

Community and Urban Affairs Policy Committee

CUA-PP-1: REMOTE MEETINGS

PROPOSED POLICY: FAC SUPPORTS legislation authorizing local governing bodies and other local boards and committees to meet remotely.

CUA-PP-2: REMOTE MEETINGS DURING STATE OF EMERGENCY

PROPOSED POLICY: FAC SUPPORTS legislation granting an exemption for county elected officials to be able to participate in emergency-related briefings during a declared state of emergency.

CUA-PP-3: AFFORDABLE HOUSING IMPACT FEES

PROPOSED POLICY: FAC SUPPORTS amending s. 163.3180, F.S. – Concurrency, to include affordable housing unit construction in the definition of capital facility, and require affordable housing units funded by impact fees to remain affordable for 30 years.

CUA-PP-4: AFFORDABLE HOUSING – SHIP

PROPOSED POLICY: FAC SUPPORTS changing the formula for local housing fund distribution so that counties can allocate housing funds in a manner most effective for their local housing market, this includes reducing the percentage of funds required to be distributed for homeownership and allowing counties to increase the percentage reserved for rental housing up to 50% of the funds available.

CUA-PP-5: MOBILE HOME REGULATION REVIEW

PROPOSED POLICY: FAC SUPPORTS legislation requiring a review of state laws applicable to manufactured homes and park communities, as it relates to the clarification of state and municipal regulatory requirements, obligations, and authority.

CUA-PP-6: BOCC OVERSIGHT OF COMMUNITY REDEVELOPMENT AGENCIES

PROPOSED POLICY: FAC SUPPORTS strengthening county oversight of community redevelopment agencies.

CUA-PP-7: SUNSETTING COMMUNITY REDEVELOPMENT AGENCIES

PROPOSED POLICY: Regulation or Elimination of Community Redevelopment Agencies (CRAs) legislation to eliminate/abolish/sunset current CRAs

CUA-PP-8: CRA REVENUE CAP

PROPOSED POLICY: FAC SUPPORTS legislation that would allow local governments to cap revenues and determine areas of need moving forward.

CUA-PP-9: TRANSPORTATION FUNDING — CONCURRENCY FUNDS PRIORITIZATION

PROPOSED POLICY: FAC SUPPORTS legislation that would give local governments the ability to apply existing concurrency needs to the development that is wishing to develop first.

CUA-PP-10: TRANSPORTATION FUNDING GAS TAX INCREASE

PROPOSED POLICY: FAC SUPPORTS legislation authorizing local officials to increase to the local option fuel taxes on gasoline and diesel by \$0.10.

FTA-PP-11: TRANSPORTATION FUNDING GAS TAX INDEXING

PROPOSED POLICY STATEMENT: FAC SUPPORTS indexing local option fuel taxes to annual adjustments of the Consumer Price Index.

CUA-PP-12: LOCAL OPT-OUT OF M-CORES

PROPOSED POLICY: This issue proposes a local opt-out by a local county commission from the construction of a M-CORES corridor in their county.

CUA-PP-13: M-CORES LOCAL SERVICE FUNDING

PROPOSED POLICY: FAC SUPPORTS additional funding sources for counties that are impacted by the M-CORES projects

CUA-PP-14: NUISANCES IN UNPLATTED SUBDIVISIONS:

PROPOSED POLICY: FAC SUPPORTS legislation to expand §60.05, Florida Statutes, dealing with nuisance abatement, to allow local governments to address nuisances within unrecorded subdivisions meeting certain criteria regarding size, ownership, and noisome activities.

CUA-PP-15: VACATION RENTAL TAX REMITTANCE

PROPOSED POLICY: FAC SUPPORTS legislation requiring taxes associated with vacation home rental to be provided in a format specified by each collection authority and/or outlined in a local ordinance pertaining to the collection of taxes.

CUA-PP-16: TRANSPORTATION DISADVANTAGED FUNDING

PROPOSED POLICY: FAC SUPPORTS establishing a rule within the state Commission for the Transportation Disadvantaged (CTD) funding process that allows allocation of an additional 10% over the standard funding to assist with the required tasks of being the CTC

CUA-PP-17: FLEET ELECTRIFICATION

PROPOSED POLICY: FAC SUPPORTS legislation to encourage the state to develop electric vehicle acquisition policies including preference for low/no emission vehicles, allowing cost to own to justify EV purchase and municipal leasing mechanisms to gain access to federal EV tax credits.