

The Florida Senate
BILL ANALYSIS AND FISCAL IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

Prepared By: The Professional Staff of the Transportation Committee

BILL: SB 780

INTRODUCER: Senator Ring

SUBJECT: Airport Parking Fees

DATE: December 1, 2011 REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Looke	Buford	TR	Pre-meeting
2.			CA	
3.				
4.				
5.				
6.				

I. Summary:

This bill amends s. 316.1964(7), F.S, to add “vehicles with attachments to transport motorized scooters” to the list of those vehicles which specifically must be granted free parking by the governing bodies of publicly owned or publicly operated airports.

This bill creates an effective date of July 1, 2012.

II. Present Situation:

Currently, the governing body of a publicly owned or operated airport may choose whether or not to charge disabled drivers for parking at airports within their jurisdiction except that they must “grant free parking to any vehicle with specialized equipment, such as ramps, lifts, foot or hand controls, or for utilization by a person who has a disability or whose vehicle is displaying the Florida Toll Exemption permit.”¹ This grant of local control has caused some airports in the state to charge for parking for certain vehicles which are not specifically exempted, while other airports in the state would not charge those same vehicles.

III. Effect of Proposed Changes:

This bill would add “vehicles with attachments to transport motorized scooters” to the list of those vehicles specifically which specifically must be granted free parking by the governing bodies of publicly owned or publicly operated airports, under s. 316.1964(7), F.S.

¹ s. 316.1964(7), F.S.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

V. Fiscal Impact Statement:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

Private individuals with “vehicles with attachments to transport motorized scooters” would be able to park for free at publicly owned or publicly operated airports that may have charge for such parking previously.

C. Government Sector Impact:

This bill may cause publicly owned or operated airports to lose an indeterminate amount of revenue by forcing them to offer free parking to a new class of vehicles. However, some airports currently offer this form of free parking, including Miami International Airport and Melbourne International Airport², and, as such, would be unaffected.

VI. Technical Deficiencies:

“Motorized scooter” is defined in s. 316.003(82), F.S., as “[a]ny vehicle not having a seat or saddle for the use of the rider, designed to travel on not more than three wheels, and not capable of propelling the vehicle at a speed greater than 30 miles per hour on level ground.” As such, the term “motorized scooter” is likely the wrong term to use if the intent of this bill is to aid disabled persons. As a replacement, a term such as “power mobility device”, as defined in 42 CFR 410.38, would likely better fit the intent of the bill.

VII. Related Issues:

None.

² As per an email conversation with Bill Johnson, Florida Airports Council, *Executive Director*, (December 22, 2011), on file with the Senate Committee on Transportation.

VIII. Additional Information:

- A. **Committee Substitute – Statement of Substantial Changes:**
(Summarizing differences between the Committee Substitute and the prior version of the bill.)

None.

- B. **Amendments:**

None.

This Senate Bill Analysis does not reflect the intent or official position of the bill's introducer or the Florida Senate.
