

**HOUSE OF REPRESENTATIVES  
AS REVISED BY THE  
TRANSPORTATION  
FINAL ANALYSIS**

**BILL #:** CS/HB 257

**RELATING TO:** Road Designations

**SPONSOR(S):** Committee on Transportation and Representative(s) Bullard

**TIED BILL(S):**

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

- (1) TRANSPORTATION YEAS 13 NAYS 0
  - (2) COUNCIL FOR READY INFRASTRUCTURE YEAS 16 NAYS 0
  - (3)
  - (4)
  - (5)
- 

I. SUMMARY:

CS/HB 257 would have designated portions of two roads in Miami-Dade County:

- That portion of U.S. 1, between S.W. 136<sup>th</sup> Street and S.W. 186<sup>th</sup> Street in Miami-Dade County, as the "Steven Cranman Boulevard."
- That portion of S.W. 186<sup>th</sup> Street between U.S. 1 and S.W. 107<sup>th</sup> Avenue in Miami-Dade County, as the "Ethel Beckford Boulevard."
- That portion of State Road 5 (also known as U.S. 1), between S.W. 312<sup>th</sup> Street and S.W. 328 Street in Miami -Dade County, as the "Phicol Williams Boulevard."

The Department of Transportation expected to incur an estimated cost of \$1,500 to erect the markers for the new designations.

CS/HB 257 would have taken effect upon becoming law.

**(NOTE: CS/HB 257 passed the House by a vote of 180-0 on April 30, 2001. It was subsequently referred to the Senate Transportation Committee, where it died when the Legislature adjourned on May 4, 2001. However, the text of CS/HB 257 was incorporated into CS/CS/HB 1053, 3<sup>rd</sup> ENG., which passed the Legislature.)**

II. SUBSTANTIVE ANALYSIS:

A. DOES THE BILL SUPPORT THE FOLLOWING PRINCIPLES:

- |                                   |                              |                             |   |
|-----------------------------------|------------------------------|-----------------------------|---|
| 1. <u>Less Government</u>         | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 2. <u>Lower Taxes</u>             | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 3. <u>Individual Freedom</u>      | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 4. <u>Personal Responsibility</u> | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 5. <u>Family Empowerment</u>      | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |

For any principle that received a “no” above, please explain:

B. PRESENT SITUATION:

Section 334.071, F.S., explains the process for legislative designations of transportation facilities for honorary or memorial purposes, or to distinguish a particular facility. The legislative designations do not erase the current names of the facilities, nor do they require local governments and private entities to change street signs or addresses. Some public roads and bridges have multiple or overlapping designations.

C. EFFECT OF PROPOSED CHANGES:

CS/HB 257 would have designated portions of two roads in honor of three individuals:

- U.S. 1, between S.W. 136<sup>th</sup> Street and S.W. 186<sup>th</sup> Street in Miami-Dade County would be designated as the “Steven Cranman Boulevard.”
- S.W. 186<sup>th</sup> Street between U.S. 1 and S.W. 107<sup>th</sup> Avenue in Miami-Dade County would be designated as the “Ethel Beckford Boulevard.”
- State Road 5 (also known as U.S. 1), between S.W. 312<sup>th</sup> Street and S.W. 328 Street in Miami – Dade County would be designated as the “Phicol Williams Boulevard.”

It also directed the Department of Transportation (DOT) to erect suitable markers.

D. SECTION-BY-SECTION ANALYSIS:

Section 1: Designates portions of two roads in Miami-Dade County. Directs DOT to erect suitable markers.

Section 2: Specifies this act shall take effect upon becoming law.

III. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT:

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

None.

2. Expenditures:

DOT expects to incur an estimated cost of \$1,500 to implement the bill. Production and installation costs are estimated at \$250 per marker, and each designated facility gets two markers. DOT also will have to pay indeterminate recurring costs of maintaining these signs and replacing them, over time.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

1. Revenues:

None.

2. Expenditures:

None.

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

None.

D. FISCAL COMMENTS:

None.

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

A. APPLICABILITY OF THE MANDATES PROVISION:

The mandates provision is not applicable to an analysis of CS/HB 257 because the bill does not require cities or counties to expend funds, or to take actions requiring the expenditure of funds.

B. REDUCTION OF REVENUE RAISING AUTHORITY:

CS/HB 257 does not reduce the revenue-raising authority of counties or municipalities.

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

CS/HB 257 does not reduce the state tax revenues shared with counties or municipalities.

V. COMMENTS:

A. CONSTITUTIONAL ISSUES:

None.

B. RULE-MAKING AUTHORITY:

Not applicable.

C. OTHER COMMENTS:

None.

VI. AMENDMENTS OR COMMITTEE SUBSTITUTE CHANGES:

On March 28, 2001, the Committee on Transportation adopted one amendment that designated a portion of State Road 5 (U.S. 1) as the "Phicol Williams Boulevard." The Committee then voted 13-0 to report the bill favorably as a committee substitute.

VII. SIGNATURES:

COMMITTEE ON TRANSPORTATION:

Prepared by:

Joyce Pugh

Staff Director:

Phillip B. Miller

AS REVISED BY THE COUNCIL FOR READY INFRASTRUCTURE:

Prepared by:

C. Scott Jenkins

Council Director:

Thomas J. Randle

**FINAL ANALYSIS PREPARED BY THE COMMITTEE ON TRANSPORTATION:**

Prepared by:

Joyce Pugh

Staff Director:

Phillip B. Miller