

STORAGE NAME: h0159.ric.doc
DATE: January 25, 2002

HOUSE OF REPRESENTATIVES
READY INFRASTRUCTURE COUNCIL
ANALYSIS

BILL #: HB 159
RELATING TO: Road Designations
SPONSOR(S): Representative(s) Bullard

TIED BILL(S):

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

- (1) TRANSPORTATION YEAS 12 NAYS 0
 - (2) READY INFRASTRUCTURE COUNCIL
 - (3)
 - (4)
 - (5)
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I. SUMMARY:

Section 334.071, F.S., explains the process for the Legislature to designate roads, bridges, and other transportation facilities for honorary or memorial purposes.

The bill proposes four such honorary designations along U.S. 1 in Miami-Dade County:

- That portion of U.S. 1, between S.W. 136th Street and S.W. 186th Street, would be designated "Steven Cranman Boulevard."
- That portion of S.W. 186th Street, between U.S. 1 and S.W. 107th Avenue, would be designated "Ethel Beckford Boulevard."
- That portion of State Road 5 (also known as U.S. 1, between S.W. 312th Street and S.W. 328th Street, would be designated "Phicol Williams Boulevard."
- That portion of S.W. 112 Avenue, from U.S. 1 to S.W. 230 Street, would be designated "Arthur Mays Boulevard."

The Florida Department of Transportation (DOT) estimates it would incur an initial cost of at least \$2,000 to produce and install the road markers bearing these honorary designations.

The bill takes effect upon becoming a law.

SUBSTANTIVE ANALYSIS:

A. DOES THE BILL SUPPORT THE FOLLOWING PRINCIPLES:

- | | | | |
|-----------------------------------|------------------------------|--|---|
| 1. <u>Less Government</u> | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | N/A <input 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:

Less Government: State government is required to fund, erect, and maintain suitable markers.

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.

Based on DOT records, 969 honorary road and bridge designations have been approved since 1922, most of them by the Legislature.

C. EFFECT OF PROPOSED CHANGES:

The bill creates four honorary road designations in Miami-Dade County. They are:

- That portion of U.S. 1, between S.W. 136th Street and S.W. 186th Street, is designated "Steven Cranman Boulevard."
- That portion of S.W. 186th Street, between U.S. 1 and S.W. 107th Avenue, is designated "Ethel Beckford Boulevard."
- That portion of State Road 5 (also known as U.S. 1, between S.W. 312th Street and S.W. 328th Street, is designated "Phicol Williams Boulevard."
- That portion of S.W. 112 Avenue, from U.S. 1 to S.W. 230 Street, is designated "Arthur Mays Boulevard."

The bill also directs DOT to erect suitable markers conveying these designations.

D. SECTION-BY-SECTION ANALYSIS:

Section 1: Designates portions of roads in Miami-Dade County as "Steven Cranman Boulevard" and "Ethel Beckford Boulevard." Directs DOT to erect markers.

Section 2: Designates a portion of a road in Miami-Dade County as "Phicol Williams Boulevard."
Directs DOT to erect markers.

Section 3: Designates a portion of a road in Miami-Dade County as "Arthur May Boulevard."
Directs DOT to erect markers.

Section 4: Specifies this act shall take effect upon becoming a law.

II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT:

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

None.

2. Expenditures:

DOT expects initially to incur an estimated minimum cost of \$2,000 to implement the bill. Production and installation costs are estimated at \$250 to \$400 per marker, and each designated road gets two markers. DOT also expects 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.

III. 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 the bill 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:

The bill does not reduce the revenue-raising authority of counties or municipalities.

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

The bill does not reduce the state tax revenues shared with counties or municipalities.

IV. COMMENTS:

A. CONSTITUTIONAL ISSUES:

The bill does not raise any constitutional issues.

B. RULE-MAKING AUTHORITY:

DOT has sufficient rulemaking authority to implement the bill.

C. OTHER COMMENTS:

None.

V. AMENDMENTS OR COMMITTEE SUBSTITUTE CHANGES:

On January 8, 2002, the House Transportation Committee adopted an amendment by the bill sponsor to designate that portion of U.S. 1, between S.W. 216 Street and S.W. 232 Street in Miami-Dade County, as the "Judge Steve Levine Boulevard." At the sponsor's request, the adopted amendment is traveling separately.

VI. SIGNATURES:

COMMITTEE ON TRANSPORTATION:

Prepared by:

Joyce Pugh

Staff Director:

Phillip B. Miller

AS REVISED BY THE READY INFRASTRUCTURE COUNCIL:

Prepared by:

C. Scott Jenkins

Staff Director:

Thomas J. Randle