



**LEGISLATIVE COMMITTEE
MEETING AGENDA**

February 12, 2020 – 11:00 a.m.

315 Court Street, 5th Floor

Board of County Commissioners Conference Room

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

- 1. CALL TO ORDER**
- 2. APPROVAL OF MINUTES FROM January 8, 2020**
- 3. LEGISLATIVE UPDATE AND DISCUSSION**
- 4. ADJOURNMENT**

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least seven days prior to the meeting.

Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public 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.

**FORWARD PINELLAS
LEGISLATIVE COMMITTEE MEETING SUMMARY
JANUARY 8, 2020**

Committee Members in Attendance:

Commissioner Dave Eggers, Pinellas County, Forward Pinellas Chair
Mayor Cookie Kennedy, City of Indian Rocks Beach, Forward Pinellas Treasurer
Councilmember David Allbritton, City of Clearwater

Not Present:

Councilmember Brandi Gabbard, City of St. Petersburg

Also Present:

Whit Blanton, Executive Director
Sarah Caper, Principal Planner
Tina Jablon, Executive Administrative Secretary
Angela Ryan, Principal Planner
Chelsea Hardy, County Attorney's Office
Brian Lowack, Intergovernmental Liaison, Pinellas County

The Forward Pinellas Legislative Committee met in the Pinellas County Board of County Commissioners 5th Floor Conference Room.

1. CALL TO ORDER

Commissioner Eggers called the meeting to order at 11:02 a.m.

2. APPROVAL OF MINUTES FROM OCTOBER 9, 2019

A motion was made by Mayor Cookie Kennedy, which was seconded by Councilmember David Allbritton, and carried unanimously to approve the minutes from the May meeting (3-0).

3. PLANS FOR PINELLAS DAY IN TALLAHASSEE

Whit Blanton provided an overview of the documents developed by Forward Pinellas staff for use during Pinellas Day and solicited feedback from the committee members. Brian Lowack, County Administration, stated that he liked what was developed and will use them in Tallahassee for meetings with legislators and others. Mayor Kennedy advised she thought the content was too broad and needed to be more specific. Commissioner Eggers advised he would like to see information pertaining to the SPOTlight emphasis areas incorporated into the "What is Forward Pinellas?" document.

Whit Blanton agreed to include the Tampa Bay Transportation Management Area Leadership Group priorities on the back of the one-pager "Forward Pinellas Legislative Agenda 2020."

Brian Lowack outlined the county's plans for Pinellas Day this year and offered a look into the long-term plans for this event going forward.

4. LEGISLATIVE UPDATE AND DISCUSSION

Sarah Caper advised the group that it was too early to have much information to report. Forward Pinellas staff will work to link bills with traction to the adopted legislative priorities of the board and take action as needed. Updates will be provided regularly.

In response to query by Commissioner Eggers, Brian Lowack offered his opinion of the topics that are likely to gain traction this year during the session.

5. ADJOURNMENT

There being no additional items for discussion, the meeting adjourned at 11:51 a.m.

DRAFT

Legislative Committee – February 12, 2020

3. Legislative Update and Discussion



SUMMARY

Forward Pinellas staff will provide an update on Pinellas Day in Tallahassee. Staff will also review information on state bills of interest and any staff action related to the legislative session.

Below are links to the latest updates provided by partner agencies.

ATTACHMENT(S) Rectangular Rapid Flashing Beacons (RRFBs)

- City of Largo's 2020 State Legislative Action Agenda and 2020 Federal Legislative Agenda
- [MPOAC Newsletter](#)
- [APA Florida Bill Tracking Report](#)
- [APA Florida Legislative Reporter](#)

ACTION: None required; informational item only; or as deemed appropriate by the committee



January 28, 2020

Representative Randy Fine
222 The Capitol
402 South Monroe Street
Tallahassee, FL 32399-1300

RE: SB 1000 and HB 1371 – Traffic and Pedestrian Safety

Dear Representative Fine:

Forward Pinellas – the metropolitan planning organization for Pinellas County – has reviewed the proposed House Bill, “HB 1371” referred to as the “Turn the Flashing Yellow Crosswalks Red” bill, and the associated Senate Bill, “SB 1000,” and want to express our strong opposition. We are concerned that the proposed legislation removes local decision-making on the use of a pedestrian and bicycle safety device that is proven effective at reducing injuries and fatalities for our most vulnerable road users. If signed into law, this bill would undermine local and regional decision-making using legislative fiat to drastically curtail one of the most effective tools in the toolbox for safety.

The use of Rectangular Rapid Flashing Beacons (RRFBs) originated in Pinellas County almost 15 years ago as an experimental traffic control countermeasure to reinforce safe mid-block crossings in locations where signalized intersections are too far apart. In recognition of their effectiveness at increasing motorist yield rates when people are using crosswalks and their significant safety benefits,¹ the Federal Highway Administration and Florida Department of Transportation have authorized and endorsed their use in a variety of settings. The FHWA lists the RRFBs as the top countermeasure for its [Safe Transportation for Every Pedestrian \(STEP\) 2.0](#) initiative.

These yellow flashing beacons provide higher driver yield rates for pedestrians as demonstrated by the City of St. Petersburg’s analysis in 2010 and by the Texas A&M Transportation Institute (TTI)² in 2016. Factoring in appropriate design considerations and location, the 2016 TTI study and compliance with FHWA conditions, RRFBs increase pedestrian safety at uncontrolled marked crosswalks by 98 percent. In St. Petersburg, motorist compliance increased from two percent prior to installation of RRFBs to more than 90 percent afterwards. They have since been deployed throughout Pinellas County and many other jurisdictions across the state and country.

¹ Federal Highway Administration. *MUTCD – Interim Approval for Optional Use of Pedestrian-Actuated Rectangular Rapid-Flashing Beacons at Uncontrolled Marked Crosswalks (IA-21)*. Memo IA-21. March 2018.

² Fitzpatrick, K., M. Brewer, R. Avelar, and T. Lindheimer. *Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon*. Report No. TTI-CTS-0010. Texas A&M Transportation Institute, College Station, Texas. June 2016.

Requiring the conversion of yellow RRFBs into a coordinated traffic signal device (red signal phase) would be a step backwards for safety and accessibility. Traffic control devices, such as full traffic signals and High Intensity Activated Crosswalk (HAWK) beacons, must meet a higher standard and create a longer delay for motorists. These devices are not interchangeable or equal. Unlike RRFBs, which allow vehicles to continue once a pedestrian clears the travel lane, motorists may not continue until the signal returns to green. Because of these standards and additional delay caused to vehicle traffic, coupled with a significant unfunded mandate, FDOT and local governments will likely remove most of the RRFBs and not replace them with a red-phased signal.

Finally, the Pinellas Crash Data Management System we maintain shows far higher rates of pedestrian and bicyclist injuries and fatalities at fully signalized intersections than at mid-block crossings with RRFBs. Signalized intersections are prone to crashes involving pedestrians when drivers fail to yield while turning. We also have a high rate of red light running throughout Florida, leading to a significant problem for pedestrian safety at our intersections, not the mid-block crosswalks. The current design and implementation of RRFBs saves lives by physically highlighting the existing legal requirements for cars to yield for people in crosswalks.

Forward Pinellas is committed to safety for all roadway users in Pinellas County, and RRFBs are a key part of the solution. I urge you to consider the negative consequences, both direct and indirect, of this proposed bill. This legislation will reduce safety for pedestrians and bicyclists. It will force the costly removal or conversion of **nearly 400 RRFBs** in Pinellas County alone with neither funding nor commensurate replacement designs options, and it reinforces a culture of speed that is a principal factor in Florida's dangerous roadways. A much more effective approach would be to increase funding for education and enforcement of traffic laws, such as making High Visibility Enforcement a year-round activity.

Please contact me at 727-464-8712 if you would like clarification on the Forward Pinellas policy position.

Respectfully,



Whit Blanton, FAICP
Executive Director

cc: Pinellas County Legislative Delegation
Forward Pinellas Board



2020 STATE LEGISLATIVE ACTION AGENDA



AFFORDABLE HOUSING

The City of Largo will **SUPPORT** full funding of the Sadowski Housing Trust Fund, including the State Housing Initiatives Partnership Program (SHIP) and, will **OPPOSE** the sweeping of the State and Local Housing Trust Fund in order to meet other State needs and priorities.



TRANSPORTATION

The City of Largo will **SUPPORT** legislation that preserves local government control of transportation planning, provides for an equitable transportation funding formula between municipalities and counties, and provides for additional dedicated revenue options for municipal transportation infrastructure and transit projects. Additionally, the City will **SUPPORT** protection of the State Transportation Trust Fund and will **OPPOSE** efforts to transfer trust funds to the State's Budget Stabilization Fund and the General Revenue Fund.

REGIONAL TRANSPORTATION

The City will **SUPPORT** regional transportation coordination and funding, specifically related to FDOT District 7 as well as legislative priorities of Forward Pinellas, PSTA and TBARTA, including the Regional Transit Feasibility Catalyst Project. Additionally, the City will **SUPPORT** sustained funding of the State's Transportation Regional Incentive Program (TRIP), in the amount of \$250 million annually, as a way to strengthen regional partnerships to improve mobility. TRIP is a valuable transportation funding mechanism based on state and local participation through regional collaboration. Lastly, the City will **WATCH** and seeks to **SUPPORT** proposed legislation that allows for the creation of an Electric Vehicle Infrastructure Grant Program within the Florida Department of Transportation (FDOT) (SB 1230: Electric Vehicles (Brandes)).



TRANSPORTATION continued

LOCAL OPTION FUEL TAX

The City will **SUPPORT** indexing of the local option fuel tax to inflation so as to allow fuel tax revenues to be adjusted in the event that costs for materials and services rise due to inflation. Taxes on fuel are a primary source of transportation funding for local governments. Increasing fuel efficiency, more electric vehicles in the fleet, and rising roadway maintenance and operating costs are placing pressure on local governments to search for additional funding. Local fuel taxes are not indexed to the Consumer Price index to account for inflation, as state fuel taxes are, and therefore, revenues are declining at a faster rate (Forward Pinellas).

Guiding Principles: Due to their symbiotic relationship, land use patterns and transportation improvements strongly affect one another. Multi-modal transportation planning, including mass transit, must be coordinated with land use planning to achieve optimal patterns of mobility. With more than 112.8 million visitors each year and more than 1,000 people moving to Florida each day, the state's transportation infrastructure is taking a beating. It is estimated that the Tampa Bay Area's population will grow by 43% by 2045 and approximately 23,000,000+ tourists visit the Tampa Bay Area annually and rely on regional transportation networks (Suncoast League of Cities; TBARTA Envision 2030 Technical Memorandum (June 1, 2019)).



SHORT-TERM RENTALS

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

Guiding Principles: The City will **SUPPORT** 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 City understands and respects private property rights; recognizes that online vacation rental transactions are a statewide commerce issue; and statewide legislation may be appropriate. The City will **WATCH** and seeks to **SUPPORT** common sense legislation that addresses the impact of short term rentals on the quality of life of all residents and recognizes that infrastructure (e.g. sanitary sewer) and service provision (e.g. solid waste; public safety and emergency response) are responsibilities of municipalities.



COMMUNITY REDEVELOPMENT AREAS

The City of Largo will **SUPPORT** the continued ability of local governments to use community redevelopment agencies to effectively carry out redevelopment and community revitalization.

As a redevelopment tool, Community Redevelopment Agencies (CRAs) improve infrastructure, recruit and retain businesses; promote growth and development in urban areas; and facilitate public-private partnerships. Redevelopment is a joint, sound investment by local governments and the private sector that leads to long term community revitalization, economic development and job creation (Florida Redevelopment Association).



WATER SUPPLY & WATER QUALITY

The City of Largo will **SUPPORT** legislation to address the state's critical water resource and water quality deficiencies that:

- Provides for an annual assessment of the state's water infrastructure and water quality improvement needs at the state, regional and local levels;
- Establishes a framework for a state water infrastructure and water quality funding program that includes objective criteria tied to beneficial returns on investment, sustainable utility practices and intergovernmental coordination; and
- Identifies potential sources of funding or financing (Florida League of Cities).



SANITARY SEWER LATERALS

The City of Largo will **WATCH** legislation that proposes voluntary requirements to establish an evaluation and rehabilitation program for sanitary sewer laterals on residential and commercial properties to identify and reduce leakage from lateral lines. Additionally, the City will **OPPOSE** legislative efforts to 1) voluntarily require or mandate a publicly accessible database to store information on properties where defective laterals have been identified; and 2) require sellers of real property to disclose sanitary sewer lateral defects on their property as a part of Florida's real estate disclosure laws.

Lastly, the City will **SUPPORT** legislation that provides local governments as well as low- and moderate-income property owners with new, dedicated or innovative financing options and resources to 1) rehabilitate their respective sanitary sewer laterals; and 2) convert from septic to sewer when sewer service is available so as to proactively address health and safety concerns associated with sanitary sewer overflows and to preserve and enhance water, fish and wildlife quality.

Policy Statement: The City acknowledges the importance of a comprehensive sanitary sewer inspection and rehabilitation program that evaluates public sewer lines, manholes and laterals and is actively engaged in same at considerable expense to the City's wastewater utility customers; however, the City will **OPPOSE** unfunded, mandatory requirements to establish evaluation and rehabilitation programs and publicly accessible open data regarding properties with defective laterals.



COMMUNITY RESILIENCY & FLOOD INSURANCE

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

Guiding Principles: The City of Largo will **SUPPORT** the development of a statewide Resiliency Plan to strengthen and improve the resiliency of critical infrastructure. Additionally, the City will **SUPPORT** legislative efforts that support collaborative efforts to foster sustainability and climate resiliency at a regional level, including sea level rise, climate and hazard resiliency, salt water intrusion, flooding, extreme weather and local development. Lastly, the City will **SUPPORT** legislative efforts that support flood mitigation, provide for pre-disaster mitigation grants and encourage the private insurance marketplace related to flood insurance.

CITY OF LARGO 2020 STATE LEGISLATIVE ACTION AGENDA



PRIVATE PROPERTY RIGHTS

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



SALES TAX ON E-COMMERCE & DIGITAL SERVICES

The City of Largo will **SUPPORT** legislation to reform Florida's sales tax laws that apply to online/e-commerce sales from and sales of digital services by out-of-state companies. Changes to these laws are needed to ensure online companies, digital service providers and brick-and-mortar retail stores are treated equitably and that remote sellers collect sales tax at the time of a transaction (Florida League of Cities).



CYBERSECURITY

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

CITY OF LARGO 2020 STATE LEGISLATIVE ACTION AGENDA



LOCAL SELF GOVERNMENT

The City of Largo will **SUPPORT** municipal Home Rule powers for local governments and seek to strengthen and protect the fundamental concept of local self-government and, will **OPPOSE** legislative efforts to impede the constitutional right Floridians have enjoyed for 50 years to govern themselves under municipal Home Rule powers. Additionally, the City will **OPPOSE** the Legislature's intrusion into local finances, which are necessary to provide financial stability and essential services uniquely required by municipal residents and local businesses. The City will **OPPOSE** the Legislature's intrusion into local government official and employee travel policies, including efforts to impose new reporting requirements at the local and state level related to local government travel which provide little, if any, benefits to citizens or businesses. Lastly, the City will **OPPOSE** preemptions of local government and any unfunded mandates that impact local government budgets and control.



JORDAN'S LAW (HB 43/SB 122)

The City of Largo will **SUPPORT** HB 43 (Latvala and Valdes; Co-sponsors include Webb)/SB 122 (Rouson; Co-sponsors include Hooper) regarding Child Welfare.

These identical bills require certain entities to provide training for specified purposes; establishes communication between law enforcement agencies and Florida Department of Children and Families (DCF) related to certain individuals involved in the child welfare system; provides requirements for law enforcement officers and the central abuse hotline (if a law enforcement officer has an interaction with a parent or caregiver and the interaction results in the officer having concern about a child's health, safety, or well-being, the officer shall report the interaction to the central abuse hotline immediately); authorizes lead agencies to provide intensive family reunification services that combine child welfare and mental health services to certain families; authorizes department and certain lead agencies to create a program to more effectively provide case management services to specified children; specifies requirements of program; requires Criminal Justice Standards & Training Commission to incorporate training for specified purposes; requires law enforcement officers to complete such training as part of basic recruit training or continuing training or education by specified date (Summary provided by Florida House of Representatives' website).



HOMESTEAD PROPERTY TAXES

INCREASE PORTABILITY FROM TWO TO THREE YEARS

The City of Largo will **SUPPORT** efforts to Increase Portability from 2 to 3 years. The following proposed legislation was initiated by Pinellas County Property Appraiser Mike Twitty and is supported by the Property Appraisers' Association of Florida (PAAF) and the Florida Association of Property Appraisers (FAPA).

SJR 146 (Brandes)/HJR 369 (Roth)

Title: Homestead Property Tax Assessments/Increased Portability Period

Summary: Proposed Constitutional Amendment to increase the portability from two to three years, effective January 1, 2021.

SB 148 (Brandes)/HB 371 (Roth)

Title: Limitations on Homestead Assessments

Summary: These are the implementation bills for Senate Joint Resolution (SJR) 146 and House Joint Resolution 369. Both proposed bills amend *Florida Statutes* to increase the portability period from two to three years beginning with the 2021 tax roll. These bills would also allow an owner of homestead property significantly damaged or destroyed by a named tropical storm or hurricane to establish a new homestead before the third January 1st following the storm or hurricane.

Effective Date: On the effective date of SJR 146, HJR 369 or a similar Joint Resolution that has substantially the same specific intent and purpose, if approved by the voters in the November 2020 General Election.

Background: The difference between Just/Market Value and Assessed Value represents the Assessment Differential that a homesteaded seller may port to their next homesteaded Florida property, commonly referred to as "Portability." Improving market conditions have resulted in a widening gap between Just/Market Value in Florida's homesteaded properties due to the Save Our Homes cap that limits increases in Assessed Value to 3% or Consumer Price Index (CPI), whichever is less. This has resulted in homesteaded property owners having sizable assessment differentials (port amounts) in many cases.

However, the relatively short time frame allowed for portability to the new homestead in the constitution (1 to 2 years depending on month of sale) is resulting in many property owners losing this right, particularly for those property owners purchasing a newly constructed home or selling late in the year.

Bill passage to allow voters to decide on a proposed constitutional amendment to increase portability from two to three years is recommended. This would allow the law to better align with the public's perception and understanding of the qualifying portability time frame. Additionally, bill passage will provide all homesteaded sellers a minimum of two years to qualify, regardless of purchasing an existing or newly constructed home and regardless of when in the year the sale takes place (Property Appraiser Mike Twitty).



CITY OF LARGO

2020 FEDERAL LEGISLATIVE AGENDA

INTRODUCTION

Florida is the third largest state in the nation and the City of Largo is the twenty-ninth largest city in the State of Florida. The City of Largo's key legislative issues are more than just local or state legislative issues; many of the concerns are of national significance.



COMMUNITY DEVELOPMENT | HOUSING

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

The City of Largo will **SUPPORT** the U.S. Department of Housing and Urban Development's Community Development Block Grant (CDBG) Program's continued funding and SUPPORT for local community development and housing assistance programs administered by municipal and county elected officials.

HOME INVESTMENT PARTNERSHIP PROGRAM (HOME)

The City will **SUPPORT** the U.S. Department of Housing and Urban Development's Home Investment Partnership Program's (HOME) continued funding.

COMMUNITY REINVESTMENT ACT (CRA)

The City seeks to **SUPPORT** and will **WATCH** legislation designed to "modernize" the Community Reinvestment Act (CRA). The Community Reinvestment Act was enacted by Congress in 1977 and is intended to encourage regulatory financial institutions to help meet the credit needs of the communities in which they operate, including the needs of low- and moderate-income communities.

CITY OF LARGO 2020 FEDERAL LEGISLATIVE AGENDA



TRANSPORTATION

The City of Largo will **SUPPORT** legislation that preserves local governments' control of transportation planning, provides for an equitable transportation funding formula between the federal government, states, counties and municipalities, and provides for additional dedicated venue options for municipal transportation infrastructure and transit projects. The City seeks to **SUPPORT** and **WATCH** proposed legislation and regulation regarding the U.S. Department of Transportation's BUILD Discretionary Grant Program (formerly known as Transportation Investment Generating Economic Recovery (TIGER) Grants).

Guiding Principles: Transportation is a core service of government that is critical for promoting economic development, facilitating the efficient delivery of goods and services and delivering vital public safety services, including police, fire and rescue and disaster response services. Sufficient transportation funding of all options is needed in order to provide a robust and connected transportation network in Tampa Bay, throughout Florida and the nation.

In central areas, where dense development exists, a multi-modal system can provide transportation solutions for everyone. To be effective and affordable, the transportation network must contain a balance of roads, public transit and other solutions. No single piece will solve the entire puzzle (Hillsborough County Metropolitan Planning Organization).

The City seeks transportation options and solutions that ensure and enhance access to employment, health care, education, and other life-sustaining activities for persons with low- and moderate-incomes; persons with disabilities; older adults as well as at-risk children and youth who are dependent upon others for transportation.



ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT ADMINISTRATION | SMALL BUSINESS ADMINISTRATION

The City of Largo will **SUPPORT** federal programs --- including Federal Economic Development Administration (EDA), and Small Business Administration (SBA) --- that recognize the importance of a federal role in state and local economic development, and provide funding resources, tax-free financing (e.g. bonds, bank-qualified loans and other forms of tax exempt financing), information and technical assistance to further this important role.

OPPORTUNITY ZONES

The City will **SUPPORT** the Opportunity Zone program - a new community investment tool established by Congress in the Tax Cuts and Jobs Act of 2017 to encourage long-term investments in low-income urban and rural communities nationwide. Opportunity Zones provide a tax incentive for investors to re-invest their unrealized capital gains into dedicated Opportunity Funds.

The City of Largo has five federally approved Opportunity Zones that were approved by the U.S. Department of Commerce's Economic Development Administration (EDA) on June 14, 2018: Two Opportunity Zones in Greater Downtown Largo and three Opportunity Zones in commercial areas within the City's existing corporate boundaries and future Planning Service Area: Seminole, Ulmerton and Railroad Track; Fairway Village and Paradise Island; and ICOT Center and High Point.

CITY OF LARGO 2020 FEDERAL LEGISLATIVE AGENDA



CYBERSECURITY

The City of Largo will **SUPPORT** legislation that protects infrastructure and the supply chain, ensures election integrity and builds a security workforce. The City will **SUPPORT** dedicating federal resources for the development and enhancement of cybersecurity by providing funding for technical assistance, threat assessment, employee training, infrastructure improvements and data protection, including the protection of exempt and confidential information such as law enforcement personnel information and building plans for government and recreational buildings and infrastructure (Florida League of Cities).

Digital threats are occurring daily and have the potential to severely damage or incapacitate business, government, military and political institutions, which affect the organizations that are being targeted as well as citizens, consumers and vendors of the targeted organizations. Cybersecurity and privacy issues are moving these topics to forefront of homeland security priorities and to the top of the congressional agenda. In 2019, the first session of the 116th Congress saw 30 bills introduced in the House of Representatives and 7 bills introduced in the Senate that dealt directly with cybersecurity issues. The proposed legislation seeks to address the following issues:

- Critical infrastructure legislation - Protecting the nation's water, electric, transportation and other critical infrastructure sectors;
- Workforce cybersecurity - Ensuring that the federal government has the cybersecurity expertise that is needed;
- Supply chain cybersecurity - Seeks to address the use of foreign technology by the U.S. government and military offices; and
- Election cybersecurity - Seeks to secure government computer networks from malicious cyber intrusions and protect the integrity of elections (International Data Group's csoonline.com)



INFRASTRUCTURE

The City of Largo urges Congress to **SUPPORT** legislation that ensures funding for locally owned infrastructure, including water and wastewater facilities, preserves the tax-exempt status of municipal bonds, promotes innovative financing, and ensures the long-term certainty and solvency of the Federal Highway Trust Fund (Florida Association of Counties).

Guiding Principles: Well-planned infrastructure investments are a catalyst for economic growth, long-term prosperity, access to more opportunities and improved public health. Today's bipartisan support for infrastructure holds the promise of not only new jobs and economic growth but also stronger communities and neighborhoods providing vital access to opportunity. Any federal infrastructure program should be driven by key principles of good planning. This requires considering the importance of location, helping communities fully leverage investments, and connecting infrastructure to related issues like resilience, housing, and economic development. Infrastructure programs should prioritize support for projects that offer multiple benefits (American Planning Association).

CITY OF LARGO 2020 FEDERAL LEGISLATIVE AGENDA



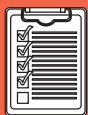
FLOOD INSURANCE

NATIONAL FLOOD INSURANCE PROGRAM (NFIP) | REFORMING THE PROGRAM

The City of Largo will **SUPPORT** re-authorization of the NFIP legislation with legislative, policy and programmatic modifications to ensure no coverage lapses and to improve the affordability, transparency and financial stability of the program through reforms in the following areas: 1) affordability | rate structure; 2) mapping | data collection | modeling; and 3) flood mitigation. The City will **SUPPORT** provisions that allow all property owners, including businesses and owners of second homes, access to affordable flood insurance. Additionally, the City will urge Congress to **OPPOSE** any re-authorization efforts that are detrimental to policy holders, local governments, and the integrity of the Program (Florida Association of Counties).

Specifically, the City seeks to **SUPPORT** and **WATCH** proposed legislation that provides for a more permanent time extension of the NFIP; a long term regulatory solution that positions the Program for the future, including Congress' efforts to allocate financial resources to the U.S. Department of Homeland Security's Federal Emergency Management Agency (FEMA) in order to provide the nation's consumers with a precise understanding of their flood risk.

Guiding Principles: Modern technology should be embraced, including Li-DAR (a surveying method using light from a laser), and should inform a modernized mapping program. A key to the NFIP's sustainability is encouraging greater program participation and ensuring Floridians and consumers, nationwide, understand the importance of obtaining and maintaining flood insurance coverage (Florida Association of Counties). The re-authorization of NFIP presents an important opportunity to use good planning to create healthier and safer communities (American Planning Association).



FEDERAL EMERGENCY MANAGEMENT AGENCY

REFORMING THE PUBLIC ASSISTANCE PROGRAM

The City of Largo will **SUPPORT** appropriation levels that ensure timely processing of local governments' reimbursement requests under the Public Assistance Program for communities impacted by hurricanes and natural disasters.

FEMA FLOOD MAPPING - RISK RATING 2.0

The City will urge Congress to **SUPPORT** legislation and rule-making that ensures transparency and visibility as the Federal Emergency Management Agency (FEMA) strives to transform the NFIP. Although FEMA deferred the changeover to a new rating system for single-family homes from October 1, 2020 to October 1, 2021, the City will **SUPPORT** efforts by cities and counties to further delay FEMA's implementation of its new Risk Rating 2.0 flood mapping initiative if it is deemed premature.

CITY OF LARGO 2020 FEDERAL LEGISLATIVE AGENDA



DISASTER RECOVERY

The City of Largo will **SUPPORT** increased investment in mitigation programs such as the Pre Disaster Mitigation Program, the Hazard Mitigation Grant Program and other partnerships between local and federal governments to complete mitigation projects and increase resiliency to disasters. The City will **OPPOSE** programmatic changes that would increase the local cost share for disaster recovery, such as implementation of a disaster deductible (Florida Association of Counties).



WATER RESOURCES DEVELOPMENT ACT

The City of Largo will urge Congress to **SUPPORT** bi-annual passage of the Water Resources Development Act (WRDA) that authorizes U.S. Army Corps of Engineers' projects and policies that often have state-side impacts to Florida, including port and inlet construction, beach nourishment; and Everglades restoration projects.

The City will urge Congress to **SUPPORT** restoration of congressionally directed spending (Florida Association of Counties).



APPROPRIATIONS

The City of Largo will urge Congress to **SUPPORT** the continuation of adequate funding of critical programs that provide resources for the provision of local services and local public infrastructure (Florida Association of Counties). These funding programs include, but are not limited to, the following:

- U.S. Corp of Engineers - Port and inlet construction and maintenance; beach nourishment; and Everglades restoration;
- U.S. Department of Transportation;
- U.S. Department of Homeland Security's Federal Emergency Management Agency (FEMA);
- U.S. Department of Housing and Urban Development's (HUD) Continuum of Care Homeless Assistance Grants;
- U.S. Department of Health and Human Services' Substance Abuse and Mental Health Services Administration (SAMHSA);
- U.S. Department of Labor's Employment and Training Administration (ETA) workforce development, career training, and workforce shortage programs;
- U.S. Department of Justice's Office of Community Oriented Policing Services (COPS) and Edward Byrne Memorial Justice Assistance Grants (JAG);
- U.S. Department of Homeland Security's (DHS) Urban Areas Security Initiative (UASI) and State Homeland Security Program;
- National Endowment of the Arts;
- National Endowment for the Humanities;
- National Park Services' Land and Water Conservation Fund, including grant funding resources for urban parks (e.g. Outdoor Recreation Legacy Partnership Program (ORLP));
- Federal Economic Development Administration (EDA); and
- Small Business Administration