

HOUSE OF REPRESENTATIVES STAFF ANALYSIS

BILL #: HB 773 w/CS The Central Florida Regional Transportation Authority
SPONSOR(S): Gardiner
TIED BILLS: None. **IDEN./SIM. BILLS:** HB 331

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR
1) <u>Transportation</u>	<u>20 Y, 0 N w/CS</u>	<u>PUGH</u>	<u>MILLER</u>
2) <u>Local Government & Veterans' Affairs</u>	<u>17 Y, 0 N w/CS</u>	<u>Smith-Boggis</u>	<u>Highsmith-Smith</u>
3) <u>Finance & Tax</u>	<u>22 Y, 0 N</u>	<u>Overton</u>	<u>Diez-Arguelles</u>
4) _____	_____	_____	_____
5) _____	_____	_____	_____

SUMMARY ANALYSIS

The bill revises the membership of the board for the Central Florida Regional Transportation Authority, popularly known as "LYNX." The Authority currently has a 12-member board of 11 voting and 1 nonvoting members. The voting members of the board are one county commissioner each from Orange, Osceola, and Seminole counties; the mayors of Altamonte Springs, Kissimmee, and Orlando – which are the three largest cities in the three counties; and five appointees of the Governor. The Secretary of the Florida Department of Transportation appoints the district secretary, or his or her designee, for the district within which the area served by the authority is located. The Secretary's appointee is the nonvoting member. Of the five appointees of the Governor, two must live in Orange County, while one each must live in Osceola County, Seminole County, and the City of Orlando. The county commissioners' and mayors' terms are two years; the Governor's appointees serve four-year terms.

This bill revises the membership of the Authority's board. The new 5-member board will include the chairs of the Seminole, Orange and Osceola county commissions, or another member of the commission designated by the county chair; the mayor of the city of Orange, or a member of the Orlando City Council designated by the mayor; and the district secretary, or his or her designee, for the district within which the area served by the authority is located.

The bill is effective upon becoming a law.

The bill has no fiscal impact.

This document does not reflect the intent or official position of the bill sponsor or House of Representatives.

STORAGE NAME: h0773e.ft.doc
DATE: April 14, 2003

FULL ANALYSIS

I. SUBSTANTIVE ANALYSIS

A. DOES THE BILL:

- | | | | |
|--------------------------------------|---|-----------------------------|---|
| 1. Reduce government? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> |
| 2. Lower taxes? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 3. Expand individual freedom? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 4. Increase personal responsibility? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 5. Empower families? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |

For any principle that received a “no” above, please explain:

B. EFFECT OF PROPOSED CHANGES:

The Central Florida Regional Transportation Authority, created in 1972, has undergone a number of transformations in the last 40 years. Popularly known as “LYNX,” the Authority provides fixed-route public bus service; a door-to-door van service called A+ Link for medically qualified and other eligible passengers; shuttle service to special community events; commuter assistance with matching riders to car pools; and “Road Rangers” who provide roadside assistance to disabled vehicles on I-4. LYNX claims a ridership of 70,000 per weekday.

The Authority had a total budget of about \$96 million in FY 01-02. Based on information in the National Transit database, LYNX revenues include at least \$17 million in fares; local, state and federal transit grants are other revenue sources.

The Authority currently has a 12-member board of 11 voting and 1 nonvoting members. The voting members of the board are one county commissioner each from Orange, Osceola, and Seminole counties; the mayors of Altamonte Springs, Kissimmee, and Orlando – which are the three largest cities in the three counties; and five appointees of the Governor. The Secretary of the Florida Department of Transportation appoints the district secretary, or his or her designee, for the district within which the area served by the authority is located. The Secretary’s appointee is the nonvoting member. Of the five appointees of the Governor, two must live in Orange County, while one each must live in Osceola County, Seminole County, and the City of Orlando. The county commissioners’ and mayors’ terms are two years; the Governor’s appointees serve four-year terms.

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This bill provides that the terms of the county commission chairs shall be the same as their term as chairing their respective commissioners. The mayor of the city of Orlando, or a member of the Orlando City Council designated by the mayor, shall serve for the full extent of his or her term of office. The Secretary of Transportation appoints the district secretary, or his or her designee, for the district within which the area served by the authority is located and this member shall be a voting member.

C. SECTION DIRECTORY:

Section 1: Amends subsections (2) and (3) of s. 343.63, F.S., to reduce from 11 to five the voting membership of the Central Florida Regional Transportation Authority. Reduces the number of municipal appointees and includes another member of the commission designated by the county chair to serve as a representative on the board, and the mayor of the city of Orlando, or a member of the Orlando City Council designated by the mayor. Eliminates the Governor's appointees. Provides the Secretary of the Department of Transportation shall appoint the district secretary, or his or her designee, for the district within which the area served by the authority is located and this member shall be a voting member. Clarifies that vacancies shall be filled in the same manner as the original appointment.

Section 2: Provides that this act shall take effect upon becoming a law.

II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

None.

2. Expenditures:

None.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

1. Revenues:

None.

2. Expenditures:

None.

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

None.

D. FISCAL COMMENTS:

III. COMMENTS

A. CONSTITUTIONAL ISSUES:

1. Applicability of Municipality/County Mandates Provision:

The bill does not require a city or county to expend funds or to take any action requiring the expenditure of funds.

The bill does not reduce the authority that municipalities or counties have to raise revenues in the aggregate.

This bill does not reduce the percentage of state tax shared with counties or municipalities.

2. Other:

None.

B. RULE-MAKING AUTHORITY:

Not applicable.

C. DRAFTING ISSUES OR OTHER COMMENTS:

None.

IV. AMENDMENTS/COMMITTEE SUBSTITUTE CHANGES

The Transportation Committee adopted a strike-everything amendment on March 12, 2003. The amendment removed the Seminole County Commission from having an automatic seat on the Authority, as well as any opportunity to have a resident appointed by the Governor. The amendment increased the Governor's appointees from three to four, without changing any of the other criteria. The amendment increases Orange County representation on the Authority to four of the seven members, based on its budget contributions over the last four fiscal years.

The bill's sponsor offered the amendment after receiving a letter from the Seminole County Commission chairman, requesting that Seminole County be removed entirely from the Authority's governing board because it does not support the reorganization efforts.

The Committee on Local Government & Veterans' Affairs adopted two amendments on March 27, 2003. The first amendment reconstitutes the Authority's membership. It reduces the Authority from 11 voting members to five and eliminates the appointees by the Governor. The second amendment is technical.