

**STORAGE NAME:** h0363.lgva.doc  
**DATE:** April 1, 2001

**HOUSE OF REPRESENTATIVES  
AS FURTHER REVISED BY THE COMMITTEE ON  
LOCAL GOVERNMENT & VETERANS AFFAIRS  
ANALYSIS**

**BILL #:** HB 363  
**RELATING TO:** Tampa-Hillsborough County Expressway Authority  
**SPONSOR(S):** Representative(s) Henriquez and others  
**TIED BILL(S):**

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

- (1) FISCAL POLICY & RESOURCES YEAS 12 NAYS 0
  - (2) STATE ADMINISTRATION YEAS 5 NAYS 0
  - (3) LOCAL GOVERNMENT & VETERANS AFFAIRS
  - (4) TRANSPORTATION
  - (5) COUNCIL FOR COMPETITIVE COMMERCE
- 

I. SUMMARY:

This bill expands the bonding authority of the Tampa-Hillsborough County Expressway Authority to allow the issuance of bonds to finance the connector highway linking the Lee Roy Selmon Crosstown Expressway to Interstate 4.

This bill has no fiscal impact on state or local governments.

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:

Article VII, Section 11, Florida Constitution, outlines the requirements for the issuance of state bonds and revenue bonds. State bonds pledging the full faith and credit of the state may be issued only to finance or refinance the cost of state fixed capital outlay projects authorized by law, upon approval by a vote of the electors. Revenue bonds may be issued by the state or its agencies without a vote of the electors to finance or refinance the cost of state fixed capital outlay projects authorized by law, and are payable solely from funds derived directly from sources other than state tax revenues. Each project, building, or facility to be financed or refinanced with revenue bonds issued under this section must first be approved by the Legislature by an act relating to appropriations or by general law.

Chapter 97-280, L.O.F., provided for revenue bonds to be used on specified projects. Section 348.565, F.S., permits the Division of Bond Finance of the State Board of Administration to refinance any facilities that constitute the Tampa-Hillsborough County Expressway System through the issuance of revenue bonds. In addition, the following projects of the Tampa-Hillsborough County Expressway Authority can be financed or refinanced by the issuance of revenue bonds: Brandon area feeder roads; capital improvements to the expressway system, including safety and operational improvements and toll collection equipment; and Lee Roy Selmon Crosstown Expressway System widening.<sup>1</sup>

The Tampa-Hillsborough County Expressway Authority is responsible for construction and maintenance of toll-financed roads in the County.<sup>2</sup> The authority is comprised of four Governor appointees, a County Commissioner, the Mayor of Tampa, and the Florida Department of Transportation District 7 Secretary. It coordinates road planning and construction through public and private partnerships to improve traffic flow on the Lee Roy Selmon Expressway and parallel roads. The Lee Roy Selmon Expressway is a 14-mile toll road that extends from Gandy Boulevard in Southwest Tampa, north and east through downtown Tampa to an interchange with Interstate 75 just west of the Brandon area.<sup>3</sup>

---

<sup>1</sup> Section 348.565, F.S.

<sup>2</sup> <http://www.hillsboroughcounty.org/services/transportation.html>

<sup>3</sup> <http://www11.myflorida.com/myflorida/transportation/learn/finances/financialplanning/pdf/bndfinupd5-2000.pdf>

C. EFFECT OF PROPOSED CHANGES:

HB 363 allows an additional project of the Tampa-Hillsborough County Expressway Authority, a connector highway linking Lee Roy Selmon Crosstown Expressway to Interstate 4, to be financed or refinanced by the issuance of revenue bonds.

D. SECTION-BY-SECTION ANALYSIS:

**Section 1.** A new subsection (4) is added to s. 348.565, F.S., to expand the bonding authority of the Tampa-Hillsborough County Expressway Authority to allow the issuance of bonds to finance the connector highway linking the Leroy Selmon Crosstown Expressway to Interstate 4.

**Section 2.** An effective date of upon becoming a law is provided.

III. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT:

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

None.

2. Expenditures:

None.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

1. Revenues:

None.

2. Expenditures:

None.

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

None.

D. FISCAL COMMENTS:

This bill will have no impact on state or local revenues.

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

A. APPLICABILITY OF THE MANDATES PROVISION:

This bill does not require counties or municipalities to expend funds or to take action requiring the expenditure of funds.

B. REDUCTION OF REVENUE RAISING AUTHORITY:

This bill does not reduce the authority that municipalities or counties have to raise revenues in the aggregate.

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

This bill does not reduce the percentage of state tax shared with counties or municipalities.

V. COMMENTS:

A. CONSTITUTIONAL ISSUES:

N/A

B. RULE-MAKING AUTHORITY:

N/A

C. OTHER COMMENTS:

According to an article published in The Tampa Tribune on Tuesday, February 22, 2000, Governor Jeb Bush recommended at that time to give the Tampa-Hillsborough County Expressway Authority a \$25 million loan to hasten the project between Brandon and downtown Tampa. The loan would allow the authority to combine construction of the elevated toll road with a series of new expressway feeder roads to be built the following year, 2001, in Brandon. At the time of the article, the connector roads were expected to cost \$50 million, and the total cost of the elevated roadway was expected to be between \$215 million and \$250 million, depending on design features.<sup>4</sup>

VI. AMENDMENTS OR COMMITTEE SUBSTITUTE CHANGES:

The Committee on Fiscal Policy & Resources adopted one technical amendment correcting the spelling of Lee Roy. The amendment is traveling with the bill.

VII. SIGNATURES:

COMMITTEE ON FISCAL POLICY & RESOURCES:

Prepared by:

Kama Monroe

Staff Director:

Greg Turbeville

---

<sup>4</sup> "Loan would accelerate expressway," by Tom Brennan, The Tampa Tribune, February 22, 2000, found at <http://www.dot.state.fl.us/goodnews/loan.htm>

**STORAGE NAME:** h0363.lgva.doc

**DATE:** April 1, 2001

**PAGE:** 5

AS REVISED BY THE COMMITTEE ON STATE ADMINISTRATION:

Prepared by:

Staff Director:

Lauren Cyran

J. Marleen Ahearn, Ph.D., J.D.

AS FURTHER REVISED BY THE COMMITTEE ON LOCAL GOVERNMENT & VETERANS AFFAIRS:

Prepared by:

Staff Director:

Thomas L. Hamby, Jr.

Joan Highsmith-Smith