



Senate

General Assembly

File No. 671

January Session, 2005

Substitute Senate Bill No. 1158

Senate, May 4, 2005

The Committee on Appropriations reported through SEN. HARP of the 10th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING THE ESTABLISHMENT OF INDEPENDENT TRANSPORTATION NETWORKS TO SERVE THE ELDERLY.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (*Effective from passage*) During the fiscal year ending June
2 30, 2006, the Commissioner of Social Services shall, within existing
3 budgetary resources, in an amount not to exceed one hundred
4 thousand dollars, provide grants not to exceed twenty-five thousand
5 dollars for each grant, to four municipalities with populations of
6 twenty-five thousand or more, or to a nonprofit organization located
7 within any such municipality. Such grants shall be used by such
8 municipality or nonprofit organization to develop and plan financially
9 self-sustaining independent transportation networks that, through a
10 combination of private donations and user fees, provide transportation
11 services on behalf of elderly persons. Prior to the disbursement of any
12 grant made pursuant to this section, a municipality selected to receive
13 such grant shall demonstrate to the satisfaction of the commissioner,
14 that such municipality has secured additional private funds, in an

15 amount of not less than twenty-five thousand dollars that shall be used
 16 to develop and plan financially self-sustaining independent
 17 transportation networks. Any municipality selected to receive a grant
 18 pursuant to this section shall, to the extent practicable, model such
 19 independent transportation network on the ITNAmerica model and
 20 shall work cooperatively with the regional planning agency of which
 21 the municipality is a member in planning and developing such
 22 independent transportation network.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>from passage</i>	New section

AGE	<i>Joint Favorable Subst. C/R</i>	HS
HS	<i>Joint Favorable C/R</i>	APP
APP	<i>Joint Favorable Subst.</i>	

The following fiscal impact statement and bill analysis are prepared for the benefit of members of the General Assembly, solely for the purpose of information, summarization, and explanation, and do not represent the intent of the General Assembly or either House thereof for any purpose:

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 06 \$
Department of Social Services	GF - Cost	Potential

Municipal Impact: None

Explanation

This bill requires the Department of Social Services (DSS) to make up to four \$25,000 grants in FY06 to non-profit organizations or municipalities to develop and plan financially self-sustaining independent transportation networks. These grants are to be made within existing budgetary resources.

Unless a specific appropriation for the grants is provided in FY06, the requirement that the grants be developed within available appropriations will likely result in one of three outcomes: (1) DSS will proceed with the development of the campaign, and will require a deficiency appropriation during FY 06; (2) DSS will shift resources from other department priorities, thereby impacting existing programs or services; or (3) DSS will not develop the grants.

OLR Bill Analysis

sSB 1158

AN ACT CONCERNING THE ESTABLISHMENT OF INDEPENDENT TRANSPORTATION NETWORKS TO SERVE THE ELDERLY**SUMMARY:**

This bill requires the Department of Social Services (DSS) commissioner, within existing budgetary resources, to provide \$100,000 for grants of \$25,000 each for FY 06 to up to four towns with populations of at least 25,000 or nonprofit organizations located in them.

The grants must be used to develop and plan financially self-sustaining independent transportation networks that, through a combination of private donations and user fees, provide transportation to elderly persons. Before receiving the grant, a municipality selected to receive it must demonstrate to the DSS commissioner's satisfaction that it has secured at least \$25,000 in matching private funds for this purpose. Under the bill, a municipality selected to receive the grant must, to the extent practicable, model its independent transportation network on the ITNAmerica model. This is a model that uses a combination of volunteers and paid drivers to provide on-demand transportation to seniors in passenger automobiles. The recipient town must also work cooperatively with the regional planning agency of which it is a member to develop the network.

EFFECTIVE DATE: Upon passage

BACKGROUND***Independent Transportation Networks and ITNAmerica***

The Independent Transportation Network (ITN) is a private, nonprofit community organization in the greater Portland, Maine area that uses passenger automobiles to transport seniors and visually impaired people. There are no restrictions on the trip's purpose; it can be for medical appointments, shopping, social visits, or any other purpose. It operates with a combination of volunteers who use their own vehicles

and paid drivers who use vehicles owned by the organization.

One of ITN’s goals is to provide an economically “sustainable” service to people who can no longer drive safely. The organization obtains its operating funds through memberships in the organization, riders’ fares, and support from individuals, community businesses, and private foundations. Volunteers perform many of the organization’s office activities and outreach functions. Volunteer drivers receive a small mileage reimbursement and, through volunteering, can build up credits for their own transportation later if they have to give up driving in the future. Or they can donate their stored credits to relatives or friends or to needy riders. Seniors who can no longer drive can donate their car to ITN and receive credit for future rides.

A related nonprofit entity, ITNAmerica, is in the process of planning a nationwide program to replicate the ITN model in other communities nationally.

COMMITTEE ACTION

Select Committee on Aging

Joint Favorable Substitute Change of Reference
Yea 10 Nay 0

Human Services Committee

Joint Favorable Change of Reference
Yea 16 Nay 0

Appropriations Committee

Joint Favorable Substitute
Yea 47 Nay 3