

SENATE STAFF ANALYSIS AND ECONOMIC IMPACT STATEMENT

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

BILL: SB 1972

SPONSOR: Senator Cowin

SUBJECT: Metropolitan Planning Organizations

DATE: March 30, 2000 REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	<u>Cooper</u>	<u>Yeatman</u>	<u>CA</u>	<u>Favorable</u>
2.	_____	_____	<u>TR</u>	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____

I. Summary:

The bill allows Metropolitan Planning Organizations (MPOs) that encompass all of three counties to have 21 voting members, including officials of specified air transportation agencies.

This bill substantially amends s. 339.175, Florida Statutes.

II. Present Situation:

Section 339.175, F.S., governs the designation, membership, powers and duties of Metropolitan Planning Organizations (MPOs). These entities are responsible for developing, in cooperation with the state and public transit operators, transportation plans and programs for metropolitan areas.

The membership of an MPO is intended to represent the various governmental entities within the area based on equitable population ratios and geographic factors. Voting membership must be between 5 and 19 apportioned members. The number of members is to be determined on an equitable-population basis by the Governor based on an agreement between affected units of general-purpose local government.

Voting members of the MPO must be elected members of general purpose local government, except an MPO may include a member of a statutorily authorized planning board or an official of an agency that operates a major mode of transportation, and in metropolitan areas, may include authorities that perform transportation function but which are not within the jurisdiction of the local government. County commissioners must make up at least one-third of the MPO membership, with exceptions for counties meeting specific criteria. However, all county commissioners must be members of their respective MPO.

Exceptions to these general membership guidelines are provided to charter counties with populations exceeding one million and to Miami-Dade County.

Title 23, Section 134, United States Code, sets forth broad federal requirements for the membership of MPOs. In a metropolitan area designated as a transportation management area, for example, the MPO must include local elected officials, officials of agencies which administer or operate major modes of transportation in the metropolitan area, and appropriate state officials.

III. Effect of Proposed Changes:

The bill creates paragraph (e) of s. 339.175(2), F.S., to allow an MPO that encompasses all of three counties to have 21, voting members, rather than the 19 voting member limit specified in current law. These additional two member must include officials of

“agencies created by statute or under the authority of a municipal charter that operate or administer a major mode of transportation by air, without regard to whether such agencies are under the jurisdiction of a general-purpose local government.”

This provision would allow METROPLAN ORLANDO, the MPO for Orange, Seminole, and Osceola Counties, to include representatives from the Sanford Airport Authority and the Kissimmee Municipal Airport on the MPO.

The bill is effective upon becoming law.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

V. Economic Impact and Fiscal Note:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

None.

C. Government Sector Impact:

None.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Amendments:

None.

This Senate staff analysis does not reflect the intent or official position of the bill's sponsor or the Florida Senate.
