

Economic Development Transition Team FLORIDA TRANSPORTATION COMMISSION REVIEW FRAMEWORK

Timeline:

December 10 - First Draft of **Florida Transportation Commission** Review reports due
December 13 - Conference Call (call in number and time to be announced via email)
December 16 - Final Draft of **Florida Transportation Commission** Review reports due
December 17 - Final Conference Call to discuss oral presentation (call in number and time to be announced via email)
December 22 – Economic Development Transition Team presentation to Governor-elect Scott

Goals:

Identify innovative ideas for short term or long-term implementation:

The FTC is engaged in an initiative to define short and long term solutions to depleting transportation funding resources. The Commission is in the process of vetting, for further consideration, a menu of funding options including but not limited to:

- *Vehicle miles traveled pilot study;*
- *Potential selling of existing transportation system assets;*
- *Increased and more innovative use of public private partnerships.*

Reignite the discussions on the critical importance of new transportation corridors to Florida's future mobility needs;

Pursuit of policies relating to future mobility options available via public transit

Aggressively address Florida's freight mobility needs in terms of short and long term (global and domestic) economic competitiveness.

Identify any controversial or exceptionally problematic issues:

Deterioration of the fuel tax as the primary source of transportation funding

Continuation of the practice of diverting/raiding funds from the State Transportation Trust Fund for non-transportation purposes

Santa Rosa Bay Bridge- Pending Default on Outstanding Bonds (currently in technical default).

Interviews:

The Florida Transportation Commissioners, Staff members

Chairman Marty Lanahan
Vice Chairman, Commissioner Bart Pullum
Secretary, Commissioner Garrett Walton
Commissioner Joe Mazurkiewicz
Commissioner Manny Rose
Commissioner Ron Howse

Commissioner Tom Conrecode is a member of the Transition Team
Commissioner Marcos Marchena is unable to participate

Staff:

Executive Director, Sally Patrenos

Assistant Executive Director, Mark Reichert

Manager of Finance and Performance Monitoring, David Tassinari

Special Projects Coordinator, Rick Gallant

Areas of Inquiry:

Organizational structure:

Executive Director and Assistant Executive Director are selected by and serve at the pleasure of the Commission, as outlined in FL Statutes. Executive Director supervises all staff.

Number of select exempt FTEs and their roles:

All five staff members are SES, by statutory mandate.

Executive Director – Overall direction, liaison with Executive Office of the Governor and the Legislature, agenda setting, liaison with external public and private entities, coordination with FDOT and other authorities under FTC oversight, ongoing support to Commissioners.

Deputy Executive Director – Legislative liaison, legislation tracking, review of work program, special studies and projects

Manager of Finance and Performance Monitoring – Annual Performance and Production Report, Annual Safety Report, Budget, Bond and Financial monitoring, and special studies and projects

Special Projects Coordinator – Transportation Authority Oversight and Monitoring, special studies

Executive Assistant – Administrative duties, invoice processing, travel arrangements, website maintenance, office management responsibilities.

Number of middle managers and their roles:

None

Define the core competencies of Florida Transportation Commission and each Division

Knowledge of policy development and implementation; knowledge of transportation operations, work program development, infrastructure finance, bonding (including continuing disclosure), budgeting, statutes, auditing, and establishing and monitoring performance measures and objectives.

How do they know they are successful?

Do the reports accurately reflect the statutory requirements as defined?

Do the studies and reports result in improvements in organizational operations, customer service, financial operations and Department of Transportation/Transportation Authority Board oversight?

Are policy changes advanced and implemented resulting in overall improvements and delivery of transportation solutions to the State?

Current programs, initiatives or practices that have outlived their usefulness:

The FTC utilizes performance measures to determine the level of productivity and sound fiscal management in order to provide public accountability. Those measures are dynamic by nature, and the independent Performance Measures Working Group periodically convenes to assess the current viability and effectiveness of those measures. Those deemed no longer valid are discarded or revised to reflect current practice, and new measures are established as needed. These performance measures apply to both the FDOT and the authorities under FTC oversight.

**Economic Development Transition Team
FLORIDA TRANSPORTATION COMMISSION REVIEW TEMPLATE**

Name : Florida Transportation Commission

Overview:

2010-2011 Florida Transportation Commission budget: **\$712,216**

List each Division of the Florida Transportation Commission: **N/A**

Total personnel (include organizational charts for the Florida Transportation Commission and each Division)

Five--The FTC is statutorily tied to the FDOT for administrative purposes only, and the Commission functions as an independent entity.

Total number of physical offices and locations by city:

One location—Tallahassee

Florida Transportation Commission summary - provide a 5-7 sentence summary of the Florida Transportation Commission and each Division under review:

The mission of the Florida Transportation Commission is to provide leadership in meeting Florida's transportation needs through policy guidance on issues of statewide importance and by maintaining oversight and public accountability for the Florida Department of Transportation and other statutorily specified transportation authorities.

Any overlapping duties with other agencies?

The creation of the Florida Statewide Passenger Rail Commission in 2009 created a situation where there is ambiguity regarding the oversight of the authorities offering passenger rail services in the state. The FTC has filed a request with the Attorney General's office for a legal opinion to clarify roles of the two commissions, however, both entities must file a request before that office will act. To date, the FSPRC has not filed the necessary request.

No direct overlaps noted, however, the Office of the Auditor General and OPPAGA (Office of Program Policy Analysis and Government Accountability) may, upon request, perform financial or operational audits on the Department or on Transportation Authorities.

Identify private sector overlap for areas under review:

None.

Short term issues (likely to be faced in the first 6 months) - List in bullet format to include a 3-4 sentence explanation:

- **Resignations requested of key program directors responsible for the daily management of the Work Program and ongoing management of the State Transportation Trust Fund are effective January 3, 2011, unless the employees are requested to remain in their positions. The FTC will not complete its statutory duty to conduct the search and provide the Governor with 3 candidates for his selection of the new Secretary of Transportation until mid-January. This situation could lead to the disruption of the implementation of the work program, valued in excess of \$6 billion unless some interim provision is made.**
- **Deterioration of the funding sources available for transportation.**
- **Santa Rosa Bay Bridge Authority's Pending Default on Outstanding Bonds (currently in technical default). The FTC assumed oversight of this authority as a result of 2007 legislation, and, at that time, identified the growing crisis that has since unfolded. Without drastic intervention, it appears that the SRBBA will be in full default by July 2011.**
- **Job losses in the construction industry have accounted for over a third of the overall unemployment in FL. This continues to be an impediment to Florida's economic recovery.**
- **Recovery of the revenues lost in the 2009 legislative redirect of increased funding derived from license and tag fees, which had historically been deposited into the STTF. These fees have traditionally been regarded as transportation fees, and should be redirected (from general revenue) back to the STTF.**
- **Diversions of funds from the State Transportation Trust Fund to Assist General Revenue.**
- **Competitive salary for recruiting Secretary of Transportation. Florida is the fourth largest state, with a population of almost 19 million people, and it has one of the largest transportation systems to manage in the nation. The compensation for its chief executive officer (Secretary), however, hovers near the bottom of the list of all DOTs, and it is non-competitive in terms of private sector or (comparable) local government compensation levels.**

Long term issues (likely to be faced beyond 6 months) - List in bullet format to include a 3-4 sentence explanation:

- **Diversion of funds from the State Transportation Trust Fund to address General Revenue shortfalls. There are already over \$200 million in routine statutory diversions that are redirected to non-transportation purposes each year. The Trust Fund was established to be a user fee based funding source for transportation.**
- **Long-term, sustainable, revenue stream for transportation funding. The FTC has initiated a strong, ongoing, multi-disciplinary initiative to develop viable funding policy recommendations to the Governor and Legislature. [There is a joint funding summit scheduled for January 21 with TEAMFL in Orlando to continue this effort.]**
- **Taking advantage of low construction prices to develop transportation infrastructure and being the catalyst for creating jobs. The industry has said that, generally speaking, costs to construct are down 20 to 30% from just a few years ago. Taking advantage of this depressed economy could yield maximum return on investments for years to come.**

- *Return on investments--Achieving the goal of defining performance based “outcomes”-- as opposed to just “outputs”—that improve the daily quality of life, economic prosperity, and integrity of the environment for Floridians that can be directly tied to transportation investments.*
- *Succession planning to ameliorate the effects of loss of institutional knowledge and experience as the “baby boomers” retire from the work force.*

Proposals and Outlook for the Florida Transportation Commission:

New Organizational Chart - Describe any recommended changes, why they are beneficial and how this will create efficiency and effectiveness---***None planned.***

Cost Saving Opportunities and Florida Transportation Commission Recommendations - Include consolidation measures (if possible) to create efficiency and effectiveness, list in bullet format: ***None.***

Summary of Budget (Legislative Budget Review):

Same as FY 10/11 (\$712,216)

Summary of Legislative Priorities (Legislative Review Policy Programs):

- *Continue to advocate for transportation funding protection and expansion where possible at both the state and federal levels.*
- *Sunset the FIHS (FDOT legislation)—it became obsolete when the Strategic Intermodal System was established.*