



effective and quality transportation services for transportation disadvantaged persons. The Commission also administers the Transportation Disadvantaged Trust Fund. The TD Trust Fund is used to subsidize trips, provide funding for TD eligible persons not otherwise funded, and provide for administrative expenses.<sup>1</sup>

The Commission assists communities in establishing coordinated transportation systems, manages contracts and memoranda of agreement, develops a five-year transportation disadvantaged plan and addresses statewide transportation issues impacting TD eligible persons. The Commission is also responsible for assuring state agencies purchase transportation services from within the TD coordinated system unless a more cost-effective provider outside the coordinated system can be found by the purchasing agency in compliance with chapter 427, F.S. However, the Commission has no direct authority over agency transportation policies or funds used to purchase TD services.

*Local Coordination Entities* - At the local level, the TD Program is implemented through a network of service areas consisting of planning agencies, local advisory boards, community transportation coordinators, and transportation operators. The following entities work cooperatively within each local service area:

- *Official Planning Agency* - Planning agencies are responsible for recommending the local community transportation coordinator to the Commission. In addition, the planning agencies appoint and staff the local coordinating board. A metropolitan planning organization, regional planning council, or county planning unit may serve as the official planning agency.
- *Local Coordinating Board* - Local coordinating boards identify local service needs and provide information, advice and direction to the community transportation coordinator. A local elected official chairs the board. The size and composition of the board is established by the Commission.
- *Community Transportation Coordinators* – The Community Transportation Coordinator (CTC) is the entity responsible for the actual arrangement or delivery of transportation services within their local service area. Services provided by CTCs include scheduling transportation services, processing reimbursements, contracting and monitoring of transportation operators, and delivery of transportation services.
- *Transportation Operators* - Transportation operators or providers contract with the CTC for transportation services. Alternatively, transportation operators may contract directly with the sponsoring agency. There are approximately 400 transportation providers currently participating in the TD Program.

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<sup>1</sup>Persons are considered transportation disadvantaged when physical or mental disability, income status, or age make them unable to transport themselves or to purchase transportation. These conditions cause them to rely on others to obtain access to health care, employment, education, shopping, or other life-sustaining activities. Handicapped children or children at-risk or high-risk are also eligible for services under this program (s. 427.011, F.S.)

The Central Florida Regional Transportation Authority is the public transportation authority serving Orange, Osceola, and Seminole counties. Section 343.64, F.S., establishes the powers and duties of the authority. Currently, the authority serves as the community transportation coordinator for the Transportation Disadvantaged Program pursuant to ch. 427, F.S.

Section 1 of SB 100, which was enacted during the 2002 Regular Session, amended s. 343.64, F.S., to prohibit the Central Florida Regional Transportation Authority from serving as the community transportation coordinator for purposes of the Transportation Disadvantaged Program effective July 1, 2002. Section 2 of the bill provided that funding for the Transportation Disadvantaged Program shall be provided annually in the General Appropriations Act. Senate Bill 100 takes effect October 1, 2002.

**Program Funding** - The TD Program is funded through a variety of local, state, and federal sources. According to the Commission, fiscal year 1999-2000 TD expenditures totaled \$236 million. This expenditure translated into approximately 43.3 million one-way trips. At the state level, the Agency for Health Care Administration, which administers the Medicaid program, was the single largest funding entity, contributing \$58.2 million in fiscal year 1999-2000. The Commission, through the TD Trust Fund, was the second largest funding entity, contributing \$22.6 million. Other state agencies purchasing services through the TD Program included: Department of Children and Families; the Department of Transportation; the Department of Elderly Affairs; and the Department of Labor and Employment Services. Local and federal funding accounted for \$125 million in TD expenditures during fiscal year 1999-2000.

Funding sources for the Transportation Disadvantaged Trust Fund includes the following: \$1.50 fee imposed under s. 320.03(9), F.S., on the initial and renewal registration of each automobile for private use and each truck having a net weight of 5,000 or less; 15 percent transfer from the Florida Department of Transportation's public transit block grant monies; and temporary handicapped tag fees (\$5 per tag). In addition, individuals may make a voluntary contribution of \$1 when applying for a motor vehicle registration. The Commission distributes trust fund revenue to local entities through trip/equipment grants, and planning grants. The trip/equipment grants are distributed to community transportation coordinators for the provision of non-sponsored trips and the procurement of capital equipment.

### **III. Effect of Proposed Changes:**

This bill repeals section 1 of SB 100, 2002 Regular Session, and provides that the Central Florida Regional Transportation Authority may not serve as a community transportation coordinator after June 30, 2003. This provision effectively allows the authority to continue to act as the community transportation coordinator for Orange, Osceola, and Seminole counties for one additional year.

The bill also provides that the Commission for the Transportation Disadvantaged shall evaluate the performance of the Central Florida Regional Transportation Authority as a community transportation coordinator and provide a report of its evaluation to the President of the Senate and the Speaker of the House of Representatives by February 1, 2003.

The bill takes effect upon becoming a 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:

The Central Florida Regional Transportation Authority will continue to act as the community transportation coordinator for Orange, Osceola, and Seminole counties until June 30, 2003.

The Commission for the Transportation Disadvantaged must evaluate the performance of the Central Florida Regional Transportation Authority as a community transportation coordinator and provide a report of its evaluation to the President of the Senate and the Speaker of the House of Representatives by February 1, 2003.

**VI. Technical Deficiencies:**

None.

**VII. Related Issues:**

None.

**VIII. Amendments:**

#1 by Finance and Taxation:

The amendment makes the bill identical to House Bill 69-E, by requiring the Central Florida Regional Transportation Authority to be in compliance with the standards set in rule 41-2.006(4), Florida Administrative Code. (WITH TITLE AMENDMENT)

#2 by Finance and Taxation:

The amendment authorizes toll revenues of certain facilities to be used as security for funds issued to finance transportation projects in the county in which the facility is located. The amendment also increases the amount of money local governments may advance to FDOT to expedite a road project from \$100 m to \$150 m. (WITH TITLE AMENDMENT)

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

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