

**STORAGE NAME:** h1729.teda.doc  
**DATE:** February 15, 2002

**HOUSE OF REPRESENTATIVES  
COMMITTEE ON  
TRANSPORTATION & ECONOMIC DEVELOPMENT COMMITTEE  
TRUST FUND RE-CREATION ANALYSIS**

**BILL #:** HB 1729 (PCB TEDA 02-24)  
**RELATING TO:** DUI Programs Coordination Trust Fund  
**SPONSOR(S):** Transportation & Economic Development Appropriations and Rep. Johnson  
**TIED BILL(S):**

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

- (1) TRANSPORTATION AND ECONOMIC DEVELOPMENT APPROPRIATIONS YEAS 14  
NAYS 0
  - (2)
  - (3)
  - (4)
  - (5)
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I. SUMMARY:

This legislation re-creates the DUI Programs Coordination Trust Fund, FLAIR number 76-2-172, without modification. The DUI Programs Coordination Trust Fund is administered by the Department of Highway Safety and Motor Vehicles.

II. SUBSTANTIVE ANALYSIS:

A. PRESENT SITUATION:

1. MAJOR STATUTES THAT CONTROL THE TRUST FUND:

The DUI Coordination Trust Fund was re-created by Chapter 98-235, Laws of Florida.

Section 322.293, F.S., provides for purposes of the DUI Programs Coordination Trust Fund.

2. BRIEF DESCRIPTION OF THE FUND'S USES OR PURPOSES:

The receipts of the DUI Programs Coordination Trust Fund are expended to assist in the establishment of policies and procedures for monitoring DUI programs compliance with all minimum standards established by the department.

In the 2001-2002 fiscal year, the Legislature appropriated \$755,860.

3. MAJOR SOURCES OF REVENUE FOR THE FUND:

The primary source of revenue for the DUI Coordination Trust Fund is a \$12 fee imposed pursuant to section 322.293, F.S. on each person enrolling in a DUI program. Total receipts in the 2000-2001 fiscal year were \$825,771. Agency estimates for receipts from fees in the 2001-2002 fiscal year and the 2002-2003 fiscal year were \$796,606 and \$811,238, respectively.

B. EFFECT OF PROPOSED CHANGES:

This bill re-creates the trust fund without modification.

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III. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT:

This legislation has no fiscal impact on state agencies or state funds, on local governments as a whole or on the private sector. It simply re-creates, without modification, an existing state trust fund and continues the current use of the fund.

IV. COMMENTS:

None.

V. AMENDMENTS OR COMMITTEE SUBSTITUTE CHANGES:

N/A

VI. SIGNATURES:

COMMITTEE ON TRANSPORTATION AND ECONOMIC DEVELOPMENT APPROPRIATIONS:

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