

HOUSE OF REPRESENTATIVES STAFF ANALYSIS

BILL #: HB 773 the Central Florida Regional Transportation Authority
SPONSOR(S): Gardiner
TIED BILLS: **IDEN./SIM. BILLS:**

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR
1) Transportation		PUGH	MILLER
2) Local Government & Veterans Affairs			
3) Finance & Tax			
4)			
5)			

SUMMARY ANALYSIS

The Central Florida Regional Transportation Authority, popularly known as LYNX, provides public transit and paratransit services in Orange, Osceola, and Seminole counties. It serves an average 70,000 customers on weekdays and had a total operating budget of about \$72 million in FY 01-02. The Authority has encountered harsh criticism in the last couple of years, ranging from complaints about inadequate service to clients of the Transportation Disadvantaged program, to excessive expenditures for an out-of-state transit conference.

HB 773 reconstitutes the Authority's membership. It reduces the Authority from 11 voting members to seven, with fewer municipal representatives and citizen appointees by the Governor. The Florida Department of Transportation will no longer have a representative on the Authority.

More than simply reducing the number of Authority members, HB 773 also seeks to refocus the representation, so that those local governments that contribute the most funds for LYNX's operations over a four-year period will have more members on the board. Based on the previous four years of budget data supplied by LYNX, Orange County has contributed \$73.8 million and the City of Orlando has contributed \$18.9 million. Under the provisions of HB 773, those two local governments will get four of the seven seats on the Authority.

HB 773 does not create local-government mandates, nor does it raise any apparent constitutional issues. The bill does not impact state revenues or expenditures.

HB 773 takes effect upon becoming a law.

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

STORAGE NAME: h0773.tr.doc
DATE: March 6, 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 has an 11-member board, comprised of 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; five Governor appointees; and the Secretary of the Florida Department of Transportation or his designee. Of the five Governor appointees, 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.

HB 773 revamps the Authority’s membership to include:

- * The chairs of the Orange, Osceola, and Seminole county commissions;
- * The mayor of the city within Orange, Osceola, or Seminole county that was the largest municipal contributor of funds to the Authority for the four fiscal years preceding the appointment;
- * Three members appointed by the Governor. Two of those members shall be appointed from the local government making the largest contribution of funds to the Authority. However, if the sum of the contributions of the remaining local governments total at least 50 percent of the Authority’s total local funding after subtracting the largest contribution, then one of those two appointees shall be from the local government that made the second-highest financial contribution to the Authority. The mayor or commission chair representing the local governments entitled to these two appointees shall each submit a list of three names to the Governor, who will select from those lists.
- * The third Governor appointee shall be a resident of either of the two remaining counties that aren’t the largest contributors. Each county commission chairman shall submit a list of three names to the Governor, who will select an appointee from those six nominees.
- * The FDOT representative is eliminated.

LYNX has provided budget data for FY 99 -00 to FY 02-03. Over that four-year period: Orange County contributed \$73.8 million; the City of Orlando contributed \$19 million; Seminole County contributed \$9.3 million; Osceola County contributed \$ 8.77 million; Kissimmee contributed \$1.49 million; Volusia County contributed \$639,056; Altamonte Springs contributed \$613,415; Sanford contributed \$440,033; St. Cloud contributed \$433,078; UCF contributed \$162,000; and Winter Park has contributed \$105,000, for a total of \$114.75 million.

Based on the above data, Orange County, as the largest local-government contributor, would have three representatives on the Authority – an automatic county commission representative and two of the Governor appointees because its contribution is more than half of the Authority's total local government funding. The mayor of Orlando would have one seat, as the largest municipal contributor. Seminole and Osceola counties would each have one guaranteed member. The seventh member would be appointed by the Governor from a list of names submitted by Osceola and Seminole counties.

HB 773 also provides that the terms of the county commission chairs shall be the same as their term as chairing their respective commissioners. The other mayoral member shall serve a term concurrent with that of the appointing Governor. The three Governor appointees shall serve four-year terms.

In addition, the terms of the current Authority board members terminate on June 1, 2003, at which time the terms of the newly designated members begin. The Governor is asked to make his three appointees within 30 days of receiving the lists of nominees, or as close to June 1, 2003, as possible.

HB 773 takes effect upon becoming a law.

C. SECTION DIRECTORY:

Section 1: Amends s. 343.63, F.S., to reduce from 11 to seven the voting membership of the Central Florida Regional Transportation Authority. Reduces the number of municipal appointees and citizen appointees made by the governor. Deletes the requirement that a representative of the Florida Department of Transportation be appointed as a non-voting member of the Authority. Specifies June 1, 2003, as the expiration date of the terms of the current Authority members. Directs governor to appoint new members within 30 days of receiving nominations, or as close to June 1, 2003, as practicable. 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:

Although HB 773 does not directly impact local-government revenues or expenditures, it does reward those counties or cities that contribute the most funding for LYNX with additional representation on the Authority. This could encourage local governments in the tri-county region served by LYNX to either donate less, if they think their citizens' needs are not being met, or contribute more in order to gain more representation on the Authority.

III. COMMENTS

A. CONSTITUTIONAL ISSUES:

1. Applicability of Municipality/County Mandates Provision:

Not applicable. HB 773 does not create any fiscal impacts on municipalities or counties.

2. Other:

HB 773 raises no apparent constitutional issues.

B. RULE-MAKING AUTHORITY:

Not applicable.

C. DRAFTING ISSUES OR OTHER COMMENTS:

A technical amendment may be filed to clarify the Governor's appointee selection process.

IV. AMENDMENTS/COMMITTEE SUBSTITUTE CHANGES