

The Florida Senate
BILL ANALYSIS AND FISCAL IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

Prepared By: The Professional Staff of the Transportation Committee

BILL: SB 550

INTRODUCER: Senator Hays

SUBJECT: Repealing Budget Provisions/Mobility 2000

DATE: February 10, 2011

REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	Eichin	Spalla	TR	Pre-meeting
2.			BC	
3.				
4.				
5.				
6.				

I. Summary:

Chapter 216, F.S., the planning and budgeting law, provides guidelines to the Governor, the judicial branch, and state agencies for developing and submitting legislative budget requests and administering legislative appropriations. This bill repeals requirements related to unit cost data which have been found to be limited in their usefulness as budgeting, policy-making, and accountability tools.

The bill also repeals obsolete language which created the Mobility 2000 initiative within the Florida Department of Transportation. The Mobility 2000 initiative has been completed.

This bill substantially amends sections 216.013, 216.023, and 489.145, F.S.

This bill repeals s. 339.1371, F.S.

II. Present Situation:

Chapter 216, F.S., the planning and budgeting law, provides guidelines to the Governor, the judicial branch, and state agencies for developing and submitting legislative budget requests and administering legislative appropriations.

Section 216.023, F.S., requires each agency to include in its legislative budget request the legislatively-approved output and outcome performance and accountability measures and any revisions proposed by the agency. Subsection (4)(b) provides that “it is the intent of the

Legislature that total accountability measures, including unit-cost data, serve not only as a budgeting tool but also as a policymaking tool and an accountability tool.” Accordingly, each state agency and the judicial branch is required to submit a one-page summary of information for the preceding year that must contain:

1. The final budget for the agency and the judicial branch.
2. Total funds from the General Appropriations Act.
3. Adjustments to the General Appropriations Act.
4. The line-item listings of all activities.
5. The number of activity units performed or accomplished.
6. Total expenditures for each activity, including amounts paid to contractors and subordinate entities. Expenditures related to administrative activities not aligned with output measures must consistently be allocated to activities with output measures prior to computing unit costs.
7. The cost per unit for each activity, including the costs allocated to contractors and subordinate entities.
8. The total amount of reversions and pass-through expenditures omitted from unit-cost calculations.

The Legislature is required to reduce an agency’s General Appropriations Act allocation by at least 10 percent if the agency does not submit this information.

According to a report¹ prepared by the Office of Program Policy Analysis and Government Accountability, agencies have submitted the information. However, inherent differences in methodologies used by the various agencies in calculating their direct and indirect activity costs, “limit the Legislature’s ability to validly compare the efficiency of similar activities performed by different agencies or to assess changes in agency performance over time.”

Mobility 2000 was a program created during the 2000 Legislative Session in ch. 2000-257, L.O.F. The act allowed for the advancement of more than \$4 billion in transportation projects over a ten year period. To provide funding for the advancement of projects, the act:

- increased the percentage of the rental car surcharge deposited into the State Transportation Trust Fund (STTF);
- eliminated certain service charges; and
- appropriated funds from General Revenue to the STTF.

Section 339.1371, F.S. required the department, beginning in fiscal year 2000/2001, to allocate funds to implement the Mobility 2000 initiative. The section required the department to develop a plan to expend these revenues and amend the current tentative work program for the time period 2000-2001 through 2004-2005 prior to adoption to include Mobility 2000 projects. The department was required to submit a budget amendment prior to work program adoption requesting budget authority needed to implement the Mobility 2000 initiative. The section also provides that in fiscal year 2001-2002 and each year thereafter, the increase in revenue to the

¹ *More Uniform Methodology Is Needed for State Agencies’ Unit Cost Information*, Report No. 05-35, May 2005
<http://www.oppaga.state.fl.us/MonitorDocs/Reports/pdf/0535rpt.pdf> (last visited on Feb. 10, 2011)

STTF derived from specified sections of ch. 2000-257, L.O.F. must be first used by FDOT to fund the Mobility 2000 initiative. Any remaining funds were to be used to fund the Florida Strategic Intermodal System created pursuant to s. 339.61, F.S. The increased revenues provided for in the section are not subject to s. 206.46(3), F.S., and s. 206.606(2), F.S., which require minimum annual commitments or allocations of STTF funds to public transportation.

All Mobility 2000 funds have been allocated.

III. Effect of Proposed Changes:

Section 1 amends s. 216.023, F.S., to remove legislative intent related to accountability measures, including unit-costs from requirements for submission of legislative budget requests by agencies and the judicial branch.

Section 2 repeals s. 339.1371, F.S., to eliminate the obsolete Mobility 2000 program.

Section 3 amends s. 216.013, F.S., to conform a cross-reference made obsolete by Section 1 of the bill.

Section 4 amends s. 489.145, F.S., to conform a cross-reference made obsolete by Section 1 of the bill.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

V. Fiscal Impact Statement:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

None.

C. Government Sector Impact:

FDOT reports no fiscal impact from the provisions of the bill relating to unit costs reporting.

Section 339.1371(2), F.S., stipulates the increase in revenue to the STTF derived from specified sections of ch. 2000-257, L.O.F. is not subject to the minimum public transportation funding percentages required by s. 206.46(3), F.S., and s. 206.606(2), F.S. The repeal of s. 339.1371, F.S., (Mobility 2000) will result in those revenues becoming subject to the minimum funding percentages. Since the base amount from which the percentages is being increased, minor revisions to the FDOT work program may be required in outer years to ensure the minimum funding requirements are maintained.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Additional Information:**A. Committee Substitute – Statement of Substantial Changes:**

(Summarizing differences between the Committee Substitute and the prior version of the bill.)

None.

B. Amendments:

None.