

HOUSE OF REPRESENTATIVES STAFF ANALYSIS

BILL #: HB 495 Tampa Bay Area Regional Transportation Authority

SPONSOR(S): Toledo

TIED BILLS: **IDEN./SIM. BILLS:**

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR or BUDGET/POLICY CHIEF
1) Transportation & Infrastructure Subcommittee	14 Y, 0 N	Johnson	Vickers
2) Government Accountability Committee			

SUMMARY ANALYSIS

The Tampa Bay Regional Transportation Authority (TBARTA) was created for the express purpose of improving mobility and expanding multimodal transportation options for passengers and freight throughout the Tampa Bay Region.

Currently, TBARTA is required to establish a Citizen’s Advisory Committee, which is comprised of appointed members from each county and transit provider in the region, not to exceed 16 members.

The bill increases the size of TBARTA’s Citizen’s Advisory Committee to not exceed 22 members to allow for representation from each of the six metropolitan planning organizations within the Tampa Bay region.

The bill is not expected to have a fiscal impact on state or local government.

FULL ANALYSIS

I. SUBSTANTIVE ANALYSIS

A. EFFECT OF PROPOSED CHANGES:

Current Situation

Tampa Bay Area Regional Transportation Authority

Part V of Ch. 343, F.S., creates the Tampa Bay Area Regional Transportation Authority (TBARTA). TBARTA is an agency of the state with a governing board of 15 voting members and includes representatives from Citrus, Hernando, Hillsborough, Pasco, Pinellas, Manatee, and Sarasota Counties.¹ TBARTA's express purpose is to improve mobility and expand multimodal transportation options for passenger and freight throughout the seven-county Tampa Bay region.²

Pursuant to s. 343.922, F.S., TBARTA is directed to develop and adopt a Regional Transportation Master Plan, promote seamless integration between regional and local transportation systems, and coordinate the delivery of transportation systems with agencies, counties and municipalities. Additionally, TBARTA is authorized to enter into public-private, joint development, and intergovernmental agreements, issue bonds, acquire, purchase, or sell property, use the power of eminent domain, accept grants and donations, and collect fares and tolls. TBARTA may not pledge the credit or taxing power of the state. TBARTA does not currently operate any transportation facilities.

Section 343.92(11)(b), F.S., requires TBARTA to establish a Citizens Advisory Committee comprised of appointed members from each county and transit provider in the region, not to exceed 16 members. While committee members serve without compensation, they are entitled to per diem and travel expenses as provided in state law.³

Metropolitan Planning Organizations

Federal law requires that a Metropolitan Planning Organization (MPO) to be designated in each urbanized area with a population of greater than 50,000 in order to carry out the metropolitan transportation planning process, as a condition of Federal aid.⁴ Florida is home to 27 different MPOs.⁵

Section 339.175, F.S., creates the state's statutes regarding MPOs. Specifically, s. 339.175(6)(i), F.S., creates the TBARTA MPO Chairs Coordinating Committee within TBARTA, composed of the MPOs serving Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota Counties. At a minimum, the committee is required to:

- Coordinated transportation projects deemed by the committee to be regionally significant.
- Review the impact of regionally significant land use decisions on the region.
- Review all proposed regionally significant transportation projects in the respective transportation improvement programs which affect more than one of the MPOs represented by the committee.
- Institute a conflict resolution process to address any conflict that may arise in the planning and programming of such regionally significant projects.

Proposed Changes

The bill amends s. 343.92(11)(a), F.S., revising the membership of TBARTA's Citizens Advisory Committee. The bill revises the membership to no more than 22 committee members appointed as follows:

- Members from each county and transit provider in the region not to exceed 16 members.

¹ Section 343.92(1) and (2), F.S.

² Section 343.922(1), F.S.

³ Section 343.92(11)(d), F.S.

⁴ United States Department of Transportation, Metropolitan Planning Organization Database. <https://www.planning.dot.gov/mpo.asp> (Last visited January 27, 2017).

⁵ Florida Metropolitan Planning Organization Advisory Council website <https://www.mpoac.org/mpos/> (Last visited January 27, 2017)

- One member from each of the six MPOs that make up the TBARTA Metropolitan Planning Organization Chairs Coordinating Committee.

B. SECTION DIRECTORY:

Section 1 amends s. 343.92, F.S., relating to the Tampa Bay Area Regional Transportation Authority.

Section 2 provides an effective date of July 1, 2017.

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:

None.

III. COMMENTS

A. CONSTITUTIONAL ISSUES:

1. Applicability of Municipality/County Mandates Provision:

Not Applicable. This bill does not appear to require counties or municipalities to spend funds or take action requiring the expenditures of funds; reduce the authority that counties or municipalities have to raise revenues in the aggregate; or reduce the percentage of state tax shared with counties or municipalities.

2. Other:

None.

B. RULE-MAKING AUTHORITY:

None.

C. DRAFTING ISSUES OR OTHER COMMENTS:

None.

IV. AMENDMENTS/ COMMITTEE SUBSTITUTE CHANGES