against the county or municipality preventing implementation enforcement of the moratorium or the comprehensive plan amendment, land development regulation, or procedure against the petitioner. If such civil action is successful, the resident or business owner is entitled to reasonable attorney fees and costs. The court may award reasonable attorney fees and costs to a prevailing party.

~~(b) As a condition to filing an action under this section, a petitioner shall provide the governing body of the county or municipality with written notice that enforcement of a moratorium, comprehensive plan amendment, land development regulation, or procedure is in violation of this section as applied to the petitioner. The notice shall set forth the facts upon which the complaint or petition is based, identify the moratorium, comprehensive plan amendment, land development regulation, or procedure alleged to be in violation of this section, include documentation of the hurricane-damaged property and the date such damage occurred, and the reasons the local government's action violates this section.~~

~~(c) Upon receipt of the notice, the county or municipality shall have 14 business days to issue an official verification letter to the owner that the moratorium, comprehensive plan amendment, land development regulation, or procedure will not be enforced against the petitioner's hurricane-damaged property until October 1, 2027. The governing body of a county or municipality may delegate by ordinance or resolution the authority to issue the verification and to receive the notice prescribed in this paragraph to a department, division, or other agency of the county or municipality. If the county or municipality does not issue the verification within the time prescribed, the petitioner may file suit.~~

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

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

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

~~(4) As used in this section, the term:~~

~~1. “Impacted county or municipality” means a county or municipality located entirely or partially within 100 miles of the landfall of Hurricanes Debby, Helene, or Milton while the hurricane was categorized as a hurricane, and which sustained major storm-related damage as determined by:~~

~~a. A designation of “Major Damage” or “Destroyed” in the Federal Emergency Management Agency’s Preliminary Damage Assessments; or~~

~~b. A designation of “Major Damage” or “Destroyed” in the Florida Division of Emergency Management’s Rapid Damage Assessment.~~

~~2. “Burdensome or restrictive” means a decrease in the allowable density or intensity of use of hurricane-damaged property located within an impacted county or municipality.~~

~~3. “Substantially delays” means any procedural action by a county or municipality that increases the applicable statutory or locally-imposed timeframes in effect on or before August 1, 2024, for the county or municipality to take final action on a site plan, development permit, or development order, as those terms are defined in section 163.3164.~~

~~4. “Landfall” means the initial intersection of the surface center of a hurricane with the coastline of the state.~~

~~(5) This section shall not apply to a moratorium imposed or enforced to address stormwater or flood water management, to address the supply of potable water, or due to the necessary repair or replacement of sanitary sewer systems.~~

~~(46) This section expires June 30, 2028.~~



MEMORANDUM

CITY OF PALM BEACH GARDENS

TO: Ronald Ferris, City Manager

FROM: Natalie Crowley, Director of Planning and Zoning *Natalie Crowley*

SUBJECT: SB 180 - Planning Perspective

DATE: September 24, 2025

Senate Bill 180 was signed by the Governor on June 26, 2025, and become effective immediately. It included several new changes related to the preparation and response activities of state and local governments when emergencies impact the state. As part of this bill, language was also added which affects local zoning and land use regulations. The following summary discusses portions of the bill which impact the City of Palm Beach Gardens from this planning perspective:

- Section 28 of the bill titled “Emergencies” prohibits all local government initiated ordinances that impose “more restrictive or burdensome” comprehensive plans amendments, land development regulations or procedures concerning review, approval or issuance of site plans, development permits, or development order for the period starting August 1, 2024 (applies retroactively) to October 1, 2027, even if these amendments do not involve a storm.
- Section 28 of the bill also bans moratoria on construction, reconstruction, or redevelopment, or redevelopment of property damaged by a hurricane during the same timeframe.
- Most concerning is that Section 18 and Section 28 freezes cities and counties from adopting land-use regulations deemed “more restrictive or burdensome” than those in place before recent or future hurricanes — even if the changes are unrelated to disaster recovery. Section 18 relates to future hurricanes and prohibits counties (and the municipalities within them) even partially within 100 miles of a hurricane’s track from implementing any more “restrictive or burdensome” comprehensive plan or land development policies, regulations or procedures, for one year after landfall.
- Section 28 of SB 180 effectively halts any land use planning efforts for three years, and applies statewide, retroactive to August 1, 2024.
- These provisions threaten the constitutionally guaranteed role of local governments to plan for growth to protect natural resources, water quality, and public safety.



- Key terms, such as “more restrictive or burdensome,” are not defined and create uncertainty for communities trying to plan responsibly.
- Contrary to the stated goal of disaster recovery, tying the hands of local government striving to address growth management challenges puts the City of Palm Beach Gardens residents and businesses at even greater risk from flooding, pollution, and mismanaged growth that erodes both the environment and quality of life.
- The law also unreasonably inhibits local decision-making and exposes local governments and taxpayers to costly litigation by granting unprecedented legal standing to an array of entities to challenge local government actions they do not favor.
- It is important to note that these provisions did not receive the scrutiny of committee debate or public input in the Senate. Senators did not have the opportunity to fully understand their sweeping consequences before the bill came to a vote.

Enclosure: Highlighted Sections [18 & 28] from Ch. 2025-190 Laws of Florida.

retrofitting using state funds. The owner or lessee of a public hurricane evacuation 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.

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

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

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

(5) 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.

Section 19. Effective January 1, 2026, section 252.505, Florida Statutes, is created to read:

252.505 Breach of contract during emergency recovery periods for natural emergencies.—Each state or local government contract for goods or services related to emergency response for a natural emergency entered into, renewed, or amended on or after July 1, 2025, must include a provision that requires a vendor or service provider that breaches such contract during an emergency recovery period to pay a \$5,000 penalty and damages, which may be either actual and consequential damages or liquidated damages. As used in this section, the term “emergency recovery period” means a 1-year period that begins on the date that the Governor initially declared a state of emergency for a natural emergency.

Section 20. Subsection (4) is added to section 373.423, Florida Statutes, to read:

373.423 Inspection.—

(4)(a) By September 1, 2026, the department shall submit a Flood Inventory and Restoration Report to the Division of Emergency Management. The department must work with water management districts, local governments, and operators of public and private stormwater management systems to compile the necessary information for the report, which must:

1. Identify priority infrastructure needs within each water management district jurisdiction that may result in flooding or property damage or threaten human health if left unaddressed;

2. Identify locations that have both historic flooding occurrences, based on flood zones identified by the Federal Emergency Management Agency, and the potential to flood from future significant storm events, such as hurricanes and tropical storms;

3. For each location identified in subparagraph 1. or subparagraph 2., include an inspection and maintenance schedule and specific information on the age of the infrastructure, upstream impacts, and other factors that may lead to system failure if unaddressed; and

4. Include a list of facilities prioritized for funding to address flooding issues.

(b) The owner of any priority infrastructure identified in the report must submit an inspection and maintenance schedule to the department.

(c) The department must review and update the report on a biannual basis. The report must provide information regarding compliance with the inspection and maintenance schedules, include any additional revisions based on storm event experience, and revise the list of facilities as new flooding events take place and new projects are implemented to alleviate infrastructure deficiencies which led to flooding events. The department

must submit an updated report to the Division of Emergency Management by September 1 of each year in which the report is due.

Section 21. Paragraph (a) of subsection (9) of section 380.0552, Florida Statutes, is amended to read:

380.0552 Florida Keys Area; protection and designation as area of critical state concern.—

(9) MODIFICATION TO PLANS AND REGULATIONS.—

(a) Any land development regulation or element of a local comprehensive plan in the Florida Keys Area may be enacted, amended, or rescinded by a local government, but the enactment, amendment, or rescission becomes effective only upon approval by the state land planning agency. The state land planning agency shall review the proposed change to determine if it is in compliance with the principles for guiding development specified in chapter 27F-8, Florida Administrative Code, as amended effective August 23, 1984, and must approve or reject the requested changes within 60 days after receipt. Amendments to local comprehensive plans in the Florida Keys Area must also be reviewed for compliance with the following:

1. Construction schedules and detailed capital financing plans for wastewater management improvements in the annually adopted capital improvements element, and standards for the construction of wastewater treatment and disposal facilities or collection systems that meet or exceed the criteria in s. 403.086(11) for wastewater treatment and disposal facilities or s. 381.0065(4)(l) for onsite sewage treatment and disposal systems.

2. Goals, objectives, and policies to protect public safety and welfare in the event of a natural disaster by maintaining a hurricane evacuation clearance time for permanent residents of no more than 24.5 24 hours. The hurricane evacuation clearance time shall be determined by a hurricane evacuation study conducted in accordance with a professionally accepted methodology and approved by the state land planning agency. For purposes of hurricane evacuation clearance time:

a. Mobile home residents are not considered permanent residents.

b. The City of Key West Area of Critical State Concern established by chapter 28-36, Florida Administrative Code, shall be included in the hurricane evacuation study and is subject to the evacuation requirements of this subsection.

Section 22. The Department of Commerce shall conduct baseline modeling scenarios and gather data in order to determine a number of building permit allocations to be distributed in the Florida Keys Area based upon the hurricane evacuation clearance time provided in s. 380.0552(9)(a), Florida Statutes, as amended by this act. The permit allocations must be distributed to counties and municipalities based on the number of vacant buildable lots within each jurisdiction. The permit allocations must be

distributed over a period of at least 10 years but may not exceed 900 total permit allocations. All permits must be issued for vacant, buildable parcels, of which only one may be awarded for any individual parcel, and the distribution of which must prioritize allocations for owner-occupied residences, affordable housing, and workforce housing.

Section 23. Subsection (1) of section 400.063, Florida Statutes, is amended to read:

400.063 Resident protection.—

(1) The Health Care Trust Fund shall be used for the purpose of collecting and disbursing funds generated from the license fees and administrative fines as provided for in ss. 393.0673(5), 400.062(3), 400.121(2), and 400.23(8). Such funds shall be for the sole purpose of paying for the appropriate alternate placement, care, and treatment of residents who are removed from a facility licensed under this part or a facility specified in s. 393.0678(1) in which the agency determines that existing conditions or practices constitute an immediate danger to the health, safety, or security of the residents. If the agency determines that it is in the best interest of the health, safety, or security of the residents to provide for an orderly removal of the residents from the facility, the agency may utilize such funds to maintain and care for the residents in the facility pending removal and alternative placement. The maintenance and care of the residents shall be under the direction and control of a receiver appointed pursuant to s. 393.0678(1) or s. 400.126(1). However, funds may be expended in an emergency upon a filing of a petition for a receiver, upon the declaration of a state of local emergency pursuant to s. 252.38(3)(b)5, ~~s. 252.38(3)(a)5~~, or upon a duly authorized local order of evacuation of a facility by emergency personnel to protect the health and safety of the residents.

Section 24. Subsection (7) of section 403.7071, Florida Statutes, is amended, and subsection (8) is added to that section, to read:

403.7071 Management of storm-generated debris.—Solid waste generated as a result of a storm event that is the subject of an emergency order issued by the department may be managed as follows:

(7) Unless otherwise specified in a contract or franchise agreement between a local government and a private solid waste or debris management service provider, a private solid waste or debris management service provider is not required to collect storm-generated yard trash, debris, or waste. Local governments are authorized and encouraged to add an addendum to existing contracts or franchise agreements for collection of storm-generated debris.

(8)(a) Each county and municipality shall apply to the department for authorization of at least one debris management site as described in subsection (2) and shall annually seek preauthorization for any previously approved debris management sites, as allowed by the department.

(b) A municipality may jointly apply for authorization of a debris management site with a county or at least one adjacent municipality, if the parties develop and approve a memorandum of understanding. Such memorandum must clearly outline the capacity of the debris management site and location of the site relative to each party. The memorandum of understanding must be approved annually as part of the preauthorization process described in paragraph (a).

Section 25. Section 489.1132, Florida Statutes, is created to read:

489.1132 Regulation of hoisting equipment used in construction, demolition, or excavation work during a hurricane.—

(1) As used in this section, the term:

(a) “Controlling entity” means the general contractor, prime contractor, or construction manager with overall responsibility for a construction project.

(b) “Hoisting equipment” means power-operated cranes, derricks, and hoists used in construction, demolition, or excavation work that are regulated by the Occupational Safety and Health Administration.

(c) “Mobile crane” means a type of hoisting equipment incorporating a cable-suspended latticed boom or hydraulic telescoping boom designed to be moved between operating locations by transport over a roadway. The term does not include a mobile crane with a boom length of less than 25 feet or a maximum rated load capacity of less than 15,000 pounds.

(d) “Tower crane” means a type of hoisting equipment using a vertical mast or tower to support a working boom in an elevated position if the working boom can rotate to move loads laterally either by rotating at the top of the mast or tower or by the rotation of the mast or tower itself, whether the mast or tower base is fixed in one location or ballasted and moveable between locations.

(2)(a) When a tower crane or mobile crane is located on a worksite, a hurricane preparedness plan for the crane must be available for inspection at the worksite.

(b) In preparation for a hurricane, the controlling entity must ensure that hoisting equipment is secured in the following manner no later than 24 hours before the impacts of the hurricane are anticipated to begin:

1. All hoisting equipment must be secured in compliance with manufacturer recommendations relating to hurricane and high-wind events, including any recommendations relating to the placement, use, and removal of advertising banners and rigging.

2. Tower crane turntables must be lubricated before the event.

3. Fixed booms on mobile cranes must be laid down whenever feasible.
4. Booms on hydraulic cranes must be retracted and stored.
5. The counterweights of any hoists must be locked below the top tie-in.
6. Tower cranes must be set in the weathervane position.
7. All rigging must be removed from hoist blocks.
8. All power at the base of tower cranes must be disconnected.

(3) A person licensed under this part who intentionally violates this section is subject to discipline under ss. 455.227 and 489.129.

(4) The Florida Building Commission shall establish best practices for the utilization of tower cranes and hoisting equipment on construction job sites during hurricane season and report its findings to the Legislature by December 31, 2026.

Section 26. Subsection (6) of section 553.902, Florida Statutes, is amended to read:

553.902 Definitions.—As used in this part, the term:

(6) “Renovated building” means a residential or nonresidential building undergoing alteration that varies or changes insulation, HVAC systems, water heating systems, or exterior envelope conditions, if the estimated cost of renovation exceeds 30 percent of the assessed value of the 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 null and void ab initio. This subsection applies retroactively to August 1, 2024.

(2) Notwithstanding subsection (1), 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:

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

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

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

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

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

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

(4) This section expires June 30, 2028.

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



MEMORANDUM

CITY OF PALM BEACH GARDENS

TO: Ron Ferris, City Manager

DATE: September 23, 2025

THROUGH: Stephen Stepp, Deputy City Manager

FROM: David Reyes, Community Services Administrator/ Dir. of Emergency Management

SUBJECT: Clarification Request: SB 180 Training, Building, and Coordination Mandates

SB 180 introduces new training, compliance, building department regulations, and coordination mandates for municipalities. These requirements extend statutory obligations beyond emergency management directors to City Managers, City Administrators, and Public Works Directors, while also adding new expectations for building departments and collaboration with the Department of Health. While the legislation intent appears to improve disaster readiness and post-disaster safety, it raises practical concerns regarding statutory duties, enforcement, funding eligibility, liability, and administrative burden. Based on my review of SB 180, the following questions highlight areas where further clarification is needed to ensure cities can meet these requirements effectively and without unintended administrative, operational, and financial burdens.

Training Requirements

- City Managers, Administrators, and Public Works Directors must comply with F.S. 252.38(1)(b).
 - If City Managers are now included, how does this affect their statutory duties compared to county emergency management directors?
 - Will DEM issue written guidance clarifying which municipal positions fall under these requirements?
 - How can a new Public Works Director meet the 4-year experience requirement?
 - What is the legislative intent behind extending these training requirements to these positions?

Operational Burden & Risk

- Impact of single-official noncompliance on state/federal aid?
- How will DEM enforce compliance?
- Is DEM providing standardized compliance tools (training portals, templates, reporting forms) to reduce administrative workload on municipalities?

Coordination & Reporting

- Will cities be required to submit inspection reports to DEM or FEMA, and if so, in what format?
- How will this new reporting align with existing building permitting systems (e.g., Tyler, in-house databases)?

Liability

- If a city is unable to complete mandated inspections in time due to staffing shortages, could it face liability, fines, or funding ineligibility?
- Will DEM indemnify municipalities for determinations made in good faith during post-disaster inspections?
- Who bears responsibility if a property owner disputes a substantial damage letter issued under SB 180 requirements?

Health Department Coordination Requirement

- SB 180 references collaboration with the Department of Health in their local Comprehensive Emergency Management Plans as a requirement.
 - What does "collaboration" specifically require — joint planning meetings, signed MOUs, or operational commitments during an incident?
 - How will this affect city response operations, staffing, and coordination with county emergency management?
 - Will the Department of Health provide guidance, points of contact, and funding to support this collaboration?

Timely and detailed guidance from DEM is critical to ensure municipalities can comply with SB 180, minimize risk of liability or funding loss, and maintain effective disaster preparedness and response for the safety and resilience of their communities.



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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1 A bill to be entitled

2 An act relating to election dates for municipal
3 office; amending s. 100.3605, F.S.; requiring that
4 elections for municipal offices be held on the same
5 date as the general election; requiring a municipality
6 that requires a runoff format to hold its initial
7 election on the same date as the primary election and
8 the runoff election on the same date as the general
9 election; providing an exception; preempting to the
10 state the authority to establish election dates for
11 municipal elections; amending s. 100.361, F.S.;
12 requiring that municipal recall elections be held
13 concurrently with municipal elections under certain
14 conditions; repealing s. 101.75, F.S., relating to
15 change of dates for cause in municipal elections;
16 extending the terms of incumbent elected municipal
17 officers until the next municipal election; providing
18 an effective date.

19
20 Be It Enacted by the Legislature of the State of Florida:

21
22 Section 1. Section 100.3605, Florida Statutes, is amended
23 to read:

24 100.3605 Conduct of municipal elections.—

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

18-01480-25

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30 the Florida Election Code that expressly applies to
31 municipalities.

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

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

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

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

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

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

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

58 100.361 Municipal recall.-

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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.



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.



Art on Municipal- Owned Sidewalks

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.

Update: FDOT has required municipalities and counties to remove sidewalk and street crosswalk art throughout the state pursuant to a June 30, 2025, memorandum issued to FDOT district directors from the agency's Assistant Secretary. The agency asserted that its administrative rules and implementing statute, section 316.0745, requires all traffic control devices, including pavement surface markings, be compliant with FDOT's Design Manual. The cities of Fort Lauderdale and Miami Beach have challenged the legality of FDOT's action under the Florida Administrative Procedure Act. The cities filed petitions with the Florida Division of Administrative Hearings and contend the agency's action is invalid because the agency failed to promulgate a rule but is instead acting pursuant to "non-rule" policy. In addition, the cities contend that FDOT may lack statutory authority to take these actions. The cases have been consolidated and discovery is underway.



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

July 1, 2025

Dear Governor:

Safety is the U.S. Department of Transportation (DOT)'s top priority. While I am encouraged that the estimates of traffic fatalities for 2024 continue a downward trend, by decreasing 3.8 percent from 2023, we still have more work to do to improve safety and mobility on our Nation's highways. In 2024, the estimated number was a stunning 39,345. This is unacceptable. I ask that you join DOT and support our national initiative, Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies (SAFE ROADS), to help improve safety and mobility, eliminate distractions, and keep people and goods moving throughout the United States.

DOT has strong partnerships with your State department of transportation (State DOT) to implement projects and achieve important national priorities, most notably safe mobility. The SAFE ROADS national initiative will focus on the non-freeway arterials within your State, including safety and operation at intersections and along segments, consistent and recognizable traffic control devices including crosswalk and intersection markings, and orderly use of the right-of-way that is kept free from distractions. These routes are where more than half of roadway fatalities in America occur and deserve enhanced attention. The goal of the SAFE ROADS national initiative is to partner with State and local governments to make the entire roadway right-of-way easier to interpret and navigate for all users, including pedestrians, vehicle operators, and automated vehicles alike. We ask that you ensure compliance with Federal statutes and regulations and accelerate the deployment of proven safety and operational solutions to make roads safer across America.

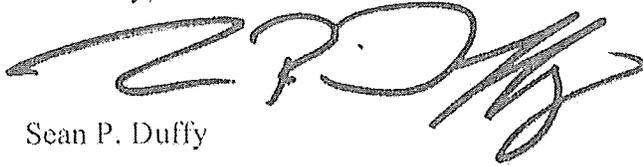
We are getting back to the basics – using data to guide decision-making and prioritize investments that reduce distraction while improving mobility and safety for all road users. Within 60 days, I request that your State DOT, in coordination with your metropolitan planning organizations, use available safety data, analysis, and assessments to develop a list of arterial segments, including intersections, with the highest safety, operational, or compliance concerns that will be addressed by the end of Fiscal Year 2026. Please submit the list of locations to your Federal Highway Administration (FHWA) Division Office.

FHWA will track the progress of this important nationwide initiative and stands ready to support you and your State DOT as you develop your plans. FHWA offers technical resources to assist with road safety audits and assessments in selecting effective safety and operational countermeasures, accelerating implementation of improvements, and complying with Federal standards, such as those for traffic control devices and use of the roadway right-of-way. Please

continue to inform your FHWA Division Office on progress as you take steps to address these locations. I look forward to meeting you at a future opportunity to learn about your success stories and best practices.

With our shared goals of moving people and goods safely and efficiently, we can make the expectation that all Americans make it home safely and on-time a reality.

Sincerely,

A handwritten signature in black ink, appearing to read 'SPDuffy', written in a cursive style.

Sean P. Duffy

cc:
State Transportation Department Chief Executives



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
Phone (850)414-5238
Rudy.Powell@dot.state.fl.us

Jennifer Marshall, P.E.
Chief Engineer of Production
Phone (850)414-5203
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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

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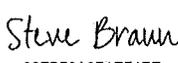
You are further notified that if the markings are removed by the Department, all costs associated with the removal will be assessed against the City of Fort Lauderdale. You may avoid these costs by removing the pavement markings and then notifying the Department of compliance immediately.

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:

86FB79A8F1EF4EE...
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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

August 15, 2025

Mr. Terrance Moore, City Manager
City of Delray Beach
100 NW First Avenue
Delray Beach, FL 33444

RE: Traffic Control Device Noncompliance

Dear Mr. Moore:

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.

Many local jurisdictions received this Memorandum and immediately began undertaking actions to ensure compliance. However, the City of Delray Beach has publicly stated it does not intend to comply.

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 **at the intersection of NE 2nd Avenue and NE 1st Street** is 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.

As required by state law, if the pavement markings are not removed by September 3, 2025, the Florida Department of Transportation will remove them by any appropriate method necessary without further notice.

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

Any additional violations by City of Delray Beach shall be cause for the immediate withholding of state funds.

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. If

Mr. Terrance Moore, City Manager

August 15, 2025

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you request a hearing, the Department has reserved time on September 2, 2025 beginning at 10:00 a.m. at the Florida Turnpike Enterprise's offices in Orlando. Because the issues likely to be raised are straightforward and involve only interpretations of the law and the national and state engineering standards, the hearing should be informal. 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 mentioned above and determined that the pavement markings will not be allowed.

Sincerely,

DocuSigned by:

86FB79A8F1EF4EE...
Steven C. Braun, P.E.
District 4 Secretary

Enclosure

cc: Tom Carney, Mayor – City of Delray Beach
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

Select Year: 2024 ▼

The 2024 Florida Statutes (including 2025 Special Session C)

[Title XXIII](#)

MOTOR VEHICLES

[Chapter 316](#)

STATE UNIFORM TRAFFIC CONTROL

[View Entire Chapter](#)**316.0745 Uniform signals and devices.—**

(1) The Department of Transportation shall adopt a uniform system of traffic control devices for use on the streets and highways of the state. The uniform system shall, insofar as is practicable, conform to the system adopted by the American Association of State Highway Officials and shall be revised from time to time to include changes necessary to conform to a uniform national system or to meet local and state needs. The Department of Transportation may call upon representatives of local authorities to assist in the preparation or revision of the uniform system of traffic control devices.

(2) The Department of Transportation shall compile and publish a manual of uniform traffic control devices which defines the uniform system adopted pursuant to subsection (1), and shall compile and publish minimum specifications for traffic control signals and devices certified by it as conforming with the uniform system.

(a) The department shall make copies of such manual and specifications available to all counties, municipalities, and other public bodies having jurisdiction of streets or highways open to the public in this state.

(b) The manual shall provide for the use of regulatory speed signs in work zone areas. The installation of such signs is exempt from the provisions of s. [335.10](#).

(3) All official traffic control signals or official traffic control devices purchased and installed in this state by any public body or official shall conform with the manual and specifications published by the Department of Transportation pursuant to subsection (2).

(4) It shall be unlawful for any public body or official to purchase, or for anyone to sell, any traffic control signal or device unless it conforms with the manual and specifications published by the Department of Transportation and is certified to be of such conformance prior to sale. Any manufacturer or vendor who sells any traffic control signal, guide, or directional sign or device without such certification shall be ineligible to bid or furnish traffic control devices to any public body or official for such period of time as may be established by the Department of Transportation; however, such period of time shall be for not less than 1 year from the date of notification of such ineligibility.

(5) It is unlawful for any public body to manufacture for installation or placement any traffic control signal, guide, or directional sign or device unless it conforms to the uniform system of traffic control devices published by the Department of Transportation. It is unlawful for any public body to sell any traffic control signal, guide, or directional sign or device it manufactures to any nongovernmental entity or person.

(6) Any system of traffic control devices controlled and operated from a remote location by electronic computers or similar devices must meet all requirements established for the uniform system, and, if such a system affects the movement of traffic on state roads, the design of the system shall be reviewed and approved by the Department of Transportation.

(7) The Department of Transportation may, upon receipt and investigation of reported noncompliance and after hearing pursuant to 14 days' notice, direct the removal of any purported traffic control device that fails to meet the requirements of this section, wherever the device is located and without regard to assigned responsibility under s. [316.1895](#). The public agency erecting or installing the same shall immediately bring it into compliance with the requirements of this section or remove said device or signal upon the direction of the Department of Transportation and may not, for a period of 5 years, install any replacement or new traffic control devices paid for in part or in

full with revenues raised by the state unless written prior approval is received from the Department of Transportation. Any additional violation by a public body or official shall be cause for the withholding of state funds for traffic control purposes until such public body or official demonstrates to the Department of Transportation that it is complying with this section.

(8) The Department of Transportation is authorized to permit traffic control devices not in conformity with the uniform system upon showing of good cause.

History.—s. 1, ch. 71-135; s. 1, ch. 72-189; s. 1, ch. 73-310; s. 1, ch. 76-31; s. 1, ch. 77-146; s. 1, ch. 80-178; s. 4, ch. 88-91; s. 3, ch. 88-93; s. 95, ch. 99-248; s. 6, ch. 2010-80; s. 6, ch. 2016-239.

Note.—Former s. 316.131.

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668 tractors other than truck tractors, ditchers, leveling graders,
669 finishing machines, motor graders, road rollers, scarifiers,
670 earthmoving carryalls and scrapers, power shovels and draglines,
671 mobile and self-propelled cranes and accessory support vehicles,
672 and earthmoving equipment. The term does not include house
673 trailers, dump trucks, truck-mounted transit mixers, ~~cranes or~~
674 ~~shovels,~~ or other vehicles designed for the transportation of
675 persons or property to which machinery has been attached.

676 Section 7. Section 316.0741, Florida Statutes, is repealed.

677 Section 8. Subsection (7) of section 316.0745, Florida
678 Statutes, is amended to read:

679 316.0745 Uniform signals and devices.—

680 (7) The Department of Transportation may, upon receipt and
681 investigation of reported noncompliance and after hearing
682 pursuant to 14 days' notice, direct the removal of any purported
683 traffic control device that fails to meet the requirements of
684 this section, wherever the device is located and without regard
685 to assigned responsibility under s. 316.1895. The public agency
686 erecting or installing the same shall immediately bring it into
687 compliance with the requirements of this section or remove said
688 device or signal upon the direction of the Department of
689 Transportation and may not, for a period of 5 years, install any
690 replacement or new traffic control devices paid for in part or
691 in full with revenues raised by the state unless written prior
692 approval is received from the Department of Transportation. Any
693 additional violation by a public body or official shall be cause
694 for the withholding of state funds deposited in the State
695 Transportation Trust Fund ~~for traffic control purposes~~ until
696 such public body or official demonstrates to the Department of

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697 Transportation that it is complying with this section.

698 Section 9. Subsection (3) of section 316.550, Florida
699 Statutes, is amended to read:

700 316.550 Operations not in conformity with law; special
701 permits.—

702 (3) Notwithstanding subsection (2), the Department of
703 Transportation may issue a mobile crane special blanket permit
704 for any of the following purposes:

705 (a) To authorize a mobile crane to operate on and ~~A permit~~
706 ~~may authorize a self-propelled truck crane operating off the~~
707 Interstate Highway System while towing ~~to tow~~ a motor vehicle
708 that ~~which~~ does not weigh more than 5,000 pounds if the combined
709 weight of the crane and such motor vehicle does not exceed
710 95,000 pounds. Notwithstanding s. 320.01(7) or (12), mobile
711 ~~truck~~ cranes that tow another motor vehicle under ~~the provision~~
712 ~~of~~ this subsection shall be taxed under ~~the provisions of~~ s.
713 320.08(5) (b).

714 (b) To authorize a mobile crane and accessory support
715 vehicles that are up to 12 feet in width, 14 feet 6 inches in
716 height, and 100 feet in length to operate on and off the
717 Interstate Highway System at all hours except as restricted
718 under a local travel-related curfew.

719 (c) To authorize a mobile crane and accessory support
720 vehicles that, due to their design for special use, exceed the
721 weight limits established in s. 316.535 to operate on and off
722 the Interstate Highway System.

723 Section 10. Subsections (1) and (3), paragraphs (a) and (c)
724 of subsection (4), and subsection (6) of section 320.084,
725 Florida Statutes, are amended to read:



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.



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

