

STORAGE NAME: h0411z.tr
DATE: July 12, 1999

****FINAL ACTION****
****SEE FINAL ACTION STATUS SECTION****

**HOUSE OF REPRESENTATIVES
AS FURTHER REVISED BY THE COMMITTEE ON
TRANSPORTATION
FINAL ANALYSIS**

BILL #: HB 411 (passed as CS/SB 892)
RELATING TO: Road Designation/Lawton Chiles Trail
SPONSOR(S): Representatives L. Miller and Wiles
COMPANION BILL(S): CS/SB 892 (s)

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

- (1) TRANSPORTATION YEAS 8 NAYS 0
- (2) COMMUNITY AFFAIRS YEAS 8 NAYS 0
- (3) TRANSPORTATION & ECONOMIC DEVELOPMENT APPROPRIATIONS YEAS 6 NAYS 0
- (4)
- (5)

I. FINAL ACTION STATUS:

05/12/99 Approved by the Governor; Chapter No. 99-404

II. SUMMARY:

This bill designates various state highway segments from Century to Key Largo as the "Lawton Chiles Trail." The Department of Transportation (DOT) is directed to erect markers for the trail.

The bill has a fiscal impact of approximately \$15,000 to the State Transportation Trust Fund (STTF), for the cost of erecting markers.

[Note: See part VI. Amendment or Committee Substitute Changes, on page 7, for a description of an amendment adopted by the Committee on Transportation that corrected a reference to one of the highway segments designated by the bill.]

[Note: See part VI. Amendment or Committee Substitute Changes for effects of amendments adopted by the Committee on Transportation & Economic Development Appropriations.]

III. SUBSTANTIVE ANALYSIS:

A. PRESENT SITUATION:

During the 1970 campaign for the U.S. Senate, Lawton Chiles walked from Century, Florida, (near the Florida - Alabama border) to Key Largo, Florida (in the Florida Keys) a distance of over 1,000 miles. He served in the U. S. Senate from 1971-1989. He was subsequently elected Governor of Florida and served in that office from 1990 until 1998.

B. EFFECT OF PROPOSED CHANGES:

This bill designates the following state highway segments from Century to Key Largo as the "Lawton Chiles Trail":

- ▶Highways 4 and 90 from Century to Tallahassee;
- ▶Highway 90 from Tallahassee to Lake City;
- ▶Highway 100 from Lake City to Starke;
- ▶Highway 301 from Starke to Waldo;
- ▶Highway 24 from Waldo to Gainesville;
- ▶Highway 441 from Gainesville to Ocala;
- ▶Highway 40 from Ocala to Barberville;
- ▶Highway 17 from Barberville to DeLand;
- ▶Highway 92 from DeLand to Daytona Beach;
- ▶Highway 1 from Daytona Beach to New Smyrna Beach;
- ▶Highway 44 from New Smyrna Beach to Samsula;
- ▶Highway 415 from Samsula to Sanford;
- ▶Highways 17 and 92 from Sanford to Tampa;
- ▶The Gandy Bridge from Tampa to St. Petersburg;
- ▶Highways 618, 41, and 776 from the Gandy Bridge to Ft. Myers;
- ▶Highways 80 and 27, County Road 880, and Highways 98 and 1 from Ft. Myers to West Palm Beach; and,
- ▶Highways 1 and 838 from West Palm Beach to Key Largo.

The Department of Transportation (DOT) will erect and maintain the markers for the designation. DOT is also authorized to erect markers detailing Governor Chiles' walk throughout the state, including his commitment to children, and his service to Florida.

C. APPLICATION OF PRINCIPLES:

1. Less Government:

a. Does the bill create, increase or reduce, either directly or indirectly:

(1) any authority to make rules or adjudicate disputes?

N/A

(2) any new responsibilities, obligations or work for other governmental or private organizations or individuals?

N/A

(3) any entitlement to a government service or benefit?

N/A

b. If an agency or program is eliminated or reduced:

(1) what responsibilities, costs and powers are passed on to another program, agency, level of government, or private entity?

N/A

(2) what is the cost of such responsibility at the new level/agency?

N/A

(3) how is the new agency accountable to the people governed?

N/A

2. Lower Taxes:

a. Does the bill increase anyone's taxes?

N/A

b. Does the bill require or authorize an increase in any fees?

N/A

c. Does the bill reduce total taxes, both rates and revenues?

N/A

d. Does the bill reduce total fees, both rates and revenues?

N/A

e. Does the bill authorize any fee or tax increase by any local government?

N/A

3. Personal Responsibility:

a. Does the bill reduce or eliminate an entitlement to government services or subsidy?

N/A

b. Do the beneficiaries of the legislation directly pay any portion of the cost of implementation and operation?

N/A

4. Individual Freedom:

a. Does the bill increase the allowable options of individuals or private organizations/associations to conduct their own affairs?

N/A

- b. Does the bill prohibit, or create new government interference with, any presently lawful activity?

N/A

5. Family Empowerment:

- a. If the bill purports to provide services to families or children:

- (1) Who evaluates the family's needs?

N/A

- (2) Who makes the decisions?

N/A

- (3) Are private alternatives permitted?

N/A

- (4) Are families required to participate in a program?

N/A

- (5) Are families penalized for not participating in a program?

N/A

- b. Does the bill directly affect the legal rights and obligations between family members?

N/A

- c. If the bill creates or changes a program providing services to families or children, in which of the following does the bill vest control of the program, either through direct participation or appointment authority:

- (1) parents and guardians?

N/A

- (2) service providers?

N/A

- (3) government employees/agencies?

N/A

D. STATUTE(S) AFFECTED:

N/A

E. SECTION-BY-SECTION ANALYSIS:

N/A

IV. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT:

A. FISCAL IMPACT ON STATE AGENCIES/STATE FUNDS:

1. Non-recurring Effects:

The STTF will have a fiscal impact of approximately \$15,000 for DOT's cost to erect 2 markers at each of an estimated 30 intersections. The exact placement of markers has not been determined, and this impact may be slightly underestimated.

2. Recurring Effects:

The STTF will have an insignificant fiscal impact related to costs incurred by DOT for sign damage, vandalism, deterioration and replacement over time.

3. Long Run Effects Other Than Normal Growth:

N/A

4. Total Revenues and Expenditures:

The STTF will have a one-time fiscal impact of approximately \$15,000 for the cost of erecting markers. The STTF will also have an insignificant fiscal impact related to costs incurred by DOT for sign maintenance and replacement over time.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS AS A WHOLE:

1. Non-recurring Effects:

N/A

2. Recurring Effects:

N/A

3. Long Run Effects Other Than Normal Growth:

N/A

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

1. Direct Private Sector Costs:

N/A

2. Direct Private Sector Benefits:

N/A

3. Effects on Competition, Private Enterprise and Employment Markets:

N/A

D. FISCAL COMMENTS:

N/A

V. CONSEQUENCES OF ARTICLE VII, SECTION 18 OF THE FLORIDA CONSTITUTION:

A. APPLICABILITY OF THE MANDATES PROVISION:

N/A

B. REDUCTION OF REVENUE RAISING AUTHORITY:

N/A

C. REDUCTION OF STATE TAX SHARED WITH COUNTIES AND MUNICIPALITIES:

N/A

VI. COMMENTS:

N/A

VII. AMENDMENTS OR COMMITTEE SUBSTITUTE CHANGES:

According to DOT, a portion U.S. Highway 441 designated by the bill was renumbered as County Road 880 subsequent to the 1970 senate campaign. An amendment to reflect this change was adopted by the Committee on Transportation.

On April 9, 1999 the Transportation and Economic Development Appropriations Committee added one amendment which allows the Department of Transportation to erect markers, as feasible, detailing Governor Chiles' walk throughout the state, including his commitment to children, and his service to Florida.

VIII. SIGNATURES:

COMMITTEE ON TRANSPORTATION:

Prepared by:

Phillip B. Miller

Staff Director:

John R. Johnston

AS FURTHER REVISED BY THE COMMITTEE ON TRANSPORTATION & ECONOMIC DEVELOPMENT APPROPRIATIONS:

Prepared by:

Eliza Hawkins

Staff Director:

Eliza Hawkins

FINAL ANALYSIS PREPARED BY THE COMMITTEE ON TRANSPORTATION:

Prepared by:

Phillip B. Miller

Staff Director:

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