

## HOUSE OF REPRESENTATIVES ANALYSIS

**BILL #:** HB 73  
**SPONSOR(S):** Bullard  
**TIED BILLS:**

**RELATING TO:** Road designations  
**IDEN./SIM. BILLS:** SB 1958 (s)

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REFERENCE	ACTION	ANALYST	STAFF DIRECTOR
(1) <u>Transportation Systems (Sub)</u>	<u>9 Y, 0 N</u>	<u>PUGH</u>	<u>MILLER</u>
(2) <u>Transportation</u>	<u>19 Y, 0 N</u>	<u>PUGH</u>	<u>MILLER</u>
(3) <u>Transportation &amp; Economic Dev. Apps. (Sub)</u>	<u></u>	<u>Hawkins</u>	<u>Hawkins</u>
(4) <u>Appropriations</u>	<u></u>	<u></u>	<u></u>
(5) <u></u>	<u></u>	<u></u>	<u></u>

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### SUMMARY ANALYSIS

Section 334.071, F.S., specifies that the Legislature may designate roads, bridges and other transportation facilities for honorary or memorial purposes.

HB 73 designates portions of the following Miami-Dade County roadways in honor of five now-deceased community leaders:

- That portion of U.S. 1 between S.W. 136<sup>th</sup> Street and S.W. 186<sup>th</sup> Street is designated as "Steven Cranman Boulevard;"
- That portion of S.W. 186<sup>th</sup> Street between U.S. 1 and S.W. 107<sup>th</sup> Street is designated as "Ethel Beckford Boulevard;"
- That portion of State Road 5 (U.S. 1) between S.W. 312<sup>th</sup> Street and S.W. 328<sup>th</sup> Street is designated as "Phicol Williams Boulevard;"
- That portion of S.W. 112<sup>th</sup> Avenue from U.S. 1 to S.W. 230<sup>th</sup> Street is designated as "Arthur Mays Boulevard;" and
- That portion of U.S. 1 between S.W. 232<sup>nd</sup> Street and S.W. 248<sup>th</sup> Street is designated as the "Judge Steve Levine Boulevard."

The bill directs the Florida Department of Transportation (FDOT) to erect suitable markers at either end of the roadways, noting the designations.

HB 73 has an estimated initial fiscal impact of \$4,000 to FDOT for producing and installing the markers.

The bill has no apparent constitutional defects, nor does it raise any mandate issues. It takes effect upon becoming a law.

This document does not reflect the intent or official position of the bill sponsor or House of Representatives.

**STORAGE NAME:** h0073c.ap.doc  
**DATE:** April 4, 2003

## FULL ANALYSIS

### I. SUBSTANTIVE ANALYSIS

#### A. DOES THE BILL:

- |                                      |                              |                             |   |
|--------------------------------------|------------------------------|-----------------------------|---|
| 1. Reduce government?                | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 2. Lower taxes?                      | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 3. Expand individual freedom?        | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 4. Increase personal responsibility? | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| 5. Empower families?                 | 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. EFFECT OF PROPOSED CHANGES:

Section 334.071, F.S., provides 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, mailing addresses, or 911 emergency telephone-number system listings. The statute requires FDOT to place a marker at each terminus or intersection of an identified road or bridge, and to erect any other markers it deems appropriate for the transportation facility.

Based on FDOT records, 969 honorary road and bridge designations have been approved since 1922, most of them by the Legislature. Some public roads and bridges have multiple or overlapping designations.

HB 73 creates five honorary road designations in Miami-Dade County. They are:

- o That portion of U.S. 1, between S.W. 136<sup>th</sup> Street and S.W. 186<sup>th</sup> Street, would be designated “Steven Cranman Boulevard.”
- o That portion of S.W. 186<sup>th</sup> Street, between U.S. 1 and S.W. 107<sup>th</sup> Avenue, would be designated “Ethel Beckford Boulevard.”
- o That portion of State Road 5 (also known as U.S. 1,) between S.W. 312<sup>th</sup> Street and S.W. 328<sup>th</sup> Street, would be designated “Phicol Williams Boulevard.”
- o That portion of S.W. 112th Avenue, from U.S. 1 to S.W. 230 Street, would be designated “Arthur Mays Boulevard.”
- o That portion of U.S. 1 between S.W. 232<sup>nd</sup> Street and S.W. 248<sup>th</sup> Street is designated as the “Judge Steve Levine Boulevard.”

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

HB 73 takes effect July 1, 2003. Its sponsor filed an identical bill for the 2002 Legislative Session.

#### C. SECTION DIRECTORY:

**Section 1:** Designates U.S. 1, between S.W. 136<sup>th</sup> Street and S.W. 186<sup>th</sup> Street, as “Steven Cranman Boulevard.”

**Section 2:** Designates S.W. 186<sup>th</sup> Street, between U.S. 1 and S.W. 107<sup>th</sup> Avenue, as “Ethel Beckford Boulevard.”

**Section 3:** Designates State Road 5, between S.W. 312<sup>th</sup> Street and S.W. 328<sup>th</sup> Street, as “Phicol Williams Boulevard.”

**Section 4:** Designates S.W. 112th Avenue, from U.S. 1 to S.W. 230 Street, as “Arthur Mays Boulevard.”

**Section 5:** Designates U.S. 1 between S.W. 232<sup>nd</sup> Street and S.W. 248<sup>th</sup> Street is designated as the “Judge Steve Levine Boulevard.”

**Section 6:** Specifies an effective date of July 1, 2003.

## II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT

### A. FISCAL IMPACT ON STATE GOVERNMENT:

#### 1. Revenues:

None.

#### 2. Expenditures:

FDOT estimates the cost of each marker at \$400, so for 10 markers, the total estimated expenditure from the State Transportation Trust Fund is \$4,000 in FY 03-04. FDOT also will be responsible for any future maintenance and replacement costs, of an indeterminate amount.

### 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. COMMENTS

### A. CONSTITUTIONAL ISSUES:

#### 1. Applicability of Municipality/County Mandates Provision

Not applicable. HB 73 does not impact municipalities or counties.

2. Other

HB 73 does not raise any apparent constitutional issues.

B. RULE-MAKING AUTHORITY:

FDOT has sufficient existing rule-making authority to implement HB 73.

C. DRAFTING ISSUES OR OTHER COMMENTS:

None.

**IV. AMENDMENTS/COMMITTEE SUBSTITUTE CHANGES**