



Town of Belleair

901 Ponce de Leon Blvd.
Belleair, FL 33756

Meeting Agenda Town Commission

Tuesday, February 5, 2019

6:00 PM

Town Hall

Welcome. We are glad to have you join us. If you wish to speak, please wait to be recognized, then step to the podium and state your name and address. We also ask that you please turn-off all cell phones.

PLEDGE OF ALLEGIANCE

COMMISSIONER ROLL CALL

SCHEDULED PUBLIC HEARINGS

Persons are advised that, if they decide to appeal any decision made at this meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

CITIZENS COMMENTS

(Discussion of items not on the agenda. Each speaker will be allowed 3 minutes to speak.)

CONSENT AGENDA

[19-0023](#) Approval of January 15, 2019 Regular Meeting Minutes

Attachments: [RM - 01-15-2019](#)

GENERAL AGENDA

[19-0021](#) Swearing in of Officer Mike Hansen

[19-0020](#) Enterprise Fleet Management - Presentation and Discussion

Attachments: [Belleair Board Packet](#)

[19-0024](#) Special Relief Permit Approval - The ARC Tampa Bay

Attachments: [SRP App - ARC](#)

[19-0018](#) Review of Delinquency Charges for Utility Accounts

[19-0027](#) 2019 Legislative Action Agenda

Attachments: [2019 Town of Belleair Legislative Action Agenda](#)
[2019-action-agenda.pdf](#)

[19-0025](#) Selection of Legislative Consultant

POLICE CHIEF'S REPORT

TOWN MANAGER'S REPORT

TOWN ATTORNEY'S REPORT

MAYOR AND COMMISSIONERS' REPORT/BOARD AND COMMITTEE REPORTS

OTHER BUSINESS

ADJOURNMENT

ANY PERSON WITH A DISABILITY REQUIRING REASONABLE ACCOMMODATIONS IN ORDER TO PARTICIPATE IN THIS MEETING, SHOULD CALL (727) 588-3769 OR FAX A WRITTEN REQUEST TO (727) 588-3767.



Legislation Details (With Text)

File #: 19-0023 **Version:** 1 **Name:**

Type: Minutes **Status:** Minutes Approval

File created: 1/31/2019 **In control:** Town Commission

On agenda: 2/5/2019 **Final action:**

Title: Approval of January 15, 2019 Regular Meeting Minutes

Sponsors:

Indexes:

Code sections:

Attachments: [RM - 01-15-2019](#)

Date	Ver.	Action By	Action	Result
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Town of Belleair

901 Ponce de Leon Blvd.
Belleair, FL 33756

Meeting Minutes Town Commission

Tuesday, January 15, 2019

6:00 PM

Town Hall

Welcome. We are glad to have you join us. If you wish to speak, please wait to be recognized, then step to the podium and state your name and address. We also ask that you please turn-off all cell phones.

Meeting called to order at 6:03 PM with Mayor Katica presiding.

PLEDGE OF ALLEGIANCE

Lucy White president of the Belleair Teen Council lead the Pledge of Allegiance.

COMMISSIONER ROLL CALL

Present: 5 - Mayor Gary H. Katica
Deputy Mayor Karla Rettstatt
Commissioner Michael Wilkinson
Commissioner Tom Shelly
Commissioner Tom Kurey

SCHEDULED PUBLIC HEARINGS

Persons are advised that, if they decide to appeal any decision made at this meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

CITIZENS COMMENTS

(Discussion of items not on the agenda. Each speaker will be allowed 3 minutes to speak.)

None to be heard.

CONSENT AGENDA

Deputy Mayor Rettstatt moved approval of the consent agenda. Motion seconded by Commissioner Wilkinson.

Aye: 5 - Mayor Katica, Deputy Mayor Rettstatt, Commissioner Wilkinson, Commissioner Shelly, and Commissioner Kurey

[18-0348](#) Approval of December 4, 2018 Regular Meeting Minutes

(approved as part of consent agenda)

[19-0016](#) Special Relief Permit Approvals

(approved as part of consent agenda)

GENERAL AGENDA

[18-0356](#)

Presentation of Belleair Community Foundation Donation

JP Murphy-Town Manager-Introduced John Rich, President of Belleair Community Foundation.

Mr. Rich stated a private resident donated \$20,000 to purchase of new police radios; presented check to Chief Doyle.

[18-0358](#)

Belleair Teen Council Awards Presentation

Rachel Hobbs-Special Events Coordinator-Spoke on efforts of teen council; introduced Lucy White; two awards received from Florida League of Cities, one for Socksgiving and one for their We Love Belleair video; video shown to audience. Ms. Hobbs thanked the Commission, staff, police, and BCF for their support

Ms. White thanked the commissioners for their support.

Mark Sittig-Florida League of Cities-Stated he was here to present two awards; council won first place in 2018 youth video competition and first in the community service project; briefly discussed both projects; presented trophies; announced checks were mailed as well.

Meeting went into recess at 6:17 PM for photos

Meeting reconvened at 6:23 PM

[19-0015](#)

Discussion of Residential Parking Permits

Mr. Murphy stated staff coordinated with the planner; recommends sending items to Planning and Zoning Board if they would like further review.

Chris Brimo-Planner, Calvin Giordano and Associates-Discussed what is done in other communities; generally done in residential areas to prevent crowding; areas to consider are ranking mechanisms, petitions, specific hourly parking, limit number of permits, fees, transferability, length of permit (time).

Brief discussion regarding enforceability; obtaining recommendations from the Planning and Zoning Board; providing clearer direction to board; consensus to have Planning and Zoning Board investigate residential parking permits in areas of Winston Park, Thompson Park, Hallett Park and Coe Rd. to start; ideas on enforcement; board to hold multiple meetings on issue.

Discussion ensued regarding some communities having data/volume requirements; no intervening statutory requirements.

19-0014

Discussion of Fencing Regulations

Mr. Murphy provided background on discussion; building code and town code doesn't address all areas regarding fences; code concerns as type of materials and vegetative shielding of fences.

Mr. Brimo stated his primary research is related more to chain link fencing; prohibited outright in some communities; shielding/screening requirements; some communities allow only as temporary construction; standards can be set as to what the community would like to see; standards specific; recommendations can be brought to the Planning and Zoning Board.

Discussion ensued regarding not allowing grandfathering of chain link fencing, new fencing would have to meet requirements; City of Surfside as a reference; consensus to send to Planning and Zoning Board for review.

19-0008

Approval of Purchase for Urban Forestry Unit

Mr. Murphy stated the bucket truck previously approved, would take too long; located one in Homestead Florida; this was on a source well contract and was cheaper; requests approval of \$123,000.00.

Commissioner Shelly moved approval of purchase for urban forestry unit for \$123,000. Motion seconded by Deputy Mayor Rettstatt.

Aye: 5 - Mayor Katica, Deputy Mayor Rettstatt, Commissioner Wilkinson, Commissioner Shelly, and Commissioner Kurey

19-0001

Resolution 19-1: Disposal of 2007 Refuse Packer

Mr. Murphy stated truck disposed of; in interim, PTEC has requested a vehicle for their CDL training program; staff recommends to dispose of by donating to PTEC.

Discussion ensued regarding market value of vehicle; regarding the donation; whether it should be sold.

Item was not approved; will look into selling; minimum reserve of \$5,000 or will donate.

Deputy Mayor Rettstatt moved approval of the disposal of 2007 refuse packer to be donated to PTEC. Motion seconded by Commissioner Wilkinson.

Aye: 1 - Mayor Katica

Nay: 4 - Deputy Mayor Rettstatt, Commissioner Wilkinson, Commissioner Shelly, and Commissioner Kurey

18-0347

Approval of Reclamite Asphalt Rejuvenating Agent application by Pavement Technology Inc.

Mr. Murphy stated this was budgeted and would come out of the small roadway projects; this is an overlay sealant that goes over roadways; extends road life by 4-6 years; Infrastructure Board approved unanimously; cost is \$38,000.

Commissioner Shelly moved approval of Reclamite Asphalt Rejuvenating Agent by Pavement Technology Inc. in the amount of \$38,204.46. Motion seconded by Commissioner Wilkinson.

Aye: 5 - Mayor Katica, Deputy Mayor Rettstatt, Commissioner Wilkinson, Commissioner Shelly, and Commissioner Kurey

18-0350 Advisory Board Calendar

Mr. Murphy stated he would like himself, board staff member and commission advisor along with the chairperson to meet quarterly to discuss upcoming agenda items; Town manager and commission advisor would have to agree to cancel meetings; commissioners agreed.

18-0346 Penny Joint Review Committee Representative

Mr. Murphy stated 8.3% of penny proceeds are to be set for economic housing and development; committee formed to discuss how that is to be spent; we share a seat with Belleair Bluffs, City of Seminole, Gulfport; Kenneth City, City of South Pasadena; discussed requirements of position, City of Seminole only city that has on staff planning; Mark Ely is the Director of Community Services; request confirmation of Mark Ely.

Commissioner Shelly moved approval of Mark Ely to serve as the Town's representative to serve on the Penny Joint Review Committee. Motion seconded by Deputy Mayor Rettstatt.

Aye: 5 - Mayor Katica, Deputy Mayor Rettstatt, Commissioner Wilkinson, Commissioner Shelly, and Commissioner Kurey

POLICE CHIEF'S REPORT

Nothing to report.

TOWN MANAGER'S REPORT

Mr. Murphy stated that community forum II went better than to be expected; great feed back; due to government shutdown, number of members serving in the Coast Guard and may have some residents serving; that the Town give relief to government employees who can show proof; extend time to pay and wave late fee.

Deputy Mayor Rettstatt moved approval to provide relief for any ferlowed govenment employees on any late fees in the event they can not pay their town bills as in water, sewer and solid waste, utility bills. Motion seconded by Commissioner Wilkinson.

Aye: 5 - Mayor Katica, Deputy Mayor Rettstatt, Commissioner Wilkinson, Commissioner Shelly, and Commissioner Kurey

TOWN ATTORNEY'S REPORT

David Ottinger-Town Attorney-Discussed agreements; conservation easement has been completed, executed, and recorded; discussed property boundaries of easement.

MAYOR AND COMMISSIONERS' REPORT/BOARD AND COMMITTEE REPORTS

Mayor Katica-Glad to be back at the meeting.

Commissioner Kurey-Briefly discussed infrastructure board meeting; will meet with JP and board consultant to suggest EOR to board; projects; strategic planning meeting went well; commented on Santa delivery; abandoned homes in need of repair.

Discussion ensued regarding legal options with neglected and abandoned properties;

code enforcement violations; Chief Doyle provided comments on Watkins and other properties; regarding code process; may have better/faster route with building inspector vs codes.

Commissioner Shelly-Park and Tree Board reviewed grand tree ordinances from other cities; discussed Florida Friendly yard recognition; went to County Extension office; will send information to committee.

Deputy Mayor Rettstatt-Commended Chief Doyle on notices regarding people leaving trash cans out; hopes it is successful.

Commissioner Wilkinson-Recreation board appointed new chair and vice chair; Ms. Franzese resigned and now have a vacancy; santa delivery was discussed; thanked Commissioner Kurey; Belleair Sunset 5k next weekend.

OTHER BUSINESS

None to be heard.

ADJOURNMENT

Meeting adjourned in due form at 7:19 PM.

Commissioner Wilkinson moved to adjourn the meeting. Motion seconded by Deputy Mayor Rettstatt.

Aye: 5 - Mayor Katica, Deputy Mayor Rettstatt, Commissioner Wilkinson, Commissioner Shelly, and Commissioner Kurey

TOWN CLERK

APPROVED:

MAYOR



Legislation Details (With Text)

File #: 19-0021 **Version:** 1 **Name:**

Type: Discussion Items **Status:** General Agenda

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On agenda: 2/5/2019 **Final action:**

Title: Swearing in of Officer Mike Hansen

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Legislation Details (With Text)

File #: 19-0020 **Version:** 1 **Name:**
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File created: 1/29/2019 **In control:** Town Commission
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Title: Enterprise Fleet Management - Presentation and Discussion
Sponsors:
Indexes:
Code sections:
Attachments: [Belleair Board Packet](#)

Date	Ver.	Action By	Action	Result
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Summary

To: Town Commission
From: Stefan Massol, Director of Support Services
Date: 2/5/2019

Subject:
Enterprise Fleet Management - Presentation and Discussion

Summary:
Steven Atwood of Enterprise Fleet Management will be presenting a potential solution that town staff has been considering for the Town of Belleair. Discussion will follow.

Background/Problem Discussion: The Town of Belleair has a fleet of more than 30 vehicles and light equipment. For each item, town staff manages several aspects of the fleet process such as procurement, securing tag and title, controlling maintenance costs, record keeping for vehicle-related expenses and auctioning of old items. Beginning in 2016 the town started to convert its fleet to a five-year replacement cycle to better optimize funds. The town is using increased proceeds from auctioned items to fund future purchases, while making greater benefit of favorable pricing made available to local governments.

Based on conversations with Enterprise Fleet Management staff believes there may be greater optimization of fleet funds possible by leveraging tools currently unavailable to the town. Potential efficiencies exist in strategically selecting vehicles for purchase that will hold better resale value, as well as by working with Enterprise's network of buyers when auctioning the town's vehicles also resulting in increases in resale value. Additionally, Enterprise has negotiated pricing with automotive repair shops that can offer the town low, fixed maintenance costs. Lastly, there would be anticipated savings in terms of staff time related to management of the fleet as some of those functions would become automated, or streamlined by Enterprise.

Financial Implications: See Attachments.

Recommendation: This item is for discussion purposes only.

Proposed Motion: This item is for discussion purposes only.



FLEET MANAGEMENT

FLEET SYNOPSIS | TOWN OF BELLEAIR



Town of Belleair
901 Ponce de Leon Blvd
Belleair, FL 33756

Enterprise Fleet Management, Inc.

600 Corporate Park Drive
St. Louis, MO 63105
314-512-5000 Main
314-518-5583 Fax

Steven Atwood

Account Executive
3505 E Frontage Rd Ste 200B.
Tampa, FL 33607
813-261-8044 Office



FLEET MANAGEMENT

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FLEET SYNOPSIS | TOWN OF BELLEAIR



BACKGROUND

Location: Belleair, FL
Industry: Municipal Government
Total vehicles: 21 vehicles

THE SITUATION

The Town of Belleair is looking for a solution to better manage its aging fleet, keeping vehicles on a preventative maintenance schedule while eliminating costly, unscheduled repairs, and limiting administrative tasks associated with fleet of vehicles.

- 38% of the current fleet is over 5 years, the current target age for replacement by the Town.
- Older vehicles have higher fuel costs, maintenance costs and tend to be unreliable.
- Resale of aged units has shown low equity for the City

THE OBJECTIVES

Enterprise Fleet Management's proposal is to save resources and budget dollars through a managed vehicle program.

1. Utilize an open-end lease* as a funding mechanism, allowing The Town of Belleair to acquire additional vehicles while avoiding a large capital budget outlay.
2. Reduction in maintenance costs by increasing the number of units under warranty and eliminating aged vehicles.
3. To initiate the program Enterprise will be replacing (2) requested vehicles and utilizing funds from sale to completely offset lease cost for the 3 requested units in year.

* An open-end lease means there are no early termination, mileage or abnormal wear and tear penalties. Leases are written to a residual balance to preserve cash flow. The Town of Belleair receives flexibility of ownership, as well as net equity from sale at time of disposal.

CLIENT TESTIMONIAL

"Enterprise Fleet Management allowed me to save enough money in my first year to lease three pieces of heavy equipment, purchase a tractor and grass spray rig as well as outfitting the new Public Works facility with all new lifts and state of the art equipment. We have sold our most problematic vehicles and in some cases downsized our fleet to meet our needs. Enterprise has truly modernized our fleet and changed the way we do business in our City."

- Joe Corrao, Director of Public Works, Palm Beach Gardens

THE RESULTS

Town of Belleair will see cash-flow back to the Town in the first year. By partnering with Enterprise Fleet Management, it is estimated that The Town of Belleair will reduce maintenance costs by almost 32%. Leveraging an open end lease maximizes cash flow and recognizes equity from vehicles sold. Additionally, will be able to utilize world class fleet software, data warehouse and analytics for proactive vehicle management.

REFERENCES

Grayson Cason, Executive Director, City of Lake City (386) 719-5760
Walt Pierce, Dir. of Finance, City of Madeira Beach, (727) 391-9951
Kingman Schult, Fire Chief, Greater Naples Fire District, (239) 348-7540

Steven Atwood | (813) 261-8044 | Steven.S.Atwood@efleets.com

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PROJECTED TO SAVE OVER

\$138,066

IN 10 YEARS WHILE PROVIDING
SAFER/MORE EFFICIENT VEHICLES



**REDUCE
MAINTENANCE
COST BY 32%**

**ENHANCED
VISIBILITY**
THROUGH EFM WEBSITE



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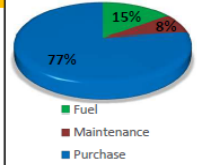
SUPPORTING EVIDENCE | TOWN OF BELLEAIR

Town of Belleair - Fleet Planning Analysis

Current Fleet	22	Fleet Growth	0.00%	Proposed Fleet	22
Current Cycle	7.33	Annual Miles	4,800	Proposed Cycle	5.00
Current Maint.	\$28.08	Insurance	\$0.00	Proposed Maint.	\$19.17
Fuel Info		MPG	16	Price/Gallon	\$2.20

Fleet Costs Analysis

Fiscal Year	Fleet Mix			Fleet Cost					Annual			
	Fleet Size	Annual Needs	Owned	Leased	Purchase	Lease*	Maintenance	Equity	Fuel	Fleet Budget	Net Cash	Year over Year
Average	22	3.0	22	0	75,135	0	7,413	0	14,520	97,068	0	
'19	22	3	19	3	0	15,351	7,092	-20,900	14,124	15,667	81,401	81,401
'20	22	4	15	7	0	40,277	6,665	0	13,596	60,538	36,530	117,931
'21	22	5	10	12	0	66,410	6,130	0	12,936	85,476	11,592	129,523
'22	22	4	6	16	0	87,578	5,702	0	12,408	105,688	-8,620	120,903
'23	22	6	0	22	0	69,500	5,061	0	11,616	86,176	10,892	131,794
'24	22	3	0	22	0	118,466	5,061	0	11,616	135,143	-38,075	93,719
'25	22	4	0	22	0	70,011	5,061	0	11,616	86,688	10,380	104,100
'26	22	5	0	22	0	85,626	5,061	0	11,616	102,303	-5,235	98,865
'27	22	4	0	22	0	57,682	5,061	0	11,616	74,359	22,709	121,574
'28	22	6	0	22	0	69,500	5,061	0	11,616	86,176	10,892	132,466
10 Year Savings											\$132,466	



Current Fleet Equity Analysis

YEAR	2019	2020	2021	2022	2023
QTY	2	4	5	4	6
RESALE	listed above	\$7,650	\$11,660	\$14,800	\$15,900
TOTAL	\$0	\$30,600	\$58,300	\$59,200	\$95,400
Estimated Current Fleet Equity**					\$243,500

Summary

10 Year Savings	\$132,466
Estimated Fleet Equity	\$243,500
Net Cash***	\$375,966

* Lease Rates are conservative estimates

**Estimated Current Fleet Equity is based on the current fleet "sight unseen" and can be adjusted after physical inspection

***Net Cash is the sum of the 10 year savings from the Fleet Planning Analysis and the Estimated Current Fleet Equity

Town of Belleair

Fleet Data

Department	Vehicle Type	Year	Make	Model	VIN	Value	Current Odometer	Replacement Year
SOLID WASTE	1/2 Ton Pickup Reg 4x2	2013	FORD	F-150 Regular Cab XL	1FTMF1CM1DKD91397	\$11,000	22,811	2019
ADMINISTRATION	Compact SUV 4x2	2017	FORD	Escape	1FMCU9GD5HUE55876	\$15,500	15,747	2019
WATER	1/2 Ton Pickup Ext 4x2	2007	FORD	F150 Supercab XL	1FTRX12W47FA29566	\$5,400	79,589	2020
RECREATION	Mid Size SUV 4x4	2012	FORD	Explorer 4x4 XL	1FMHK8B82CGB03197	\$11,000	34,587	2020
STREETS	3/4 Ton Pickup Ext 4x2	2013	FORD	F250 Supercab 4x2	1FT7X2A68DEA26475	\$15,500	29,442	2020
WATER	1/2 Ton Pickup Ext 4x2	2013	FORD	F150 Supercab XL	1FTEX1CM1DFB04294	\$12,000	36,441	2020
SUPPORT SERVICES	Mid-size Sedan	2013	FORD	Fusion SE	3FA6P0G7XDR205152	\$8,600	24,163	2021
STREETS	1 Ton Pickup Ext 4x4	2014	FORD	F350 Supercab Dump body	1FD8X3G61EEB20034	\$22,000	33,759	2021
WATER	3/4 Ton Pickup Reg 4x2	2014	FORD	F250 4x4 Utility body	1FTBF2B65EEB09021	\$16,800	41,381	2021
WATER	3/4 Ton Pickup Reg 4x2	2015	FORD	F250 4x2 reg cab XL	1FTBF2A67FEC15683	\$16,500	32,499	2021
WATER	3/4 Ton Pickup Ext 4x2	2016	FORD	F250 4x2 utility body	1FTBF2A69GED28259	\$22,500	7,917	2021
PARKS	3/4 Ton Pickup Ext 4x2	2016	FORD	F250 Utility body w/ pipe rack	1FTBF2A65CED28260	\$22,500	7,514	2022
ADMINISTRATION	Hybrid Sedan	2017	FORD	Fusion Hybrid	3FA6P0LUXHR131152	\$14,000	16,393	2022
ADMINISTRATION	Mid Size SUV 4x2	2017	FORD	Explorer AWD	1FM5K8B83HGD65255	\$21,000	12,800	2022
RECREATION	1/2 Ton Pickup Ext 4x2	2017	FORD	F150 Supercab XL	1FTEX1CF6HKE24435	\$23,500	5,964	2022
PARKS	1/2 Ton Pickup Ext 4x2	2017	FORD	F150 Supercab XL	1FTEX1C86HKE24436	\$23,500	6,837	2023
PARKS	1/2 Ton Pickup Ext 4x2	2017	FORD	F150 Supercab XL	1FTEX1C88HKE24437	\$23,500	7,531	2023
RECREATION	Full-size Van-Passenger	2017	FORD	Transit 350 passenger	1FBZX2YM5HKB38157	\$23,800	6,175	2023
RECREATION	Full-size Van-Passenger	2017	FORD	Transit 350 passenger	1FBZX2YM5HKB42774	\$23,800	6,684	2023
SUPPORT SERVICES	Minivan-Cargo	2017	FORD	Transit Connect	NMOL57E70H131355	\$17,900	2,323	2023
WATER	Minivan-Cargo	2017	FORD	Transit Connect XL	NMOL57E70H131355	\$16,700	9,599	2023

EFM PROGRAM | TOWN OF BELLEAIR

Resale

GOVERNMENT BUYING POWER



2017 SILVERADO 1500
2WD Crew Cab, Standard Box WT

\$37,225 Net Price ← CHEVY'S WEBSITE

SAMPLE
GOVERNMENT BUY

Price
\$24,658

MANHEIM AUCTION RESULTS

VEHICLE	Avg Odometer	Avg Sale Price	Capital Outlay
2017Chevy Silverado 1500 Crew Cab	9,989	\$26,417	- \$1,759
2016 Chevy Silverado 1500 Crew Cab	17,500	\$22,920	\$1,738

Funding

Flexible Financing Options



Municipal Lease

- Equity lease
- Flexible term
- No mileage restrictions
- No abnormal wear and tear clauses
- Lessee responsible for book value at term
- Lessee keeps vehicle equity at term



100% Capital

- Ideal for clients with strong cash position
- No mileage restrictions
- No abnormal wear and tear clauses
- EFM is title holder until term for vehicle management services



Closed-End Lease

- Walk-a-way lease (Dealer Lease)
- Fixed term
- No responsibility for vehicle resale at term
- Most appropriate for cars and SUV's and mileage predictability

Tracking

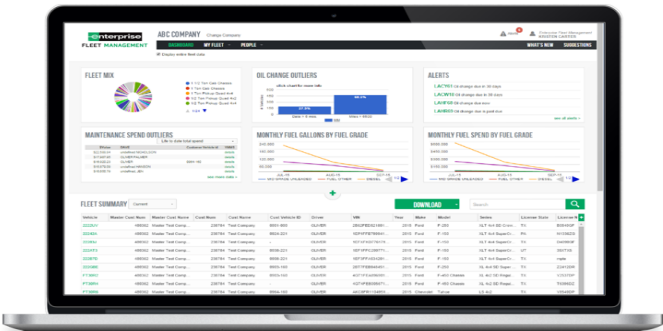
RESOURCES

Fleet Technology



Client Website

- Visibility and tracking of vehicle data
- Customized dashboards with easy reporting
- Real-time alerts
- Simplify accounting processes with vehicle descriptors
- Self-service features including *driver changes, vehicle descriptors, mileage information and more*
- Assign unlimited unique identifiers to each vehicle to simplify routine tasks and vehicle categorization



FLEET MANAGEMENT

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New Vehicles for the Same Old Budget ... or Less

by Joey Nunn
Enterprise Fleet Management



Government leaders nationwide are being challenged to find creative ways to do more with less, while maintaining high standards of quality.

With aging vehicle fleets taking their toll, many local governments are learning that working with a fleet management company provides them with flexibility and control over their assets. They not only can improve the lifecycle of their vehicles, but they also can reduce their total cost of ownership.

FINANCES AND CASH FLOW

Older, high-mileage vehicles often end up being expensive due to frequent maintenance and reduced fuel economy.

To own their fleet, many municipalities pay cash for light-duty vehicles out of their capital budget, which typically limits their ability to replace vehicles to a small percentage annually. This method often results in vehicles remaining in fleet past their recommended replacement policies.

By working with a fleet management company, a municipality can replace more of its fleet on an annual basis while maximizing savings. Fleet management companies assess reliable forward-looking market data to help government agencies implement the mobility solutions that best meet their needs at the lowest cost to the taxpayer.

"With the help of our fleet management partner, we've been able to right size our fleet by removing 51 underutilized vehicles," said **Grayson Cason, assistant city manager for Lake City**. "This has resulted in tremendous cost savings for our city. And our workers are now driving vehicles with the most modern safety features. You simply can't put a price on safety."

Replacing older vehicles with new models automatically improves safety through such features as side airbags, stability control and backup cameras, while also providing a 5 to 10 percent reduction in fleet expenses.



Business Watch connects businesses and local government elected officials, leaders and management, and it provides a unique network to share knowledge necessary to both the public and private sectors.

Together, Business Watch government and corporate members are a powerful coalition to better our economy, influence public policy and strengthen our communities.

Visit businesswatchinc.com to learn more.

TECHNOLOGY AND INNOVATION

Industry-leading cost control and reporting capabilities help customers reduce total cost of ownership, while also improving productivity and providing updates on the latest industry trends.

For example, many fleet management companies offer telematics solutions that provide fleet operators a comprehensive view of the analytics of each vehicle and driver to help them track and evaluate: fuel management strategies; scheduled and preventive maintenance and maintenance alerts; driver performance, accident management and crash avoidance; employee productivity; and data for regulatory compliance.

VEHICLE RESALE

Resale expertise is an important (and often overlooked) element of reducing fleet expenses. The vehicle replacement process is particularly important for governmental entities, as they have a variety of vehicle types and usages.

A fleet management company with remarketing expertise can help maximize vehicle resale value with a rapid sale process and optimal exposure through multiple channels. As a result, governments can focus on more important assignments and allow the fleet experts to put equity back into their investment.

CUSTOMIZED APPROACH

All budgets and fleet needs are different. It's essential to partner with a fleet management company that can provide a customized solution for your agency's needs. You just might find that you have more control over your fleet costs than you thought, without sacrificing on quality or flexibility.


Joey Nunn is government marketing manager for Enterprise Fleet Management. For more information, contact him at joseph.m.nunn@efleets.com or visit efleets.com. 

ILLUSTRATION: GETTY IMAGES

SEPTEMBER/OCTOBER 2018 | QUALITY CITIES 55



Legislation Details (With Text)

File #: 19-0024 **Version:** 1 **Name:**
Type: Action Item **Status:** General Agenda
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Date	Ver.	Action By	Action	Result
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Summary

To: Mayor and Commissioners
From: Christine Torok
Date: 1/31/2019

Subject:

Special Relief Permit Approval - The ARC Tampa Bay

Summary:

The ARC Tampa Bay will be holding the 52nd Annual Omelette Party on Friday, April 12, 2019. Their application is attached; approval would provide relief for the following:

Noise Mitigation (code section 74-484): Live band to play music from 8:30 PM - 11:00 PM. The applicant states this same event and format has been held in previous years, and neighbors have been notified of the intent for this year.

Previous Commission Action: N/A

Background/Problem Discussion: N/A

Expenditure Challenges: N/A

Financial Implications: N/A

Recommendation: N/A

Proposed Motion Move approval of the Special Relief Permit request for the ARC of Tampa Bay, allowing for a live band to play from 8:30 PM to 11:00 PM on April 12, 2019.

TOWN OF BELLEAIR

SPECIAL RELIEF PERMIT APPLICATION

PROCESS OVERVIEW

To address community requests to host/conduct special events and activities, the Commission may provide temporary relief from certain code restrictions via a special relief permitting process.

Permits are required in order for residents to receive temporary variances from code regulations that may include the serving of alcohol on public property (Section 6-2), the generation of excess noise (74-484), the placement of temporary signage (74-572), the allowance of increased street parking, or other variances. Allowed exemptions only last for the duration of the proposed event.

This process is initiated with the submission of this completed application to the Town Manager at least 21 days before any proposed event date. Properties may obtain no more than 2 permits per year. Applications will be approved/denied at a Commission meeting specified by the Town Manager.

If approved, and after receipt of required permit fees, applicants will be issued a Special Relief Permit by the Police Department within three (3) business days. Permits will then be issued to applicants and will specify authorized dates, times, and conditions-of-use for the approved event/occurrence.

PERMITS ARE REQUIRED WHEN ANY EVENT OR ACTIVITY:

- Will likely result in the violation of any Town Code section
- Will require the waiving of certain Code sections (per the breakdown on page 4 of this document)
- Will likely involve more than 50 participants and/or 20 vehicles in attendance

PERMIT FEES

Permit fees for a Special Relief Permit, as specified by the Town Code (Appendix B, Appeal to the Commission) are listed below. The Commission may waive or refund fees, as deemed necessary.

- | | |
|--|-------------------------|
| • Government entities | \$ 0.00 |
| • Non-profit organizations | \$ 50.00 / _h |
| • Events with fewer than 100 attendees | \$ 50.00 |
| • Events with more than 100 attendees | \$ 200.00 |

Fee payment may be mailed or made in-person at Town Hall (901 Ponce de Leon Boulevard). Payment may be made in the form of cash, checks (made payable to the Town of Belleair), or credit cards (with a 3% convenience fee added). Fee payment (as applicable) is required prior to permit issuance.

COMPLETION OF APPLICATION

Once it is determined that a special event will require the acquisition of a Special Relief Permit, all of the following application sections must be addressed, completed, and submitted to the Town Manager.

We want this process to be easy for you, so please don't hesitate to contact us at (727) 588-3769 if you have any questions or need any further assistance completing the application.

EVENT CONTACT INFORMATION

Applicant Name: The ARC Tampa Bay
Address: 1501 N. Belcher Road ; Suite 249
City: Clearwater State: FL Zip Code: 33765
Phone: 727-799-3330 Email: _____

Are you requesting that this event be held (at least in-part) on public property? ☐ Yes ☐ No

Are you the property owner/lessee of the event site? ☐ Yes ☒ No*

* If no, please attach a written letter of consent to use the event site from the property owner

Are you going to be the primary contact for this event? ☒ Yes ☐ No*

* If no, please provide primary contact information in the section below

Primary Contact (if different than applicant): John Thomas

Role with the Event: Co-chair

Address: 135 Willadel Drive

City: Belleair State: FL Zip Code: 33756

Phone: 727-430-5110 Email: Jthomas@pinchapenny.com

Emergency Contact (**MUST BE ON-SITE FOR EVENT**): John Thomas

Role with the Event: Co-chair

Phone: 727-430-5110 Email: Jthomas@pinchapenny.com

EVENT OVERVIEW

Event Name: Omelette Party Date of Event: April 12, 2019

Start Time: 6:00 ☐ am / ☒ pm End Time: 11:30 ☐ am / ☒ pm

Site Address: 150 and 155 Willadel Drive

Current Zoning of the Subject Parcel: Residential

Expected # of Attendees: 425 Expected # of Vehicles (Including Vendors): 140

Provide a detailed description of the proposed event below (or attach a separate sheet). Please explain the event's purpose and activities, and describe why the event is requesting exemption(s) from the Code, citing the special relief checkboxes on pages 3 and 4 of this application. Also include an explanation of any measures in place to prevent underage drinking at your event.

Attached

Are you going to contract any private security services/officers on-site? ☒ Yes* ☐ No

** If yes, please provide the name of the business and the name(s) and cell phone numbers of the person(s) who will be on-site. Attach additional sheets as necessary.*

Name: Belleair Police Dept. Cell Phone: _____

Name: _____ Cell Phone: _____

Are you going to utilize any parking services for this event? ☒ Yes* ☐ No

** If yes, provide the name(s) of the vendor(s) below along with company contact information.*

Vendor: Private Valet Service Phone: TBD

Vendor: _____ Phone: _____

Provide the name(s) of any other commercial vendor(s) contracted for the event:

Carlouel Yacht Club _____

REQUIRED APPLICATION ATTACHMENTS

Unless exempted by the Town Manager, please attach the following documents to this application.

- ☐ **Site Layout:** May be printed out or hand-drawn on an 8.5" x 11" piece of paper or larger.
- ☐ **Parking Plan:** May be printed or drawn on a map that is 8.5" x 11" or larger. Plan must designate space for public safety services access and parking.
- ☐ **Neighbor Input Letters:** Signed letters from at least four (4) neighbors who reside within three lots of the event-site that include a statement of approval or disapproval.

SPECIAL RELIEF DOCUMENTATION


Please mark the categories below for which you are seeking special relief, and attach relevant supporting documents to your application.

- ☐ **Alcohol Licensure (Code Section 6-2):** If requesting to serve alcohol on public property or to sell alcohol, attach all necessary alcohol licensure applications, including State Form ABT 6003.
- ☒ **Noise Mitigation Plans (Code Section 74-484):** If requesting to exceed the noise regulations allowed by Town Code, provide an attached explanation of expected noise impacts, including the nature, duration, and location of any amplified sound.
- ☒ **Sanitary Plans:** If regular on-site restrooms are not sufficient for the event and other accommodations are to be made, provide a written explanation of those plans and include their location(s) on the required site layout.
- ☐ **Special Event Insurance:** Proof of special events insurance coverage if requesting to hold the event on public property, with the Town of Belleair listed as additional insured.
- ☐ **Street Vending:** If planning to contract street vending for this event (i.e. food trucks), attach a letter explaining the vendor's purpose and impact, along with the vendor(s) contact information.
- ☐ **Temporary Signage (Code Section 74-572):** If requesting to place temporary signage in excess of what the Code allows, attach a plan for the signage and a statement of its purpose.
- ☒ **Waste Elimination/Restoration Plans:** If the event will create a level of waste that requires a dumpster or other cleanup not covered by regular pickup, provide an explanation of waste removal.

AUTHORIZATION

By signing below, the applicant certifies that all information provided on this application is complete and correct and that all necessary attachments have been included. The applicant also agrees to the relevant fee schedule set forth by the Town, and assumes all responsibility for any and all damages to public property that may result from the requested event. A violation of any of the permit's parameters, any other sections of the Town's Code, or other relevant laws may result in code enforcement or other legal action.

THE COMPLETION OF THIS FORM DOES NOT CONSTITUTE APPROVAL FOR A SPECIAL RELIEF PERMIT.



Applicant signature

1/11/19

Date

END OF APPLICATION

Supplement to
Special Relief Permit Application
Town of Belleair

RE: Application from The ARC Tampa Bay

*Two
Action
Items*

The 52nd Annual Omelette Party is scheduled for April 12, 2019. Most should be familiar with the event since the majority of the 52 events have been held in Belleair dating back to 1967, always at private homes owned by philanthropically minded citizens wishing to help raise money for local developmentally disabled persons. The event will be held at the home of Kim and Commissioner Tom Kurey at 155 Willadel Drive, as well as the vacant lot across the street owned by Irene and Jean Hakim, 150 Willadel Drive. As in the past, a large tent or series of tents shall be erected, subject to separate permit application, on the empty lot. This area will be used for dinner, dancing, and a live band. The Kurey home will be used for a pre-event sponsor's cocktail party, as well for the display and sale of artwork, some of which is produced by the developmentally disabled clients served by The ARC Tampa Bay.

Alcohol: No special permit or variance is required as alcohol will not be sold and is not being distributed on public land. Underage drinking is unlikely since this is an adult-oriented black-tie event where children do not attend. But, all bars where alcohol will be served shall be staffed by paid, professional bar tenders.

Noise Mitigation: While it is difficult to know whether or not the band will exceed the noise ordinance standards as described in Code Section 74-484, in an abundance of caution, we request a variance for that evening to allow a live band. Music will start around 8:30 pm and stop at or before 11:00 pm. Further, the band will not be playing the entire time. It is important to add that this same event and format was held on Willadel Drive in 2017 and 2015 at 135 Willadel and 130 Willadel, respectively. All current residents were also residents at these times, they are familiar with this event, and have been made aware of the 2019 location. Further, two of the Co-Chairs to the event, Wendy and John Thomas, are residents of Willadel Drive. The Thomas' will be involved in all planning decisions to ensure that their fellow neighbors are treated with respect through the event. If formal letters from neighbors are deemed necessary, please ask.

Sanitary Plans: While the restrooms within the Kurey home will be available for guests, an executive portable washroom facility will also be located at 150 Willadel Drive with multiple dedicated facilities for both men and women.

Waste Elimination/Restoration: As in previous years, a portable dumpster will be brought in to handle waste, and many of the vendors such Carlouel Yacht Club, take their own waste with them at the conclusion of the event.

Parking: Most cars will be valet parked at the hospital parking lot immediately north of Willadel Drive. We will also work with the Town of Belleair Police Department to have temporary "No Parking" signs posted on one side of Willadel Drive. In addition, once this application is approved, we will contract to hire 3 off-duty officers to help provide additional security and parking control assistance for both entrances to Willadel Drive, and the Kurey home.

John Thomas

From: Tom Kurey <tkurey@yahoo.com>
Sent: Thursday, January 10, 2019 10:22 AM
To: John Thomas
Cc: Kim Kurey
Subject: Omelette Party

January 10, 2019

To Whom It Concerns:

Please be advised that we are the owners of the property at 155 Willadel Drive, Belleair, Florida. We are allowing ARC Tampa Bay to use our property for the annual Omelette Party which is a fundraiser to help those with developmental disabilities. The event will be on April 12, 2019. The Co-Chairs of the event are Wendy and John Thomas, and Allison Davidson. You are welcome to address any questions or concerns over the event with them. Thank you.

Wendy Thomas: wlhthomas@gmail.com 727-641-8231

John Thomas: jthomas@pinchapenny.com 727-430-5110

Allison Davidson: Allison1davidson@yahoo.com

Tom and Kim Kurey

John Thomas

From: John Thomas
Sent: Friday, January 11, 2019 7:55 AM
To: John Thomas
Subject: Omelette Party Authorization

From: Irene Hakim <irenehakim@gmail.com>
Sent: Thursday, January 10, 2019 11:42 PM
To: John Thomas <JThomas@pinchapenny.com>
Subject: Omelette Party Authorizaton

John,

We give permission to ARC of Tampa Bay to use our property at 150 Willadel for the Omelet Party on April 12th, 2019.

Jean and Irene Hakim



Belleair Police Department

901 Ponce de Leon Boulevard, Belleair, FL 33756
Phone: 727-588-3769 · Fax: 727-588-3786

Application for Police Permit Services

Permit Number: _____

Please print legibly

Permittee (Name):

Address:

The ARC Tampa Bay
1501 N. Belcher Road, Suite 249
Clearwater, FL 33765

Billing Address:

Same

E-mail Address:

Jthomas@Pinchpenny.com

Contact Person:

Contact Number(s):

John Thomas
727-430-5110

No. of Officers Requested:

3

Service Date(s):

4-12-19

Service Time(s):

5:00 pm to 11:30 pm

Service Location:

150 and 155 Willadel Drive

Assignment Responsibilities:

1 inside 155 Willadel for security
2 street entrance parking control until 9:00 pm, then
roam the event for security and traffic control.

I, John Thomas, as the permittee or authorized representative of the permittee, hereby acknowledge the attached "Conditions of Permit" and agree that the permittee will abide by, and be subject to, these conditions in all respects if a permit is issued as a result of this application. In addition, the permittee, through its authorized representative, hereby agrees to hold harmless and indemnify the Town of Belleair and its employees from any and all injuries or damages suffered by the permittee or its employees which may be caused by third parties during the term of any permit that is issued as a result of this application.

I acknowledge that payment for services rendered must be received by the Belleair Police Department by noon on the business day prior to the service date, unless other arrangements are made with the Police Chief or his designee.


Permittee (Authorized Representative)

Permit Approval

The above Application for Permit is hereby granted and, together with the attached "Conditions for Permit," is hereby adopted by reference, and is made a part of and constitutes the terms and conditions of this permit.

Authorized Signature (Police Department)

Date Approved



Belleair Police Department

901 Ponce de Leon Boulevard, Belleair, FL 33756
Phone: 727-588-3769 · Fax: 727-588-3786

Application for Police Permit Services *Conditions of Permit*

Fee Schedule

All individuals working a permit assignment will receive a minimum of three and one-half (3½) hours pay per assignment. The per hour charges for police permit services will be calculated at the following rate for officers and a flat rate for the Lieutenant and Chief:

Officer: \$45.00 per officer

X 3 X 6.5 hours
\$ 877.50

Lieutenant: \$165

Chief: \$200

The above fee schedule is subject to change with a 14-day advance notice to the permittee. All changes made to the fee schedule will be consistent with, and pursuant to, the current police labor contract(s).

General Requirement

Requests for permit assignments will require seven (7) days' prior notice. Exceptions will be at the discretion of the Chief of Police or his designee.

Payment for services should be made by check or money order made payable to the "Town of Belleair."

Payment for services estimated at three thousand dollars (\$3,000) or more will be made by cashier's check or money order.

Permit Cancellation

The Police Department may cancel a permit at any time with or without cause.

The permittee may cancel a permit by contacting the Police Department 48 hours in advance of the date and time of the permit service. If this 48-hour notice is not given, the permittee will compensate the Department at three and one-half (3½) hours pay for each scheduled individual.

To cancel a permit assignment, the permittee should call the Police Department at 727-588-3769 during normal business hours (Monday – Friday, 8:00 am to 5:00 pm). At any other time, an on-duty Belleair Officer should be contacted through the Sheriff's Communications Center at 727-582-6200.

Status of Law Enforcement Officers Performing Service

Law enforcement officers performing services under the terms of a permit will be deemed to be acting within the scope and course of their official duties; their principal responsibility will remain to the Department and/or the general public.

Staffing Provisions

The Chief of Police or his designee will review all permit assignment applications prior to approval. Staffing needs will be evaluated. If a deficiency appears, the permittee may be required to contract for more officers than originally requested.

During a permit assignment, a police supervisor will have the discretion to release individuals from duty in the event their services are no longer needed. In the absence of a supervisor, the officer will contact the Lieutenant or Chief, who may, at their discretion, release the officer(s). Officers relieved under this provision, who have worked less than one half of the contracted time, will be compensated for the minimum three and one-half hours or half of the contracted time, whichever is greater. Officers who are relieved early but have worked one half or more of the contracted time will be compensated for the entire amount.


Permittee Signature (Authorized Representative)

Date



Legislation Details (With Text)

File #: 19-0018 **Version:** 1 **Name:**
Type: Discussion Items **Status:** General Agenda
File created: 1/29/2019 **In control:** Town Commission
On agenda: 2/5/2019 **Final action:**
Title: Review of Delinquency Charges for Utility Accounts
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Summary

To: Town Commission
From: Stefan Massol, Director of Support Services
Date: 2/5/2019

Subject:
Review of Delinquency Charges for Utility Accounts

Summary:

The Town of Belleair currently does not have a ceiling for monthly late charges billed for past-due utility accounts, unlike neighboring jurisdictions. Staff would like to hear thoughts of the Town Commission on adding a maximum monthly late fee charge.

Background/Problem Discussion: For many years the Town charged a late fee equal to 3% of the past-due balance each month. Beginning in 2017, the Town raised the late fee rate from 3% to 8% monthly when the water utility rates were last updated. Since that time, there was a rare, but notable, instance where a vacant property that had no consumption incurred significant late fee charges which were ultimately impossible to collect through the foreclosure process.

The City of Clearwater has a monthly late charge of 3%, not to exceed \$250 and Pinellas County has a bimonthly late charge of 10% not to exceed \$500. In the interest of not overstating revenues beyond what is reasonably collectible, staff would like the Town Commission to consider establishing a ceiling for monthly late fees. The Finance Board recommended ceiling of \$300 per month and that the ceiling be only for Single Family Residential customers.

Financial Implications: If the town were to implement the ceiling recommended by Finance Board and staff it is not expected to have any financial impact, except that there will be a more accurate reporting of accounts receivable for town utilities.

Below is a table showing some basic statistics on late fees for calendar year 2018:

Late Fees during Calendar Year 2018 by amount range			
Fee Amt Range	# of Late Penalties	Total \$ Amt.	# of accts
All	1774	\$ 65,264.24	675
Minimum \$10	1002	\$ 10,020.00	
\$10.01-\$100	745	\$ 14,675.50	
\$100.01-\$200	6	\$ 931.20	
\$200.01-\$300	7	\$ 1,857.98	
\$300.01-\$400	3	\$ 1,043.33	
\$400.01-\$500	2	\$ 910.89	
\$500.01-\$600	1	\$ 591.30	
\$600.01-\$700	2	\$ 1,310.18	
>\$700	6	\$ 33,923.86	1

Proposed Motion: N/A. Should the Town Commission agree to the ceiling there would be an ordinance change included in the next update of fees for the town.



Legislation Details (With Text)

File #: 19-0027 **Version:** 1 **Name:**
Type: Discussion Items **Status:** General Agenda
File created: 2/1/2019 **In control:** Town Commission
On agenda: 2/5/2019 **Final action:**
Title: 2019 Legislative Action Agenda
Sponsors:
Indexes:
Code sections:
Attachments: [2019 Town of Belleair Legislative Action Agenda](#)
[2019-action-agenda.pdf](#)

Date	Ver.	Action By	Action	Result
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Summary

To: Town Commission
From: Cathy DeKarz
Date: 2/5/2019

Subject:
2019 Legislative Action Agenda

Summary:

Following the Commission's discussion in December of 2018, staff has put together a formal document for Belleair's 2019 Legislative Action Agenda. After Commission approval of this document (and pending any updates), it will be posted to the Town's website (www.townofbelleair.com/legislativeaction) and communicated to residents via social media in the coming week.

Previous Commission Action: In December, the Town Commission discussed the creation of Belleair's 2019 Legislative Action Agenda by selecting the top three priorities for the year and ordering them as follows:

1. Palmetto Roadway & Drainage Improvements and RO Pilot Test Funding
2. Transportation and infrastructure funding
3. The protection of home rule
4. Water supply and quality funding
5. Supporting the Florida & Suncoast League of Cities Legislative Agenda

Background/Problem Discussion: N/A

Expenditure Challenges N/A

Financial Implications: N/A

Recommendation: Staff Recommends Approval

Proposed Motion I move approval of the 2019 Legislative Action Agenda



2019 LEGISLATIVE ACTION AGENDA

For the 2019 calendar year, the Town of Belleair has set the following legislative priorities and further supports the Florida League of Cities and the Suncoast League of Cities in the fight for strong local government; the Town also adopts the Legislative Action Agendas of the Florida League of Cities and the Suncoast League of Cities.



PRIORITY 1. TRANSPORTATION AND INFRASTRUCTURE FUNDING

The Town of Belleair funds nearly all of its roadway improvements directly. The legislature should consider increasing grant funding opportunities, low-cost loan programs, and cooperative funding of critical infrastructure upgrades.

APPROPRIATIONS REQUEST

The Town of Belleair requests your support for our Appropriations Request for the Palmetto Drainage and Roadway Improvements Project. This project is critical to improving Belleair's infrastructure, as both the roadway and the sub-surface drainage system are experiencing accelerated degradation.

PRIORITY STATEMENT

The Town of Belleair SUPPORTS legislation that preserves local control of transportation planning. The legislation should create an equitable transportation funding formula between the state, municipalities, and counties, while providing for additional transportation revenue to support innovative infrastructure and transit projects to meet the surging transportation demands driven by dramatic growth throughout Florida.

PRIORITY 2. THE PROTECTION OF HOME RULE

The Florida Constitution states in Article VIII, Section 2(b) for municipalities: "Municipalities shall have governmental, corporate and proprietary powers to enable them to conduct municipal government, perform municipal functions and render municipal services, and may exercise power for municipal purposes except as otherwise provided by law."

PRIORITY STATEMENT

The Town of Belleair OPPOSES any efforts to impede the constitutional right of self-governance under home rule powers. The Town OPPOSES the Legislature's intrusion into local finance, which is necessary to provide financial stability and essential services uniquely required by municipal residents and local businesses. The Town further OPPOSES any reduction in municipal taxation powers. The Town OPPOSES unfunded mandates. The Town OPPOSES the preemption of local regulation of businesses, professions, commerce, and trade.

The Town of Belleair SUPPORTS any legislative action which strengthens and enhances the ability of local governments to uniquely provide solutions tailored to their communities.

PRIORITY 3. WATER SUPPLY AND QUALITY FUNDING

A conversion to a reverse osmosis system in Belleair will ensure that long-term treatment options provide safe drinking water for residents. Reverse osmosis is capitally intensive, and the Town needs help from the State to achieve this goal.

APPROPRIATIONS REQUEST

The Town of Belleair requests your support for our Appropriations Request for the Town of Belleair Reverse Osmosis Pilot Project. This project is critical for the Town to continue to provide clean, safe drinking water from a source which is rapidly declining due to salt-water intrusion.

PRIORITY STATEMENT

The Town of Belleair SUPPORTS legislation to address the critical water resource and water quality deficiencies throughout the State of Florida in order to mitigate the negative economic impact of these issues through priority corrective actions and funding.



2019

FLORIDA LEAGUE OF CITIES LEGISLATIVE ACTION AGENDA

Table of Contents

2	Introduction
4	Florida's Cities: Home Rule = Local Control
6	Communications Services Tax Protection Staff Contact: Amber Hughes
9	Community Redevelopment Agencies Staff Contact: David Cruz
11.....	Water Supply & Water Quality Staff Contact: Rebecca O'Hara
14.....	Transportation Funding Staff Contact: Jeff Branch
16.....	Short-Term Rentals Staff Contact: Casey Cook
20.....	FLC Legislative Affairs Team
21.....	Key Dates
22	Legislative Policy Committees
BC.....	FLC Officers

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

Introduction

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

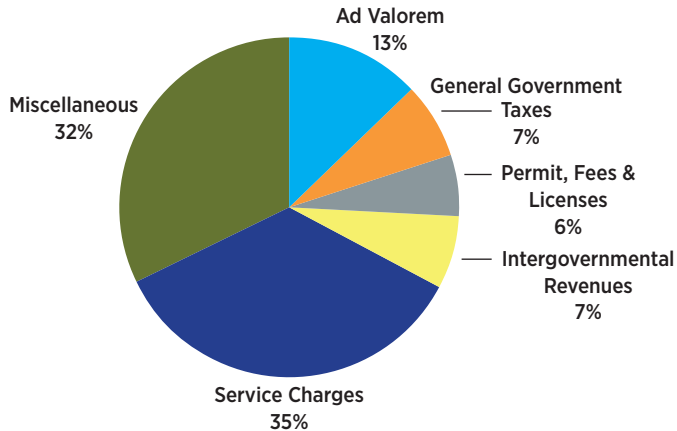
This year, there are five priorities – one developed by each of the policy committees. The priorities were considered and approved by the full League membership on November 16, 2018.

MUNICIPAL SERVICES

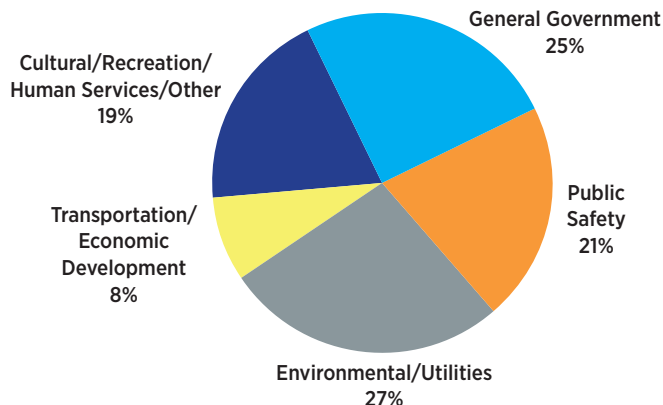
Just as no two cities are alike, each city's menu of services is also different. The most important aspect of municipal services is that the services are created to meet the demands of the residents. Each city offers those services desired by its own citizenry. ■

City Budgets At-A-Glance

MUNICIPAL REVENUES FY 2017



MUNICIPAL EXPENDITURES FY 2017



MUNICIPAL SERVICES (IN-HOUSE AND CONTRACTED)

Beach Access: **24%**
 Cemetery: **35%**
 Charter School: **6%**
 City-Run Public Transportation: **17%**
 Library: **39%**
 Marina: **16%**
 Parks: **88%**
 Recreation Centers: **57%**

UTILITY SERVICES

Electric: **8%**
 Water: **67%**
 Waste Water: **61%**
 Storm Water: **59%**
 Reclaimed Water: **26%**
 Natural Gas: **7%**
 Residential Solid Waste Collection: **35%**
 Non-residential Solid Waste Collection: **26%**
 Curbside Residential Recycling: **23%**

SAFETY SERVICES (IN-HOUSE AND CONTRACT)

Police Services: **88%**
 Fire Services: **83%**
 Emergency Medical Services: **66%**

Source: FLC CityStats Statewide Regional Trends, 2017.



Florida's cities, towns and villages are centers of economic, social and cultural energy. Each city is a catalyst for the quality of life enjoyed by its residents.

WHAT IS A CITY IN FLORIDA?

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

HOME RULE

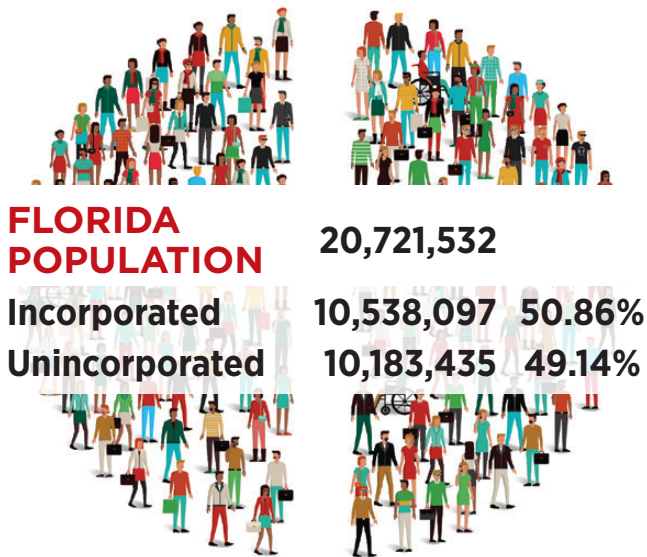
Since 1968, Floridians have recognized the need for cities to have Home Rule powers, as included in the Constitution (Article VIII, Section 2(b)) and ratified by the Legislature

in 1973. This right gives each city the flexibility to craft its laws specifically to its own unique needs. After all, with 412 cities ranging in size from Westlake (pop. 5) to Jacksonville (pop. 891,207), one size does not fit all. This right means any city can adopt its laws so long as the law doesn't conflict with state or federal law. Cities in Florida are not "of" the state, but "in" the state; an important distinction between municipal authority and other local governments.

WHY CITIES ARE CREATED

Services and self-determination. Cities provide their residents with essential services, such as water, wastewater, storm water utilities, police, fire prevention and EMS, road building and maintenance, parks and recreation, land-use codes, planning and code enforcement, animal control, solid waste and recycling, neighborhood services, libraries and cemeteries.

ILLUSTRATION@GETTY.COM



Source: Bureau of Economic and Business Research, 2018 population estimate.

QUICK FACTS

Number of municipalities: **412**

Number of elected municipal officials: **2,252**

Largest city: **Jacksonville: 891,207**

Smallest city: **Westlake: 5**

Median municipal population: **5,864**

Percentage of Floridians living in a city, town or village: **50.6%**

Source: Populations from BEBR December 2017 population estimates.

A BREAKDOWN OF FLORIDA CITIES BY POPULATION

46% <5,000 population (190 cities)

21% 5,000-15,000 population (87 cities)

22% 15,000-60,000 population (90 cities)

11% >60,000 population (45 cities)

Source: Populations from BEBR December 2017 population estimates.

Self-determination is the ability to make local decisions locally. Cities are citizen-driven representative democracies with citizen engagement, citizen input and citizen leadership.

CATALYSTS FOR ACTION

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

REVENUES AND EXPENDITURES

Florida's cities receive an average of half of their revenues from user fees and charges for service. The largest sources

of tax revenue come from the property tax; state shared revenue, which includes a portion of the state sales tax and gas tax; and the public service tax, also called utilities tax. Cities also rely upon intergovernmental revenue, grants, license fees and permit fees.

FOCUSED ON EXCELLENCE

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

WANT TO LEARN MORE?

floridaleagueofcities.com ■

Rev 12/2018



Communications Services Tax Protection

PRIORITY STATEMENT:

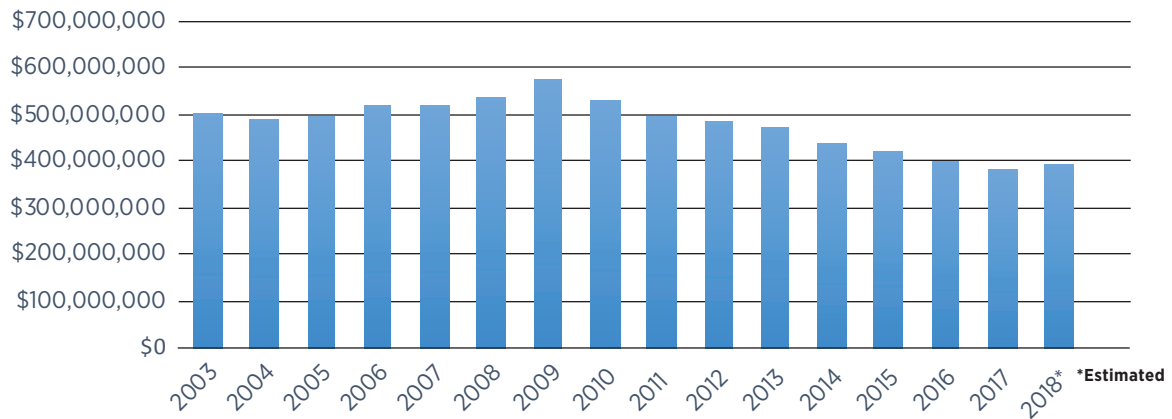
The Florida League of Cities **SUPPORTS** legislation to reform the Communications Services Tax in a manner that is revenue neutral; provides for a broad and equitable tax base; provides for enhanced stability and reliability as an important revenue source for local government; and provides a uniform method for taxing communication services in Florida. Reform should promote a competitively neutral tax policy that will free consumers to choose a provider based on tax-neutral considerations.

BACKGROUND:

In 2000, the Florida Legislature restructured taxes and fees on telecommunications, cable, direct-to-home satellite and related services under the Communication Services Simplifications Act. This act replaced and consolidated seven different state and local taxes and fees into a single tax that has two centrally administered parts, the state and the local communications services tax (CST). The intent of this legislation was to provide a fair, efficient and uniform method for taxing communications services

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COMMUNICATIONS SERVICES TAX



Data Source: Florida Department of Revenue, Communication Services Tax Distribution Data and the Florida Legislature's Office of Economic and Demographic Research.

sold in Florida, including a competitively neutral tax policy for consumers. The local CST is one of the main sources of locally levied general revenue for municipalities, providing them with almost \$400 million annually. Counties collect more than \$200 million a year. The State of Florida collects approximately \$687 million, including direct-to-home satellite, and shares a portion of those revenues with cities through the Municipal Revenue Sharing Program and Local Half-Cent Sales Tax Program. These revenues may be used for any public purpose, including pledging the revenues to secure bonds.

The CST applies to telecommunications, video, direct-to-home satellite and related services. The definition of communications services encompasses voice, data, audio, video, or any other information or signals transmitted by any medium. Examples of services subject to the tax include local, long distance and toll telephones; voice over internet protocol telephones; video services;

video streaming; direct-to-home satellite; and mobile communications. The tax is imposed on retail sales of communications services that originate and terminate in Florida or are billed to an address within the state. A county or municipality may authorize the levy of a local CST. The local tax rates vary depending on the type of local government. In addition to the local CST, any local option sales tax that a county or school board has levied is imposed as a local CST.

Over the past few years, the economy, legislation and changes in technology have eroded the tax base for the CST. Additionally, there has been a movement by the Florida Legislature to reduce the total tax rate, both on the state and local CST. The Florida League of Cities recognizes that because technology has evolved over the past two decades, it is important to take a comprehensive look at how Florida taxes communication services and how to best modernize the revenue stream. ■



Community Redevelopment Agencies

PRIORITY STATEMENT:

The Florida League of Cities **SUPPORTS** legislation to protect and improve municipalities' use of community redevelopment agencies to effectively carry out redevelopment and community revitalization in accordance with Home Rule.

BACKGROUND:

There are 222 active community redevelopment agencies (CRAs) in Florida. They were established to encourage new investment and job creation in urban areas that were

blighted as a result of substantial growth moving away from the urban core.

For many years, residential development and commercial and governmental facilities were being built outside central urban areas. As these central urban areas became vacant or underutilized, high crime rates followed, creating a decline in the economic and social vitality of many municipalities. Faced with these challenges, municipalities, working with their respective counties, have exercised their discretion to establish a CRA as a means for economic recovery in these areas.

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Under Florida law (Chapter 163, Part III), local governments are able to designate areas as CRAs when certain conditions exist. These conditions include: the presence of substandard or inadequate structures, a shortage of affordable housing, inadequate infrastructure, insufficient roadways and inadequate parking. To document that the required conditions exist, the local government must survey the proposed redevelopment area and prepare a “Finding of Necessity.”

If the Finding of Necessity determines that the required conditions exist, the local government may create a CRA to provide the tax increment financing tools needed to foster and support redevelopment of the targeted area, and to spur job growth. This redevelopment tool is used by Florida counties and cities of all sizes, from Miami-Dade County, Tampa, Orlando and Jacksonville, to Hernando County, Madison and Apalachicola, to improve their targeted areas.

The tax increment used for financing projects is the difference between the amount of property tax revenue generated before the CRA designation and the amount of property tax revenue generated after the CRA designation. Monies used in financing CRA activities are, therefore, locally generated. CRA redevelopment plans must be consistent with local government comprehensive plans. This makes CRAs a specifically focused financing tool for redevelopment.

This financing system is successful because it provides specific public services without increasing or levying any new taxes. Both residents and business owners favor this system because the taxes they pay on their investment are rewarded with direct benefits from the CRA. Also, unlike a city or county government, a CRA may utilize tax increment financing as a way to leverage these local public funds with private dollars to make redevelopment happen in public/private partnerships.

ADDITIONAL POINTS:

1. The state should be wary of attempts to restrict the use of tax increment financing, particularly if the debate is over money and control and not about the merits of revitalizing blighted areas. CRAs have demonstrated that the use of the funding dramatically improved the economic and social outcomes within the targeted areas. These outcomes benefit cities, counties and, more importantly, the taxpayers.
2. CRAs and tax incrementing financing have been integral tools for municipalities to provide improvements to run-down urban cores for more than 30 years. It is not in the state’s best interest to restrict municipalities’ ability to revitalize and redevelop areas that are struggling the most. This is especially true, given the sunset of the state funded Enterprise Zones program and the lack of alternative programs that address slum and blighted areas in Florida.
3. Redevelopment of an area can take different twists and turns to accommodate shifting circumstances, requiring the need for flexibility. Any attempt to increase bureaucratic or political interference would hinder the ability of the CRA to respond nimbly and comprehensively in implementing redevelopment initiatives.
4. On February 3, 2016, the Miami-Dade County Grand Jury filed a report titled “CRAs: The Good, the Bad and the Questionable” that asserts the highest priority of Florida’s CRAs should be affordable housing. This view of CRAs incorrectly reduces and mislabels their value and core mission as versatile revitalization engines. The Grand Jury report asserts CRAs are not held accountable for their spending and, therefore, public tax dollars are being abused by city officials. This is incorrect. The use of TIF funds must be consistent with the redevelopment plans agreed to by the citizens in a community.

5. Overall, the comprehensive community redevelopment plans that are created and implemented by CRAs are uniquely designed to address that area's specific needs for revitalization. Creating affordable housing is just one of the many roles that CRAs may play, and it should be part of a balanced economic development strategy. There are a variety of community, state and federal programs with the primary mission of providing affordable housing and CRAs consistently partner with and invest in these programs. The Florida Redevelopment Act, which governs CRAs, is designed to be adaptable to Florida's widely diverse communities.
6. Local governments create CRAs to respond to local needs and concerns to address slum and blight. CRA boards act officially as a body distinct and separate from the governing body of a city or county, even when it is the same group of people. By allowing elected officials to serve as CRA board members, CRAs provide knowledgeable representation to taxpayers from individuals who are familiar with community needs. Ultimately, elected city officials are held accountable by their decisions.
7. At times, some county governments have been critical or uncooperative in the creation and expansion of CRAs by municipalities. These intergovernmental disputes have led to unnecessary conflicts between local governments. In some instances, questions regarding the interpretation of certain provisions of the Community Redevelopment Act are being disputed. ■





PRIORITY STATEMENT:

The Florida League of Cities **SUPPORTS** legislation to address the state's critical water resource and water quality deficiencies to mitigate the negative economic impact of these deficiencies through priority corrective actions and funding. The legislation should include:

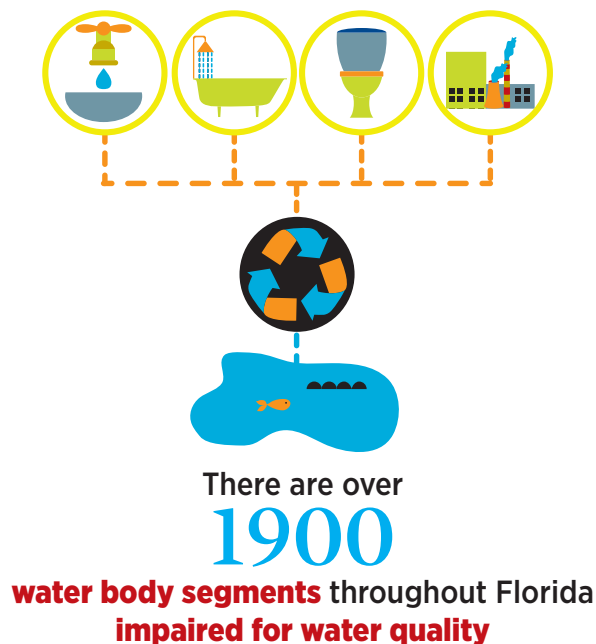
- ▶ establishment of a dedicated and recurring source of state funding to meet current and projected local government water supply and water infrastructure needs;
- ▶ annual assessment by the State of the state, regional and local water resource and water quality infrastructure improvement needs; and

- ▶ development of regional plans to prioritize actions and schedules for addressing integrated water quality and water supply needs based on objective criteria.

BACKGROUND:

Florida's ability to meet the water needs of its growing population, industries and natural environment exceeds available supply and infrastructure. It is estimated that \$48.71 billion will be needed over the next 20 years to meet needs for drinking water and wastewater, flood control, nutrient pollution, Everglades restoration, and beach and inlet erosion. Florida does not have a dedicated long-term, recurring source of funding for water supply, water quality and associated infrastructure.

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Source: 2016 Report Card for Florida's Infrastructure, American Society for Civil Engineers.

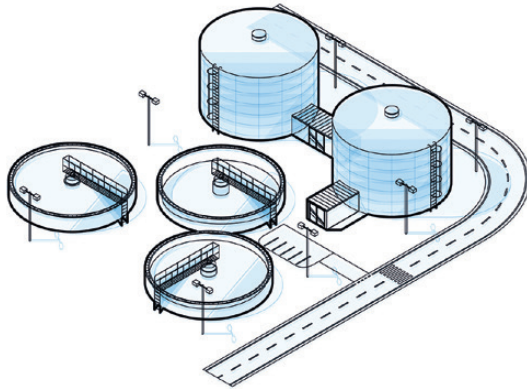


Source: EPA Drinking Water Infrastructure Needs Survey and Assessment - Fifth Report to Congress, September 2015.

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In 2005, the Florida Legislature took initial steps to establish a dedicated source of funding for water quality and water supply projects by creating and funding the Water Protection and Sustainability Program. Local funding matches and transparent grant criteria were hallmarks of the program. The program was funded with \$100 million in recurring revenues – an amount that represented less than 1 percent of the state's total budget. During the program's first three years, the state and water management districts contributed \$423 million for alternative water supply development that funded 344 local projects. These projects were anticipated to generate 842 million gallons of new water per day. The program was drastically cut in 2008, and funding to the trust fund was eliminated in 2009.

Other than the brief success of 2005's SB 444, Florida's history of water project and infrastructure funding has been one of band-aids and crisis management. Dying springs and algae-choked estuaries prompted the passage of SB 552 and HB 989 in 2016. Among other things, these bills required septic tank remediation plans for certain spring sheds and provided dedicated percentages of Amendment 1 money for the benefit of the Everglades and surrounding estuaries, Lake Apopka and springs. Continued algae blooms in South Florida estuaries prompted passage of SB 10 in 2017, which provided a \$1.5 billion plan for water storage needed to combat nutrient pollution in these areas. These bills were critically needed, but problems persist throughout the state and continue to grow.



\$18.5 billion
is needed for wastewater
 infrastructure improvements **by 2020**

Source: EPA Clean Watersheds Need Survey 2012, Florida.

\$69 billion

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



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

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The extent and nature of the state's water and infrastructure problems vary among regions and communities. For some local governments, their most acute need is finding resources to mitigate nutrient pollution from septic tanks. Others are desperately seeking ways to increase available water supply through the creation of alternative water supplies, including reuse of reclaimed water. Still others grapple with the enormity of retrofitting their communities against increasing tidal and storm flooding.

SB 552, passed in 2016, created Section 403.928, Florida Statutes, to require the state Office of Economic and Demographic Research (EDR) to conduct an annual assessment of Florida's water resources and conservation lands. The assessment is required to include an analysis

and estimates of future expenditures by federal, state, regional and local governments and utilities based on projected water supply and demand data, and historical, current and projected revenue and expenditure data. The EDR assessment report should be refined and enhanced to identify future needs over the short, intermediate and long term. This needs assessment and identification will assist policymakers in prioritizing and maximizing efficient use of state funds. ■



BQXL: Brooklyn Queens Crossline

ILLUSTRATION COURTESY OF GENSLER

Transportation Funding

PRIORITY STATEMENT:

The Florida League of Cities **SUPPORTS** legislation that preserves local control of transportation planning. The legislation should create an equitable transportation funding formula among the state, municipalities and counties, while providing for additional transportation revenue to support innovative infrastructure and transit projects to meet the surging transportation demands driven by dramatic growth throughout Florida.

BACKGROUND:

Transportation infrastructure is paramount to the prosperity of all cities. It greatly affects quality of life by influencing peoples' decisions about where to live, work and spend their free time. In many Florida cities, roads have reached capacity and cannot be widened anymore.

As the number of cars on Florida's roads increases, there needs to be a greater focus on alternative transportation.

With over a million visitors each year and more than 900 people moving to Florida each day, the state's transportation infrastructure is rapidly declining. Congestion is a growing problem, and the added wear and tear on our roads means more frequent and more costly repair or replacement. At the same time, highway construction costs continue to escalate. Some of this increase is directly attributable to technological advancements that are necessary to implement a "smart transportation infrastructure" where train stations, bus stops, airports, and car- and bike-sharing stations become integrated parts of one big open high-speed connected communications network.



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Only **3%** of Floridians use some form of public transit — **virtually unchanged since 2013.**

Source: Florida Department of Transportation.

To compound the problem, the federal gas tax was last increased in 1997, the state gas tax in 1943, the county gas tax in 1941 and the municipal gas tax in 1971. The Fuel Sales Tax and the State Comprehensive Enhanced Transportation System Tax, which are the State of Florida's portion of the motor fuel tax rates, are adjusted once a year to account for inflation. A major portion of transportation funding flows to municipalities through county, state and federal taxes on gasoline. Allowing municipalities the ability to index their local motor fuel tax rates is one way to provide greater flexibility to fund their unique transportation needs.

While the federal, state and county governments have a variety of tools available to address transportation funding, municipalities have limited revenue options for funding transportation projects. For example, charter counties may currently hold a referendum on whether to impose up to a 1 percent sales tax to fund transportation infrastructure projects. Recently, voters in Hillsborough County passed such a tax that will be in effect for 30 years and raise about \$9 billion over that time period. Giving municipalities the same transportation revenue options would create a new funding mechanism.

Transportation projects are often the catalyst for economic development and the result of growth within a community. As municipalities lack options to increase revenue and continue to struggle to fund local transportation projects, increased and alternative funding sources at the state level are a necessity. ■



Short-Term Rentals

PRIORITY STATEMENT:

The Florida League of Cities **SUPPORTS** legislation that restores local zoning authority with respect to short-term rental properties, thereby preserving the integrity of Florida's residential neighborhoods and communities. The Florida League of Cities **OPPOSES** legislation that preempts municipal authority as it relates to the regulation of short-term rental properties.

BACKGROUND:

In 2011, the Florida Legislature prohibited cities from regulating short-term vacation rentals. A short-term vacation rental is defined as a property that is rented more than three times a year for less than 30 days at a time. The legislation passed in 2011 included a provision

that "grandfathered" any ordinance regulating short-term rentals prior to June 1, 2011. Since that time, a number of cities, both "grandfathered" cities and those that did not have an ordinance in place, have experienced problems with these properties. The effect of the 2011 law is that two separate classes of cities were created respective to short-term rentals, those with Home Rule authority and those without.

In 2014, the Legislature passed SB 356 (Thrasher), which diminished the preemption on short-term rentals. The 2014 law allows local governments to adopt ordinances specific to these rentals so that they can address some of the noise, parking, trash and life-safety issues created by their proliferation in residential neighborhoods. Unfor-

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fortunately, SB 356 left in place existing statutory language stating that cities cannot “prohibit” short-term rentals or regulate the duration or frequency of the rental.

Those cities fortunate enough to have had an ordinance in place prior to the 2011 preemption are still allowed to regulate short-term rentals, but the question remains whether these ordinances will continue to be valid if amended. Some city attorneys believe these ordinances are “frozen” and any future amendments would cause a loss of the “grandfather.” The problem with this is twofold. First, with the rise of popular rental websites like Vacation Rental by Owner (VRBO) and AirBnB making it easier to advertise and rent these properties, the number of properties used as short-term rentals in Florida has exponentially increased in the last four years. Second, as a result of this enormous growth in the rental market, the scope of the problem has changed and ordinances adopted before 2011 may no longer be effective.

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

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

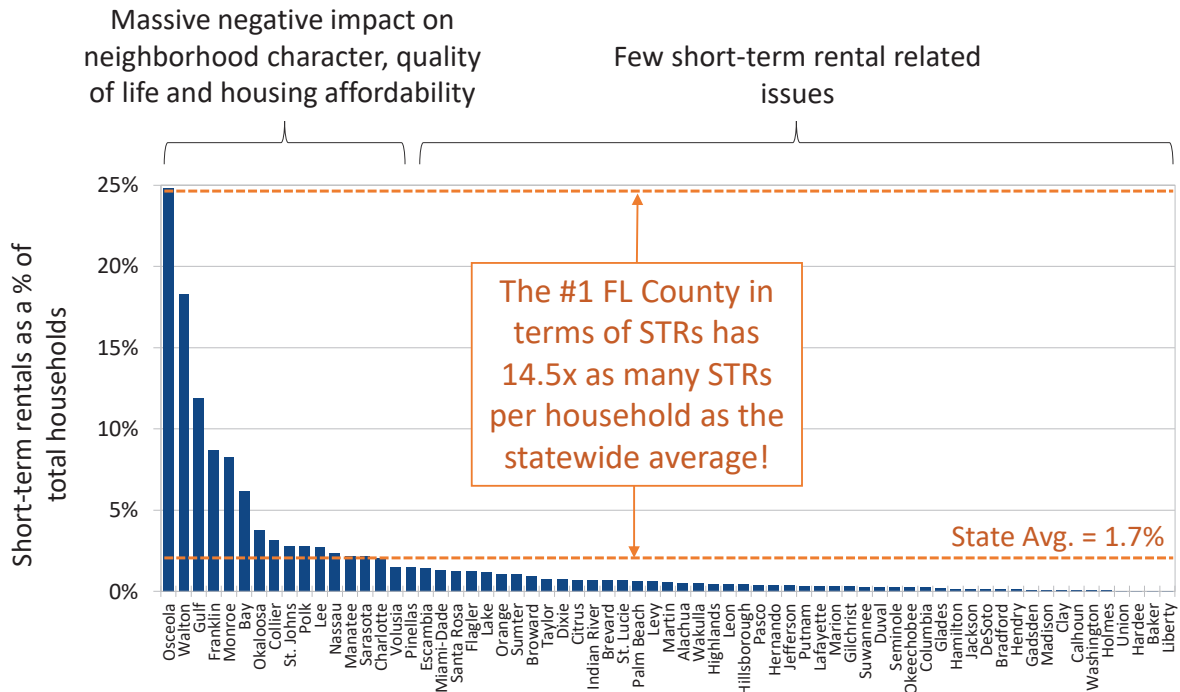
The impacts of problematic short-term rentals on neighboring residents are felt in a number of ways:

The Hotel Next Door – Commercial Activity in Residential Neighborhoods

Houses that sleep 26 people are now present in what were once traditional neighborhoods. Because of the inability to regulate the duration of a renter’s stay, these houses could experience weekly, daily or even hourly turnover. Obviously, the constant turnover of renters creates a number of issues for cities and neighboring property owners. Prior to the preemption, local governments were able to regulate this activity through zoning. Short-term rentals have become increasingly popular in the last five years. Because a city cannot “prohibit” these properties, they are powerless to exclude them from residential neighborhoods. As a result, investors, many of whom are located out of state or even in a different country, have purchased or built single-family homes with the sole intent of turning them into short-term rentals.

Cities use zoning as a tool to prepare for their future growth and also use it to control where commercial and residential properties are located. Hotels have different infrastructure needs than single-family residential properties. As residential neighborhoods are developed, the infrastructure installed is designed for the future use of the properties. Many neighborhoods have infrastructure in place with capacity for up to eight people per house. Now there are houses in these very same neighborhoods that sleep more people than the number originally planned

RATIO OF SHORT-TERM RESIDENTIAL RENTALS TO PERMANENT HOUSEHOLDS



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

for, placing a significant strain on existing infrastructure. Commercial properties like bars, hotels and restaurants typically need more parking than a single-family property, as well as have different operating hours and experience greater noise levels. The current law removes important land use and zoning tools that will impact how a city plans for future growth and levels of service.

Noise Complaints

In areas where short-term rentals are situated, many neighboring residents complain of the noise generated by the vacationing renters next door. When people go on vacation, often their behavior changes. They may stay awake later, consume more alcoholic beverages throughout the day, or participate in recreational activities that

they would not participate in while at their own homes, such as swimming at midnight with music blaring. For those homes located near water, a lake or the ocean, it is important to note that sound travels easily over water – and residents located hundreds of yards away may be the ones calling and complaining to the police and their local elected officials.

Some cities have noise ordinances, but these have proved problematic to enforce. One such example is Lighthouse Point. Its ordinance requires sustained noise over a certain decibel threshold for 10 minutes. Many times after the police arrive at a residence, the noise dies down. These renters may leave the next day with new ones replacing them. The new renters are often unaware of the noise

ordinance or past complaints and may cause the same problems. The out-of-state property owner may not even be aware of the problems created by their renters and with the constant turnover. The problem ends as one renter leaves and begins again as new renters arrive. This causes a significant drain on law enforcement resources. When law enforcement officers are called to respond to noise complaints, one less officer is on the street either preventing or solving crimes.

Parking

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

Revenue Issues

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

Licensed short-term vacation rentals and hotels are also required to charge a sales tax to renters and then remit this back to the state. Many licensed and unlicensed vacation

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

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

Other Issues of Importance

Affordable Housing

STATEMENT:

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

Annexation

STATEMENT:

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

Local Business Tax Protection

STATEMENT:

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

Medical Marijuana

STATEMENT:

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

Sales Tax Fairness

STATEMENT:

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

School Resource Officers Funding

STATEMENT:

The Florida League of Cities **SUPPORTS** legislation that creates a dedicated and recurring state revenue stream to offset any impacts on those cities providing School Resource Officers (SROs) to schools.

Sober Homes

STATEMENT:

The Florida League of Cities **SUPPORTS** legislation that requires businesses classified as "Day or Night Treatment with Community Housing" to comply with current statutory requirements for certified recovery residences. In addition, the League **SUPPORTS** legislation clarifying the fire-safety standards that can be imposed on sober homes to ensure compliance with federal fair housing laws. ■

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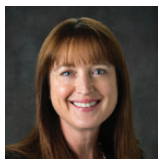
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- » Community Redevelopment
- » Eminent Domain
- » Growth Management
- » Insurance – Except NFIP
- » Land Use
- » Property Rights
- » Tort Liability/Sovereign Immunity
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2019 Key Dates

(Dates subject to change)

JANUARY

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House/Senate Interim Committee Week

House/Senate Interim Committee Week

FEBRUARY

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House/Senate Interim Committee Week

House/Senate Interim Committee Week

Federal Action Strike Team (FAST) Fly-in
Washington, D.C.

Legislative Session Convenes

MARCH

12345678910111213141516171819202122232425262728293031

NLC Congressional City Conference
Washington, D.C.

FLC Legislative Action Days
Tallahassee, FL

MAY

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Last Day of Regular Session

22 | 2019 FLORIDA LEAGUE OF CITIES LEGISLATIVE ACTION AGENDA

Legislative Policy Committees

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

FINANCE, TAXATION AND PERSONNEL

Chair: **Mayor Bill Partington**, City of Ormond Beach

Vice Chair: **President Pro-Tem Paul R. Shalhoub**, Town of Lake Clarke Shores

LAND USE AND ECONOMIC DEVELOPMENT

Chair: **Mayor Kathy Meehan**, City of Melbourne

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

MUNICIPAL ADMINISTRATION

Chair: **Councilmember Cal Rolfson**, City of Mount Dora

Vice Chair: **Commissioner Jamie Robinson**, City of Largo

TRANSPORTATION AND INTERGOVERNMENTAL RELATIONS

Chair: **Mayor Hazelle Rogers**, City of Lauderdale Lakes

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

UTILITIES, NATURAL RESOURCES AND PUBLIC WORKS

Chair: **Councilmember Helen Miller**, Town of White Springs



The Action Agenda reflects the priorities of 412 municipalities, as prepared by the Florida League of Cities' five legislative policy committees and adopted by the full membership at the League's 58th Annual Legislative Conference, November 16, 2018, in Orlando.

2018-2019 Officers



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Bartow



FIRST VICE PRESIDENT

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Commissioner Tony Ortiz
Orlando

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

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

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



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

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P.O. Box 1757
Tallahassee, FL 32302-1757
Phone: (850) 222-9684
floridaleagueofcities.com



Legislation Details (With Text)

File #: 19-0025 **Version:** 1 **Name:**
Type: Action Item **Status:** General Agenda
File created: 2/1/2019 **In control:** Town Commission
On agenda: 2/5/2019 **Final action:**
Title: Selection of Legislative Consultant
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Summary

To: Mayor and Commissioners
From: JP Murphy
Date: 2/1/2019

Subject:
Selection of Consultant

Summary:

The Commission previously requested that staff initiate the RFQ process for selecting a legislative consultant to assist with seeking grant funding from the state and the progression of town legislative objectives. The bid opening will be held on Monday, February 4, 2019 at 2:00 PM. Due to time constraints, bidder information will be distributed via email and discussed further at the meeting. Two proposals have been received as of the time this agenda was published. An updated agenda summary sheet will be provided at the meeting.

Previous Commission Action: Commission consensus at the 12/4/2018 meeting to obtain a legislative advocate.

Background/Problem Discussion: N/A

Expenditure Challenges N/A

Financial Implications: N/A

Recommendation: N/A

Proposed Motion I move that Town select XXXXXX as it's legislative consultant and further that the Town Attorney and Manager shall negotiate a contract.