

**STORAGE NAME:** h1533a.tr.doc  
**DATE:** February 13, 2002

**HOUSE OF REPRESENTATIVES  
COMMITTEE ON  
TRANSPORTATION  
ANALYSIS**

**BILL #:** HB 1533  
**RELATING TO:** Road designations  
**SPONSOR(S):** Representative(s) Lacasa

**TIED BILL(S):**

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

- (1) TRANSPORTATION YEAS 12 NAYS 0
  - (2) FISCAL RESPONSIBILITY 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.

HB 1533 designates that portion of S.W. 8<sup>th</sup> Street, between 27<sup>th</sup> Avenue and 32<sup>nd</sup> Avenue, in Miami-Dade County as the "Olga Chorens and Tony Alvarez Way."

The bill also directs the Florida Department of Transportation (DOT) to erect suitable markers at either end of the designated portion of the road.

HB 1533 has an estimated initial fiscal impact of \$500 to \$800, for DOT to produce and install the markers.

The bill takes effect upon becoming a law.

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.

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:

HB 1533 designates that portion of S.W. 8<sup>th</sup> Street, between 27<sup>th</sup> Avenue and 32<sup>nd</sup> Avenue, in Miami-Dade County as the "Olga Chorens and Tony Alvarez Way."

The bill also directs DOT to erect suitable markers at either end of the designated portion of the road.

D. SECTION-BY-SECTION ANALYSIS:

**Section 1:** Designates a portion of S.W. 8<sup>th</sup> Street in Miami-Dade County as the "Olga Chorens and Tony Alvarez Way."

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

III. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT:

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

None.

2. Expenditures:

DOT expects initially to incur an estimated cost of between \$500 and \$800 to implement HB 1533. 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.

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 HB 1533 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:

HB 1533 does not reduce the revenue-raising authority of counties or municipalities

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

HB 1533 does not reduce the state tax revenues shared with counties or municipalities

V. COMMENTS:

A. CONSTITUTIONAL ISSUES:

HB 1533 raises no constitutional issues.

B. RULE-MAKING AUTHORITY:

DOT has sufficient rulemaking authority to implement HB 1533.

C. OTHER COMMENTS:

None.

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VI. AMENDMENTS OR COMMITTEE SUBSTITUTE CHANGES:

Not applicable.

VII. SIGNATURES:

COMMITTEE ON TRANSPORTATION :

Prepared by:

Staff Director:

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Joyce Pugh

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Phillip B. Miller