

1989

Session Law 89-376

Florida Senate & House of Representatives

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H 1730 GENERAL BILL/CS/1ST ENG by Rules & Calendar; Regulatory Reform; Rudd; Kelly and others (Similar CS/S 232)
~~Transportation Disadvantaged Comm.~~ (SUNDOWN) changes name of Coordinating Council on Transportation Disadvantaged to Transportation Disadvantaged Commission; revises purpose & increases responsibilities; exempts from payment of license taxes certain motor vehicles used by urban league for transporting persons in need of such service, etc. Amends/revives/readopts 427.011-.017; repeals 427.014,.018; amends 320.03,.10. Effective Date: 07/06/89.

04/17/89 HOUSE Filed; Introduced, referred to Appropriations -HJ 228
04/24/89 HOUSE Subreferred to Subcommittee on Transportation
05/08/89 HOUSE On Committee agenda—Appropriations, 05/10/89, 8:00 am, 21-HOB—For ratification of subreferral
05/12/89 HOUSE On Committee agenda—Appropriations, 05/16/89, 8:00 am, 21-HOB—withdrawal from subcommittee; On Committee agenda—Appropriations, 05/16/89, 8:00 am, 21-HOB
05/16/89 HOUSE Preliminary Committee Action by Appropriations: Favorable
05/18/89 HOUSE Comm. Report: Favorable by Appropriations, placed on Calendar -HJ 537
05/19/89 HOUSE Withdrawn from Calendar, referred to Rules & Calendar -HJ 550
05/25/89 HOUSE On Committee agenda—Rules & Calendar, 05/25/89, 1:00 pm, 413-C; Preliminary Committee Action by Rules & Calendar: Favorable as a CS
05/29/89 HOUSE Comm. Report: CS by Rules & Calendar, placed on Calendar -HJ 774; CS read first time -HJ 774; Placed on Special Order Calendar
05/30/89 HOUSE Read second time; Amendments adopted; Read third time; CS passed as amended; YEAS 110 NAYS 3 -HJ 879
05/31/89 SENATE In Messages; Received -SJ 622; Substituted for CS/SB 232; CS passed; YEAS 35 NAYS 0 -SJ 658
05/31/89 Ordered enrolled
06/20/89 Signed by Officers and presented to Governor
07/06/89 Became Law without Governor's Signature; Chapter No. 89-376

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NOTES: Above bill history from Division of Legislative Information's *FINAL LEGISLATIVE BILL INFORMATION, 1989 SESSIONS*. Staff Analyses for bills amended beyond final committee action may not be in accordance with the enacted law. Journal page numbers (HJ & SJ) refer to daily Journals and may not be the same as final bound Journals.

STORAGE NAME: h1730s-f.rr
DATE: July 6, 1989

**HOUSE OF REPRESENTATIVES
COMMITTEE ON REGULATORY REFORM
as revised by the Committee on
APPROPRIATIONS
as further revised by the Committee on
RULES & CALENDAR
FINAL STAFF ANALYSIS & ECONOMIC IMPACT STATEMENT**

BILL #: CS/HB 1730

RELATING TO: Coordinating Council on the Transportation Disadvantaged

SPONSOR(S): Committees on Rules and Calendar and Regulatory Reform

EFFECTIVE DATE: Upon becoming a law

DATE BECAME LAW: July 6, 1989

CHAPTER #: 89-376, Laws of Florida

COMPANION BILL(S): CS/SB 232

OTHER COMMITTEES OF REFERENCE: (1) Appropriations
(2) Rules and Calendar

I. SUMMARY:

A. PRESENT SITUATION:

Section 427.012, Florida Statutes, establishes the Coordinating Council on the Transportation Disadvantaged. There are eight council members: The Secretary of the Department of Transportation (DOT) or his designee, who serves as chair; the Secretaries of the Department of Community Affairs (DCA) and the Department of Health and Rehabilitative Services (HRS), or their designees; the Commissioner of Education (DOE) or her designee; the president of the Florida Association of Community Action Agencies, who serves at the pleasure of that association; representatives of the elderly and the handicapped, each appointed to a four-year term by the Governor, and a citizens' advocate representative, appointed to a four-year term by the Governor.

The purpose of the council is to foster the coordination of transportation services to the transportation disadvantaged. It was created as an advisory body to DOT, but was given authority to develop rules and procedures regarding transportation disadvantaged. A primary function of the council is to approve memoranda of agreement between transportation providers and DOT.

B. EFFECT OF PROPOSED CHANGES:

This bill recreates the council as a commission. The commission would be assigned for administrative purposes to the office of the Secretary of the Department of Transportation (DOT), but would function autonomously of DOT.

The bill adds as members the Secretary of the Department of Labor and Employment Security or his designee and the Executive Director of the Department of Veterans Affairs or his designee. It adds an additional citizen advocate representative appointed by the Governor to a four-year term so that one citizen advocate representative would represent rural citizens and one would represent urban citizens. It also adds a representative of the community transportation coordinators appointed by the Governor to a four-year term. The bill removes from membership the Secretary of the Department of Community Affairs.

The bill provides: additional definitions, for election of a chairperson and vice chairperson, that members would serve without compensation, that it shall meet at least quarterly and seven members constitute a quorum, that a majority vote of members present would approve any action taken, and that the Governor could remove any member for cause.

The bill empowers the commission to develop a budget and appoint an executive director who would, with commission approval, employ additional personnel. All employees would be exempt from the Career Service System.

The bill gives the commission authority to apply for and accept funds, grants, gifts, and services and to administer those funds in carrying out its responsibilities.

The commission is required to make an annual report to the Governor and Legislature, consolidate annual budget estimates of each member department, prepare a statewide five-year transportation disadvantaged plan, review and approve memoranda of agreement, review and coordinate all fund requests, and make funds available only to approved transportation purchasers.

The bill requires that the commission develop a uniform interagency contracting and accounting system, develop an interagency manual, design training programs, coordinate all programs with appropriate governmental agencies and public transit agencies, and designate official planning agencies in areas outside the purview of metropolitan planning organizations.

The bill specifies duties and responsibilities of member departments in carrying out policies and procedures of the commission, including: assisting communities in developing transportation disadvantaged systems, assuring that its rules and directives are conducive to the coordination of funds and services, and providing technical assistance to transportation operators or agencies. The bill requires that HRS assign at..

least one full-time position to each of its districts and its central office to handle coordination of activities.

The bill requires that each metropolitan planning organization (MPO) or designated official planning agency recommend a community transportation coordinator, approved by the commission, who could provide all or some transportation services, but who would be responsible for the provision of all services. The bill provides that services which could be provided by someone else more cost-effectively could be subcontracted. The performance of coordinators would be evaluated by a coordinating board.

The statute sets out the powers and duties of community transportation coordinators and coordinating boards. Membership of coordinating boards would be established by rule and appointed by MPOs or designated official planning agencies, who would provide staff support and resources. Duties of the boards would be set out in statute.

The bill, further provides that the community transportation coordinator maximize use of school buses and public transportation services and that school boards provide the community transportation coordinator and board with statutorily required information relevant to such use.

The bill establishes a Transportation Disadvantaged Trust Fund to be administered by the commission and would require that funds deposited in the fund would be appropriated by the Legislature to the commission for the commission's use in carrying out its responsibilities and to fund its administrative expenses. It also provides that funds could be used by the commission to subsidize transportation costs of persons not sponsored by an agency only if a cash or in-kind match were required.

Section 320.03, Florida Statutes, is amended to require that a nonrefundable fee of 50 cents be charged on the initial and renewal registration of each automobile for private use and on the initial and renewal registration of each truck having a net weight of 5,000 pounds or less. The revenues from this fee would be deposited into the Transportation Disadvantaged Trust Fund.

Section 320.10, Florida Statutes, is amended to provide for exemptions to license taxes under section 320.08, Florida Statutes, exemption for any motor vehicle owned and operated exclusively for the benefit of any local member unit of the National Urban League which provides free service to municipal and county residents and, further, for any motor vehicle used by a community transportation coordinator to transport transportation disadvantaged persons.

Lastly, the bill provides for repeal of pertinent sections on October 1, 1999, and that they be reviewed in advance of that date pursuant to section 11.611, Florida Statutes.

II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT:

A. FISCAL IMPACT ON STATE AGENCIES/STATE FUNDS: FY 89-90 FY 90-91

1. Non-recurring or First Year Start-Up Effects:

Transportation Disadvantaged Commission:
Operating Capital Outlay 21,964
Consultant Fee 50,000
Total \$ 71,964

Dept. of Health & Rehabilitative Services
Operating Capital Outlay 58,702

2. Recurring or Annualized Continuation Effects:

EXPENDITURES:

Department of Transportation
Expenses 13,850 13,850
Department of Health & Rehabilitative Services
Salaries and Benefits (12 FTE) 332,670 443,564
Expenses 110,722 141,549
Total \$ 443,392 \$ 585,113

3. Long Run Effects Other Than Normal Growth:

None

4. Appropriations Consequences:

State Transportation Trust Fund 85,814 13,850
General Revenue Fund 443,392 585,113
Total All Funds \$ 529,206 \$ 598,963

* See fiscal comments

B. FISCAL IMPACT ON LOCAL GOVERNMENTS AS A WHOLE:

1. Non-recurring or First Year Start-Up Effects:

None

2. Recurring or Annualized Continuation Effects:

Indeterminate (see fiscal comments)

3. Long Run Effects Other Than Normal Growth:

None

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

1. Direct Private Sector Costs:

None

2. Direct Private Sector Benefits:

None

3. Effects on Competition, Private Enterprise, and Employment Markets:

Indeterminate (see fiscal comments)

D. FISCAL COMMENTS:

There will be a small loss of revenue to the Department of Highway Safety and Motor Vehicles due to the exemption of transportation disadvantaged vehicles from paying license fees.

The Department of Health and Rehabilitative Services predicts that passage of the bill will result in lower transportation costs for their clients. This, in turn, will result in savings that will accrue to the Medicaid Trust Fund.

There may be an impact on school boards since the bill calls for more extensive utilization of school buses to provide for transportation for disadvantaged clients. Local governments may be affected because of expanded coordination requirements.

There would be a positive private sector impact if improved access to transportation results in more job placements for transportation disadvantaged clients.

The General Appropriations Act includes funding totaling \$213,376 to support the current expenses of the Transportation Coordinating Council. The provisions of the bill would require that the Commission take on additional responsibilities including a proposed grant program to accommodate nonsponsored riders.

The General Appropriations Act does not include funds to cover preparation of a five-year transit and paratransit plan, a function that would become the responsibility of the Transportation Disadvantaged Commission if that body should be created.

III. LONG RANGE CONSEQUENCES:

Section 187.201(21)(b)5, Florida Statutes, names the following goal of governmental efficiency: Eliminate needless duplication of, and promote cooperation in, governmental activities between, among, and within state, regional, county, city, and other governmental units.

Section 187.201(25)(b)5, Florida Statutes, names the following goal regarding employment: Insure that the transportation system provides maximum access to jobs and markets.

IV. COMMENTS:

According to the Finance & Taxation Committee, the funding mechanism for the trust fund is expected to generate fees of \$6.5 million to \$7 million to be administered by the commission as provided in the bill

The policy statement resulting from the 1989-90 Legislative Issues Conference lists as a factor to be considered in assessing the demand for public transportation and funding responsibilities therefor, "considering the needs of the disabled and indigent in planning the systems" (III.F.4.).

V. SIGNATURES:

SUBSTANTIVE COMMITTEE:

Prepared by:

Judy Dierking

Staff Director:

Patrick L. "Booter" Imhof

APPROPRIATIONS:

Prepared by:

John R. Johnston

Staff Director:

James A. Zingale

RULES & CALENDAR:

Prepared by:

Patricia Greene

Staff Director:

Cliff Nilson

REVISED: May 18, 1989BILL NO. CS/SB 232DATE: May 17, 1989Page 1

SENATE STAFF ANALYSIS AND ECONOMIC IMPACT STATEMENT

<u>ANALYST</u>	<u>STAFF DIRECTOR</u>	<u>REFERENCE</u>	<u>ACTION</u>
1. <u>Gargiulo</u>	<u>Gargiulo</u>	1. <u>TR</u>	<u>FAV/CS</u>
2. <u>Revell</u>	<u>Smith</u>	2. <u>AP</u>	<u>FAV/1 amend.</u>
3. _____	_____	3. <u>FTC</u>	<u>Withdrawn</u>
4. _____	_____	4. _____	_____

SUBJECT:

Coordinating Council on the
Transportation Disadvantaged
(Sundown)

BILL NO. AND SPONSOR:

CS/SB 232 by
Transportation Committee

I. SUMMARY:

A. Present Situation:

Part I of chapter 427, F.S., (sections 427.011, through 427.018) relates to the establishment of the Coordinating Council on the Transportation Disadvantaged and a statewide program for the coordination of transportation services to the "transportation disadvantaged," those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation for life-sustaining activities. Through the appointment of coordinated community transportation providers with whom other agencies must contract for the provision of transportation services to the transportation disadvantaged, the program seeks to reduce the fragmentation and duplication of transportation services to the transportation disadvantaged.

Section 427.012, F.S., establishes the Coordinating Council on the Transportation Disadvantaged and section 427.013, F.S., provides that the purpose of the coordinating council is to foster the coordination of transportation services provided to the transportation disadvantaged.

Current law provides that the council is composed of the following eight members: The Secretary of the Department of Transportation or his designee, who must serve as chairman of the council; the Secretary of the Department of Community Affairs or his designee; the Secretary of the Department of Health and Rehabilitative Services or his designee; the Commissioner of Education or his designee; the President of the Florida Association for Community Action Agencies who serves at the pleasure of the association; a person over the age of 60 who is a member of a recognized statewide organization representing elderly Floridians, and who is appointed by the Governor for a term of 4 years; a handicapped person who is a member of a recognized statewide organization representing handicapped Floridians, and who is appointed by the Governor for a term of 4 years; and a citizen advocate representative who is appointed by the Governor for a term of 4 years.

In addition to the aforementioned statutorily mandated members, the council has appointed three ex officio nonvoting members, who are: The Secretary of the Department of Labor and Employment Security or his designee; a representative of the urban coordinated community transportation providers; and a representative of the rural coordinated community transportation providers. The council has no statutory authority to appoint ex officio members.

Section 427.013, F.S., enumerates eleven responsibilities of the council in carrying out its purpose. These responsibilities include the establishment of statewide

objectives for providing transportation for the transportation disadvantaged, the development of policies for coordination of funding for the transportation disadvantaged, and the development of standards for the operation and utilization of transportation services for the disadvantaged. The council's responsibilities also include the requirement to ensure that all procedures and directives issued by member departments are conducive to coordination of transportation services, to assist communities in developing transportation systems to serve the transportation disadvantaged, to approve the appointment of all coordinated community transportation providers, to approve the 5-year transit and paratransit plan prepared by the Department of Transportation, and to approve and coordinate joint-use school bus programs.

The council is required to adopt rules and procedures to implement the provisions of ss. 427.011 through 427.018, F.S.

The Department of Transportation is required to provide staff for the coordinating council and is given primary responsibility for carrying out the policies and procedures of the coordinating council. Section 427.014, F.S., requires the department to prepare a statewide 5-year transit and paratransit development plan addressing the transportation problems of the transportation disadvantaged and to develop, prior to the beginning of each fiscal year, an annual element of the plan. The plan and the annual element are required to be reviewed and approved by the coordinating council. The department is also responsible for monitoring and coordinating applications for transportation disadvantaged funds. With the approval of the council, the department is authorized to designate an official agency in any area outside of the area of responsibility of a metropolitan planning organization to plan for the coordination of transportation services for the transportation disadvantaged. The agency is required to designate, subject to the council's approval, the coordinated community transportation provider in the area.

Section 427.015, F.S., gives each metropolitan planning organization the responsibility for planning the expenditure of transportation disadvantaged funds in its area and for designating, subject to the council's approval, the coordinated community transportation provider to serve the area.

Section 427.015, F.S., requires the appointment of only one coordinated provider in each area unless for reasons identified in rules adopted by the coordinating council, a single provider cannot be designated. If more than one provider is designated, then all providers must agree on a common plan for coordinated service delivery. With the consent of the coordinating council, the designated provider may subcontract with other transportation providers.

Section 427.018, F.S., provides that ss. 427.011 through 427.018, F.S., are repealed on October 1, 1989, and shall be reviewed by the Legislature pursuant to the Sundown Act, s. 11.611, F.S.

B. Effect of Proposed Changes:

The bill would reenact Part I of chapter 427, F.S., with modifications.

Section 427.011, F.S., is amended to revise several existing definitions and define additional terms used in Part I.

The definition of "Transportation disadvantaged" is expanded to include persons who for reasons other than those stated in current law, are unable to transport themselves.

A new definition is added to define "Coordination" to mean the arrangement for the provision of transportation services to the transportation disadvantaged in a manner that is cost effective, efficient, and reduces fragmentation and duplication of services.

The term "community transportation coordinator" would replace the current "coordinated community transportation provider." The coordinator would be, by definition, the entity that ensures that coordinated transportation services are provided to the transportation disadvantaged population in a designated service area. "Transportation operator" is defined to mean the entity that is engaged by the coordinator to provide transportation service to the transportation disadvantaged persons.

The present Coordinating Council on the Transportation Disadvantaged would be replaced by the 12-member Transportation Disadvantaged Commission. The Secretary of Transportation would no longer serve as chairman of the of the commission. Instead, the bill provides that the chairperson and vice-chairperson would be elected annually from the membership.

Section 427.012, F.S., is amended to add the following 4 members to the commission:

- The secretary of the Department of Labor and Employment Security or his designee;
- The executive director of the Department of Veterans' Affairs or his designee;
- A representative of the community transportation coordinators who would be appointed by the Governor to serve a term of 4 years; and
- One additional citizen advocate, for a total of two citizen advocates. One such advocate would represent rural citizens and the other would represent urban citizens.

The Governor would be authorized to remove any member of the commission for cause. The commission would meet at least quarterly, or more frequently at the call of the chairperson. The commission would appoint an executive director who, with the commission's consent, would employ sufficient personnel, within budgetary limitations. All employees of the commission would be exempt from the Career Service System.

The commission would be assigned to the office of the Secretary of the Department of Transportation for administrative and fiscal accountability purposes, but would otherwise function independent of the control and direction of the department.

Section 427.013, F.S., is amended to provide that the purpose of the commission would be to accomplish rather than to foster the coordination of transportation services. The proposed commission would be given several additional powers and responsibilities including:

- The authority to apply for and accept funds, grants, gifts, and services from governmental entities and from private funding sources;
- Preparation of a statewide 5-year transportation disadvantaged plan which addresses the transportation problems and needs of the transportation disadvantaged;
- Review, monitoring, and coordination of all transportation disadvantaged fund requests and plans for conformance for commission policy;

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- Development of an interagency Uniform Contracting, Billing and Accounting System to be used by all community transportation coordinators and their operators;
 - Design and development of interagency transportation disadvantaged training programs;
 - Coordination of all transportation disadvantaged programs with appropriate state, local, and federal agencies and public transit agencies to ensure compatibility with existing transportation systems; and
 - Designation of the official planning agency in areas outside the purview of a metropolitan planning organization.

The specific duties of the Department of Transportation in carrying out the policies of the current council are eliminated and instead, the duties and responsibilities of all departments that are members of the commission are enumerated in a newly created section 427.0135. In carrying out the policies and procedures of the commission, each of these members is required to assure that its rules and procedures are conducive to the coordination of funds and services for the transportation disadvantaged. Each member department is also required to assist communities in the development of coordinated transportation systems and to provide technical assistance, as needed, to transportation operators or participating agencies.

The Department of Health and Rehabilitative Services is required to assign at least one full time position to each district office and the central office to be responsible for all transportation disadvantaged activities.

Section 427.015, F.S., is amended to provide that each metropolitan planning organization or designated planning agency would recommend to the commission a single community transportation coordinator and would no longer be authorized to recommend more than one coordinator in certain circumstances. Coordinators may subcontract those services that are more cost effectively and efficiently provided by subcontracting.

A new section 427.0155 is created to prescribe the powers and duties of community transportation coordinators. Coordinators would have full responsibility for the delivery of transportation services to the transportation disadvantaged and would also develop, implement, and monitor an approved coordinated community transportation disadvantaged service plan. Coordinators would review all funding requests and develop cost effective coordination strategies, in cooperation with a functioning coordinating board, and would approve and coordinate the use of school bus and public transportation services.

Coordinating boards are established by the new section 427.0157, for the purpose of developing local service needs and providing information, advice, and direction to the community transportation coordinators on the coordination of services for the transportation disadvantaged. The membership of the boards would be established by rule of the commission and the members of each board would be appointed by the metropolitan planning organization or designated official planning agency. Staff for each board would be provided by the appointing authority. Board responsibilities include review and approval of the coordinated community transportation disadvantaged service plan, review of coordination strategies used in service provision to the transportation disadvantaged, annual evaluation of the performance of the community transportation coordinator, and evaluation of multi-county or regional transportation opportunities.

The bill deletes the current law relating to criteria for joint-use school bus programs and approval of such programs by the council. Instead, a new section 427.0158 is created to require the community transportation coordinator to maximize the use of school bus transportation and public fixed route or fixed schedule transit service for the transportation of the transportation disadvantaged. School boards and public transit systems are required to cooperate in the use of their vehicles or service to enhance coordinated transportation by providing certain information to the coordinator.

Section 320.03, F.S., is amended to impose a nonrefundable fee of 50 cents on all initial and renewal registrations of automobiles for private use and trucks with a net weight of 5,000 pounds or less. The revenue from this fee would be deposited in the Transportation Disadvantaged Trust Fund created by the bill. Pursuant to new section 427.0159, funds would be appropriated by the Legislature to the commission and must be used by the commission to carry out its responsibilities and to fund its administrative expenses. Funds in the trust fund may also be used to subsidize a portion of a transportation disadvantaged person's transportation costs that are not sponsored by any agency, only if a cash or in-kind match is provided.

The commission is required to prepare a budget pursuant to chapter 216, which budget would not be subject to change by the Department of Transportation after it has been approved by the commission.

Section 320.10, F.S., is amended to allow an exemption from the payment of annual license taxes for motor vehicles used by a community transportation coordinator or a transportation operator, if the vehicle is used exclusively to transport transportation disadvantaged persons.

Section 427.014, F.S., which provides the transportation disadvantaged-related duties of the Department of Transportation, is repealed.

Section 427.018, F.S., which repeals ss. 427.011 through 427.018, F.S., on October 1, 1989, is repealed.

Sections 427.011 through 427.017, F.S. and s. 320.03(9), F.S., are repealed on October 1, 1999, and must be reviewed pursuant to the Sundown Act prior to that date.

II. ECONOMIC IMPACT AND FISCAL NOTE:

A. Public:

Owners of automobiles for private use and owners of trucks with a net weight of 5,000 pounds or less would pay an additional fee of 50 cents upon initial registration and upon annual renewal of their vehicles.

Those persons or entities that qualify for the bill's exemption from the payment of license tax would no longer incur the cost of initial and annual renewal registration of their vehicles.

B. Government:

The Department of Transportation would no longer be responsible for the travel and per diem expenses of the commission staff and the non-state agency members of the commission, for a savings of approximately \$27,000 annually.

The other state agencies that are represented on the commission would continue to be responsible for the payment of per diem and travel expenses for their members. The Department of

Veterans' Affairs would be responsible for payment of per diem and travel expenses of its new member proposed by the bill.

In addition, the Department of Transportation would no longer be responsible for the salaries of the commission staff, for a savings of approximately \$120,000 annually.

The fee of 50 cents imposed on initial registration of each automobile for private use and each truck with a net weight of 5,000 pounds or less, is expected to result in the following revenue, to be deposited in the Transportation Disadvantaged Trust Fund created by the bill:

(9 months)			
	<u>1989-90</u>	<u>1990-91</u>	<u>1991-92</u>
	\$3.7 million	\$5.3 million	\$5.5 million

The Department of Transportation estimates that administrative expenses for the proposed commission for fiscal year 1989-90 will be approximately \$250,000. This estimate includes staff salaries, travel and per diem expenses for the non-state agency members, operating capital outlay, data processing, miscellaneous expenses, and consultant fees.

Under the bill, revenue accruing to the trust fund would be appropriated by the Legislature to the commission for the purposes of funding the aforementioned administrative expenses of the commission, and funding the carry-out of the commission's responsibilities outlined in the bill. The trust fund revenue may also be used to subsidize a portion of a transportation disadvantaged person's transportation costs which is not sponsored by an agency, if a cash or in-kind match is provided.

The Department of Health and Rehabilitative Services would be required to fund one transportation disadvantaged position in each of its districts and in its central office, for a total of 11 positions at an estimated total annual cost of \$455,000.

Based on data supplied by the Department of Transportation, the bill's exemption from the payment of annual license taxes for certain vehicles would result in an annual reduction of approximately \$37,500 in license tax revenue accruing to the State Transportation Trust Fund.

III. COMMENTS:

None.

IV. AMENDMENTS:

#1 By Appropriations.

Strikes the secretary to the Department of Community Affairs or his designee from the membership of the Transportation Disadvantaged Commission.