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**HOUSE OF REPRESENTATIVES
AS REVISED BY THE COMMITTEE ON
TRANSPORTATION & ECONOMIC DEVELOPMENT COMMITTEE
ANALYSIS**

BILL #: CS/HB 1839
RELATING TO: Transportation
SPONSOR(S): Committee on Transportation and Economic Development Appropriations,
Representative Goodlette & others

TIED BILL(S):

ORIGINATING COMMITTEE(S)/COUNCIL(S)/COMMITTEE(S) OF REFERENCE:

- (1) TRANSPORTATION YEAS 10 NAYS 0
- (2) TRANSPORTATION & ECONOMIC DEVELOPMENT COMMITTEE YEAS 14 NAYS 0
- (3)
- (4)
- (5)

I. SUMMARY:

THIS DOCUMENT IS NOT INTENDED TO BE USED FOR THE PURPOSE OF CONSTRUING STATUTES, OR TO BE CONSTRUED AS AFFECTING, DEFINING, LIMITING, CONTROLLING, SPECIFYING, CLARIFYING, OR MODIFYING ANY LEGISLATION OR STATUTE

CS/HB 1839 creates the Regional Transportation Act, a program with separate regional and local grant programs that support intermodal linkages and promote transportation planning. Specifically, the program:

- Creates two distinct grant programs: the Regional Transportation Grant Program and the Local Transportation Management Grant Program. Both have a strong intermodal component. Duplicate applications cannot be filed for both programs in the same year.
- Identifies eight strategic corridors, which have been proposed in various Department of Transportation (DOT) studies.
- Creates the three-member Regional Transportation Council, which is charged with evaluating grant applications for both programs that have been reviewed by DOT in an initial screening and, in the case of the local grants program, by each county's legislative delegation.
- The Council recommends a list of projects for each grant program to the Legislature, without ranking, whose cumulative price tag is 1.5 times the amount of money tentatively identified as available that fiscal year.
- Specifies that funds currently earmarked for the Transportation Outreach Program (TOP) will fund the Regional Transportation Act program. Beginning in FY 2005-2006, funds that formerly would have been transferred from the General Revenue Fund to two local transportation-incentive programs will be rerouted to the new program.

In addition, CS/HB 1839 repeals TOP, the County Improvement Grant Program and the Small County Outreach Program, effective July 1, 2002. The TOP repeal does not negate the list of projects previously recommended to the Legislature by the TOP Advisory Council for funding in FY 2002-2003.

CS/HB 1839 replaces an existing program which has a dedicated funding source. Beginning in FY 03-04, an estimated minimum of \$92 million will be available to fund the new programs created in HB 1939. CS/HB 1839 takes effect July 1, 2002.

II. SUBSTANTIVE ANALYSIS:

A. DOES THE BILL SUPPORT THE FOLLOWING PRINCIPLES:

- | | | | |
|-----------------------------------|---|--|---|
| 1. <u>Less Government</u> | Yes <input checked="" type="checkbox"/> | No <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| 2. <u>Lower Taxes</u> | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 3. <u>Individual Freedom</u> | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 4. <u>Personal Responsibility</u> | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 5. <u>Family Empowerment</u> | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |

CS/HB 1839 supports the principle of less government by eliminating three state-funded transportation programs, but contradicts that principle by creating a new, larger program using the same funds.

B. PRESENT SITUATION:

State-funded county transportation projects

CS/CS/SB 862, 2nd Engrossed (chapter 2000-257, Laws of Florida), created a number of transportation-funding programs, under the umbrella of the Governor's "Mobility 2000 Initiatives," to accelerate construction of transportation projects that promote economic development. Among these programs were: the Transportation Outreach Program (TOP), the County Incentive Grant Program (CIGP), and the Small County Outreach Program (SCOP).

To help fund these Mobility 2000 Initiatives, the Legislature redirected millions of dollars of gas tax collections that for many years have been diverted from transportation projects to other general needs of the state. The total cost of Mobility 2000 was estimated to be about \$2.5 billion in cash, which would be leveraged to do about \$6 billion in transportation projects.

Created in s. 339.137, F.S., **TOP** was intended to fund transportation projects of a high priority that would enhance Florida's economic growth and competitiveness, preserve existing infrastructure, and improve travel choices to ensure mobility. Projects for this program are selected by a seven-member advisory council made up of representatives of private interests directly involved in transportation or tourism; the Governor appoints four members, while the Senate President and the Speaker of the House of Representatives each appoints three. The final project selection is made by the Legislature.

The drafters of TOP intended for the program to receive approximately \$60 million a year for the next 10 fiscal years, in funds that originally were set aside for the now-defunct FOX high-speed rail project, which was terminated by Governor Bush in 1999. Additionally, s. 339.1371, F.S., specifies that any of the general revenue funds remaining after Mobility 2000 project needs are met, must be appropriated to the TOP program.

TOP received a total FY 01-02 appropriation of \$116.3 million, although the Governor later vetoed \$32.75 million worth of TOP projects. The program's projected FY 02-03 appropriation is an estimated \$92 million. As originally conceived, TOP is a \$1 billion, 10-year program.

According to s. 339.137, F.S., the key criterion is that a TOP project must be consistent with the "prevailing principles" of preserving the existing transportation infrastructure, enhancing economic

growth and competitiveness, and improving the public's travel choices to ensure mobility. Other criteria, which can be waived under certain circumstances, are that the project:

- ❑ Is able to be made production-ready within five years;
- ❑ Is listed in an outer year of the DOT Five-Year Work Program, but could be made production ready and advanced to an earlier year;
- ❑ Is consistent with a current transportation system plan;
- ❑ Is not inconsistent with a local government comprehensive plan, or if inconsistent, documentation must be provided of why the project should be undertaken.

TOP has not been without its detractors. The FY 01-02 and FY 02-03 lists of recommended projects have been criticized as regionally unbalanced because no project proposal from the populous DOT District 4, which includes Dade, Broward and Palm Beach counties, has made those lists. During both project cycles, legislators also have expressed serious concerns over the lack of public records to document how the TOP Advisory Council made its selections.

On the other hand, the County Improvement Grant Program (CIGP) and the Small County Outreach Program (SCOP) have enjoyed a greater level of support.

CIGP provides grants to counties to improve a road or other transportation facility that is located on the State Highway System or which relieves traffic congestion on the State Highway System. Pursuant to s. 339.2817, F.S., among the criteria considered by DOT when evaluating the grant applications are:

- ❑ the extent to which the project will encourage, enhance, or create economic benefits;
- ❑ the likelihood that assistance would enable the project to proceed at an earlier date than the project could otherwise proceed;
- ❑ the extent to which assistance would foster innovative public-private partnerships and attract private debt or equity investment;
- ❑ the extent to which the project uses new technologies, including intelligent transportation systems, which enhance the efficiency of the project;
- ❑ the extent to which the project helps to maintain or protect the environment; and
- ❑ the extent to which the project includes transportation benefits for improving intermodalism and safety.

Selected projects are ranked, and are included in the DOT Work Program, to the extent that revenues are appropriated.

For projects on the Florida Intrastate Highway System, DOT provides 60 percent of project costs; for projects on the State Highway System, the DOT provides 50 percent of project costs; and for local projects intended to relieve traffic congestion on the State Highway System, DOT provides 35 percent of project costs. The local match for rural areas that meet the criteria for being economically distressed, pursuant to s. 288.06561,

F.S., can be waived.

About \$490 million was anticipated for CIGP over the next 10 years. In its first two years, it received \$100 million a year in general revenue. As originally designed, CIGP would not have been funded in FY 03-04 and FY 05-06. However, DOT did not include any funding for CIGP in its proposed FY 02-03 legislative budget request because of projected general revenue shortfalls, and neither did the Governor.

SCOP, another Mobility 2000 program, assists small-county governments in resurfacing or reconstructing county roads or in constructing capacity or safety improvements to county roads. Pursuant to s. 339.2818, F.S., counties with a population of 150,000 or less, based on the most recent population estimate, are eligible for state matching of 75 percent of project costs.

SCOP criteria include: whether the county has attempted to keep county roads in satisfactory condition; the physical condition of the road as measured by DOT; whether a road is used as an evacuation route; whether a road has high levels of agricultural travel; whether a road is considered a major arterial route; and whether a project is considered a feeder road. Counties submit project applications to the appropriate DOT District Office, which ranks them.

About \$122 million over 10 years was expected to be earmarked for SCOP projects. As with CIGP, SCOP was not scheduled to receive funding in FY 03-04 and FY 05-06. Because of general revenue shortfalls, however, DOT and the Governor did not include funding for SCOP in FY 02-03.

DOT's Intermodal Program

Pursuant to s. 341.053, F.S., DOT is directed to draft and implement an intermodal development plan to connect Florida's airports, seaports, passenger and freight rail systems, and any intermodal systems with the Florida Intrastate Highway System. Improving intermodal connectivity is viewed as a key to boosting economic development, providing more transportation choices to travelers and shippers, and to more effectively and efficiently utilizing existing transportation infrastructure.

DOT's Intermodal Development Office is part of the larger Public Transportation Program that receives 15 percent of the overall state transportation funding. Intermodal's funding share was \$132 million in FY 01-02. The FY 02-03 budget request is about \$265 million.

Projects funded to date have primarily improved or created access to and from airports, seaports and railroads. The intermodal project receiving the most attention – and funds – currently is the "Miami Intermodal Center," (MIC), that is anticipated to improve the linkages of the Miami International Airport to I-95, provide better access for visitors needing rental cars and public transit, and make it easier and safer, via "people movers," for travelers to get in and out of the airport terminal and area parking lots.

DOT also is updating its Intermodal System Plan and is in Phase 2 of a Freight/Trade Corridor Plan. The earlier versions of both plans have identified transportation corridors based on major highway and railroad systems, and which need improved links to airports and seaports.

C. EFFECT OF PROPOSED CHANGES:

CS/HB 1839 is a comprehensive approach to redirect the funds earmarked for three Mobility 2000 initiatives into a new program with a greater focus on creating intermodal linkages and promoting sound transportation planning.

The bill collapses TOP, CIGP and SCOP into a new program, the Regional Transportation Act, which has two grant programs. The Regional Transportation Grant program is geared toward financing transportation access and linkages along eight major transportation corridors in Florida, to be designated in statute. The Local Transportation Management Grant program helps finance local transportation projects that promote growth management, economic development, and connectivity with state transportation systems.

A three-member Regional Transportation Council -- comprised of the DOT Secretary or his or her designee, an appointee of the Speaker of the House of Representatives, and an appointee of the Senate President -- shall review DOT-screened applications for each grant program, and submit unranked lists of recommended projects to the Legislature. Legislative appointees have to be sitting members. A role is created for local legislative delegations to review Local Transportation Management grant applications for projects within their counties, and to offer the Council input on project prioritization.

The Legislature considers the Council's recommendations in deciding which projects to fund in the General Appropriations Act.

Funds currently earmarked for TOP, CIGP and SCOP are redirected to the Regional Transportation Act grant programs, under the bill.

Please see "D. SECTION –BY–SECTION ANALYSIS" below for details.

D. SECTION-BY-SECTION ANALYSIS:

Section 1: Creates s. 339.141, F.S., the Regional Transportation Act. Specifies purposes of the Act as: identifying strategic intermodal corridors that can be improved or developed to provide more efficient movement of travelers, goods and services; assisting local governments in developing intermodal linkages; promoting logical linkages between different modes of transportation; attracting federal, local and private-sector funding for intermodal transportation.

Creates the Regional Transportation Council, to be comprised of the DOT secretary or a designee; a sitting member appointed by the Speaker of the House of Representatives; and a sitting member appointed by the President of the Senate. Specifies terms of Council members shall be two years, and those legislative appointees' terms shall not exceed the term of the presiding officers who appointed them. Specifies duties and compensation.

Directs DOT to serve as staff to the Council, and to ensure that all meetings are electronically recorded, and that all documents related to the Council's work be treated as public records.

Creates the Regional Transportation Grant program and the Local Transportation Management Grant program. Requires that applications for grants shall be submitted to DOT by October 1 of each year, beginning in 2002. Specifies that no project can be submitted as an application under both programs in the same fiscal year. Directs DOT to screen the applications in both programs for eligibility, and by December 1 of each year, beginning in 2002, to submit the eligible Regional Transportation Grant Program applications to the Council, and the eligible Local Transportation Management Grant applications to the appropriate legislative delegation. Directs that by January 15 of each year, beginning in 2003, each legislative delegation shall submit its ranked list of Local Transportation Management grant projects to the Council.

Directs the Council to evaluate project applications, and to submit an unranked list of Regional Transportation Grant projects and an unranked list of Local Transportation Management Grant projects to the Legislature by February 15 of each year, beginning in 2003. Specifies that each list

of projects shall total no more than 1.5 times the amount of funding available for each grant program that fiscal year for the new program.

Redirects funding that currently is earmarked for TOP to new programs (the Regional Transportation Grants and the Local Transportation Management Grants), plus any other funds that may become available. Specifies that a minimum of \$92 million shall be made available for the new programs in FY 03-04 and FY 04-05, but beginning in FY 05-06, the minimum set aside for the new programs shall be \$100 million in funding. This represents the funding stream that was previously allocated to the TOP program. Specifies that a minimum of \$62 million from those funds shall be made available for the regional transportation grants, and a maximum of \$30 million shall be made available for the Local Transportation Management Grant program. In FY 05-06, funds previously allocated to the County Incentive Grant program will be allocated to the Local Transportation Management Grants. This would provide a minimum of \$53 million for the LTM grant program beginning in FY 06-07 in addition to the 100 million previously allocated to TOP. Specifies the approved projects must be included in DOT's adopted work program for accounting purposes.

Section 2: Creates s. 339.142, F.S., listing eight "regional transportation corridors:"

- The Interstate 10 Corridor, from Pensacola to Jacksonville;
- The Gulf Coast Corridor, from Pensacola to Tampa along U.S. 98 and U.S. 19/State Road 27;
- The Interstate 95-Atlantic Coast Corridor, from Jacksonville to Miami;
- The Central Florida/North-South Corridor, from the Florida-Georgia border to Naples and Fort Lauderdale/Miami, along Interstate 75;
- The Central Florida/East-West Corridor, from Tampa to Titusville, along Interstate 4 and the Beeline Expressway;
- The Jacksonville to Tampa Corridor, along U.S. 301;
- The Jacksonville to Orlando Corridor, along U.S. 17; and
- The Southeastern Everglades Corridor, linking Wildwood, Winter Garden, Orlando and West Palm Beach via the Florida Turnpike.

Gives the Council the authority to add to, delete, or modify the original list of corridors, and to forward its changes to the Legislature.

This section also provides that any roads connecting seaports, airports, railroads, terminals and intermodal systems to the main highways are all part of the regional corridors.

Section 3: Creates s. 339.143, F.S., the Regional Transportation Grant program. Expresses legislative findings. Lists types of eligible projects as:

- Seaport projects that improve cargo and passenger movements, or connect the seaports to other modes of transportation.
- Aviation projects that increase passenger enplanements and cargo activity, or connect airports to other modes of transportation.
- Transit projects that improve mobility on interstate highways, improve regional or localized travel, or connect to other modes of transportation.
- Rail projects that facilitate the movement of passengers and cargo including ancillary pedestrian facilities, or connect rail facilities to other modes of transportation.
- Road or highway improvements that improve access to another mode of transportation.
- Roadway relocation or related projects that address user conflicts, access issues, or safety concerns.

Specifies project criteria to be used by DOT to screen applications:

- ❑ The project can be made production-ready within a 5-year period following the end of the current fiscal year.
- ❑ The project is consistent with a current transportation system plan including, but not limited to, the Florida Intrastate Highway System, aviation, intermodal/rail, seaport, spaceport, or transit system plans.
- ❑ The project is not inconsistent with an approved local comprehensive plan of any local government within whose boundaries the project is located in whole or in part, or, if inconsistent, is accompanied by an explanation of why the project should be undertaken.
- ❑ The project must provide intermodal access benefits.
- ❑ The project must facilitate the movement of people, goods and services on a designated strategic intermodal corridor.
- ❑ The project must encourage, enhance, or create economic benefits in urban or rural areas.

Directs DOT to forward screened applications to the Council, including a summary of how the screened applications meet the Council's evaluative criteria. Specifies criteria for use by the Council in evaluating the eligible applications:

- ❑ Whether other funds are available to help complete the project;
- ❑ The amount of local, federal, or private matching funds available for the project.
- ❑ The extent to which the project incorporates corridor management techniques, including access management strategies, right-of-way acquisition or protection measures, and appropriate zoning and set-back controls.
- ❑ The extent to which the project supports a multimodal transportation district established pursuant to s. 163.3180(15).
- ❑ The extent to which the project uses new technologies, including intelligent transportation systems, to enhance the efficiency of the transportation system.

Reiterates that the Council submits an unranked list to the Legislature, which must consider the recommended list. Specifies that legislatively approved projects must be included in DOT's adopted work program.

Section 4: Creates s. 339.144, F.S., the Local Transportation Management Grant program. Expresses legislative findings. Specifies project criteria to be used by DOT to screen applicants for eligibility, which are:

- ❑ The project can be made production-ready within a 5-year period following the end of the current fiscal year.
- ❑ The project is consistent with a current transportation system plan including, but not limited to, the Florida Intrastate Highway System, aviation, intermodal/rail, seaport, spaceport, or transit system plans.
- ❑ The project is not inconsistent with an approved local comprehensive plan of any local government within whose boundaries the project is located in whole or in part, or, if inconsistent, is accompanied by an explanation of why the project should be undertaken.
- ❑ The project must provide intermodal access benefits.

- ❑ The project must facilitate the movement of people, goods and services on a designated strategic intermodal corridor.
- ❑ The project must encourage, enhance, or create economic benefits in urban or rural areas.

Specifies DOT's responsibilities. Specifies role of county legislative delegations. Specifies criteria for use by the legislative delegations and the Council to evaluate applications, which are:

- ❑ Whether funds other than state funds are available to help complete the project;
- ❑ The amount of local, federal, or private matching funds available for the project.
- ❑ The extent to which the project incorporates corridor management techniques, including access management strategies, right-of-way acquisition or protection measures, and appropriate zoning and set-back controls.
- ❑ The extent to which the project supports a multimodal transportation district established pursuant to s. 163.3180(15).
- ❑ The extent to which the project uses new technologies, including intelligent transportation systems, to enhance the efficiency of the transportation system.
- ❑ The extent to which the county has enacted local-option fuel taxes, other dedicated local revenue sources, or adopted the 1-percent infrastructure sales surtax or the small county surtax, with priority spending dedicated to transportation improvements.
- ❑ The extent to which the project helps maintain or protect the environment, enhances existing public investments in transportation infrastructure, or encourages redevelopment and revitalization of downtown areas.
- ❑ The extent to which the project serves as an evacuation route, handles high volumes of agricultural traffic or is considered a major arterial route.

Directs legislative delegations to submit their recommended lists to the Council by January 15 of each year. Reiterates that the Council submits an unranked list by February 15 of each year to the Legislature, which must consider the recommended list in developing its General Appropriations Act. Provides for a 50-percent state match for counties with at least a 75,000 population, and a 75-percent state match for counties with fewer than 75,000 residents. Authorizes a waiver of the local match for economically distressed rural areas.

Section 5: Amends s. 339.08, F.S., to delete obsolete references and to delete references to the Transportation Outreach Program, the County Improvement Grant Program, and the Small County Outreach Program being eligible for funding through the State Transportation Trust Fund, and adds the Local Transportation Management Grant Program and the Regional Transportation Grant Program.

Section 6: Amends s. 339.1371, F.S., to delete references to the Transportation Outreach Program receiving unspent funds earmarked originally for Mobility 2000 Initiative. Specifies that the Regional Transportation Act programs shall receive those excess funds, instead.

Section 7: Amends s. 215.211(3), F.S., to divert former General Revenue administrative and service charge funds from the County Improvement Grant Program and the Small County Outreach Program to the Local Management Transportation Program, effective July 1, 2005.

Section 8: Repeals s. 339.137, F.S., (the Transportation Outreach Program); s. 339.2817, F.S., (the County Improvement Grant Program); and s. 339.2818, F.S., (the Small County Outreach Program).

Section 9: Specifies this act shall take effect July 1, 2002.

III. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT:

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

CS/HB 1839 does not generate any additional revenues for the state, it merely transfers existing revenues or revenue sources to different transportation programs funded through the State Transportation Trust Fund.

2. Expenditures:

CS/HB 1839 does not create any additional or unanticipated expenditure on the part of the state or its agencies.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

1. Revenues:

None.

2. Expenditures:

To the extent that a county or municipal government submits a successful grant application for the Local Transportation Management program, and doesn't qualify for a match waiver, then the local government would have to come up with either 50 percent or 25 percent of its project's total cost.

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

Indeterminate. Presumably many of the same transportation contractors who helped design, engineer, or build TOP, CIGP, or SCOP projects will be able to obtain work on Regional Transportation Act projects.

D. FISCAL COMMENTS:

Local governments will benefit from CS/HB 1839 because funding for CIGP and SCOP is zeroed out in state law for FY 03-04 and FY 04-05, and potentially for FY 02-03, if the Legislature accepts the Governor's transportation budget. The Local Transportation Management Grant Program within The new program will provide funding for local road and bridge projects to fill that potential three-year funding gap.

Nothing in CS/HB 1839 will prohibit the Legislature from funding all or part of the pending transportation projects recommended by the TOP Advisory Council. Also, House members supporting CS/HB 1839 say passage of the legislation will not delete the funds earmarked for TOP projects in FY 02-03. They expect many of the projects recommended by the TOP Advisory Council will be funded in the General Appropriations Act.

IV. CONSEQUENCES OF ARTICLE VII, SECTION 18 OF THE FLORIDA CONSTITUTION:

A. APPLICABILITY OF THE MANDATES PROVISION:

The mandates provision is not applicable to an analysis of CS/HB 1839 because the bill does not require cities or counties to expend funds, or to take actions requiring the expenditure of funds.

B. REDUCTION OF REVENUE RAISING AUTHORITY:

CS/HB 1839 does not reduce the revenue-raising authority of counties or municipalities, in the aggregate.

C. REDUCTION OF STATE TAX SHARED WITH COUNTIES AND MUNICIPALITIES:

CS/HB 1839 does not reduce the state tax revenues shared with counties or municipalities, in the aggregate.

V. COMMENTS:

A. CONSTITUTIONAL ISSUES:

CS/HB 1839 raises no constitutional issues.

B. RULE-MAKING AUTHORITY:

DOT has sufficient rulemaking authority to implement its responsibilities under CS/HB 1839.

C. OTHER COMMENTS:

One of the criteria for both Regional Transportation Act grant programs is the "extent to which the project supports a multimodal transportation district established pursuant to s. 163.3180(15), F.S."

Chapter 99-378, Laws of Florida, provided for this type of district as a way to address local transportation concurrency requirements and was recommended by the Transportation Land Use Study Committee. According to s. 163.3180(15), F.S., these districts promote pedestrian and other non-vehicular transportation, and encourage "community design" elements in new development. Local governments may reduce impact fees or local access fees for developments within multimodal transportation districts. One of the key considerations of local-government approval of this type district is its impact on the Florida Intrastate Highway System.

No multimodal transportation districts have been established, according to DOT. However, DOT planners have met with officials in the cities of Destin and Deland recently to discuss how to establish these districts.

VI. AMENDMENTS OR COMMITTEE SUBSTITUTE CHANGES:

On February 6, 2002, the House Transportation Committee adopted a strike-everything-after the enacting clause amendment to PCB TR 02-01. The key changes were:

- The new program's name was changed from the "Florida Investment in Regional Strategic Transportation Act" to the Regional Transportation Act. In addition, one of the original grant programs, the Strategic Intermodal System Grant, was renamed the Regional Transportation

Grant Program. This was done so that the new program would not conflict with a program DOT is developing for next year that will focus on intermodal projects.

- The Regional Transportation Council was given the responsibility to amend the statutorily created list of corridors, rather than simply recommend changes to the Legislature. The Council would have to forward its corridor changes to the Legislature.
- The DOT Secretary, or his/her designee, would serve on the Council, rather than be eligible for serving on the committee.
- The minimum amount of funding for the program would be set at \$92 million for the next two fiscal years, and beginning in FY 05-06, the minimum would be increased to \$100 million a year.

The committee then voted 10-0 in favor of PCB TR 02-01, which later was designated CS/HB 1839.

On February 19, 2002 the Transportation and Economic Development Appropriations adopted four amendments and made the bill a committee substitute. The four amendments were as follows:

- Amendments 1 and 2 changed the relative amounts of the funding stream provided to the two programs (Regional Transportation Grants and Local Transportation Management Grants) being created by this act .
- Amendment 3 adds language that clarifies that the corridors as defined to include connector roads to the seaports, airports, and intermodal terminals.
- Amendment 4 adds criteria to the Local Transportation Management Program to include roads used as evacuation routes and roads with high agricultural traffic.

VII. SIGNATURES:

COMMITTEE ON TRANSPORTATION :

Prepared by:

Joyce Pugh

Staff Director:

Phillip B. Miller

AS REVISED BY THE COMMITTEE ON TRANSPORTATION & ECONOMIC DEVELOPMENT
COMMITTEE:

Prepared by:

Eliza Hawkins

Staff Director:

Eliza Hawkins