

HOUSE OF REPRESENTATIVES STAFF ANALYSIS

BILL #: H0005 Toll Facilities/Navarre Bridge
SPONSOR(S): Sansom
TIED BILLS: **IDEN./SIM. BILLS:**

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR
1) Finance and Tax		Shamy	Diez-Arguelles
2)			
3)			
4)			
5)			

SUMMARY ANALYSIS

The Navarre Bridge was built in 1960 to connect the Navarre Beach to mainland Santa Rosa County. This bridge is one of five non-Florida Turnpike toll facilities owned by the Florida Department of Transportation (FDOT). The charge for crossing the bridge from the mainland to the island is 50 cents.

It is projected that for the 2003-2004 fiscal year, and for the foreseeable future, total bridge expenditures will exceed total toll revenues.

Attempts to raise the toll over the past few years have failed. In 2003, Senate Bill 24-A would have raised the toll to \$1; however, the provision to increase the toll was deleted from the bill. In the end, FDOT was given flexibility on how to use the toll revenue. The additional revenue would be used to expedite state transportation projects around the area and repay money owed to the State Transportation Trust Fund (STTF).

Current projections show the facility is operating at a loss, and as such, no money is expected to be repaid to the STTF. Eliminating the toll would save \$2.3 million in toll operations over the next four years.

This bill would remove the 50-cent toll from Navarre Bridge. The bill raises no constitutional or other legal questions. It would take effect July 1, 2004.

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

STORAGE NAME: h0005.ft.doc
DATE: February 27, 2004

FULL ANALYSIS

I. SUBSTANTIVE ANALYSIS

A. DOES THE BILL:

- | | | | |
|--------------------------------------|---|-----------------------------|---|
| 1. Reduce government? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> |
| 2. Lower taxes? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> |
| 3. Expand individual freedom? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | N/A <input 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:

Current Situation

The two-lane, concrete Navarre Bridge was built by the State Department of Transportation for \$2 million in 1960. The bridge was built with a combination of state bond proceeds, state transportation dollars, and a short-term dedication of local gas-tax revenues by the Santa Rosa County Commission. The bridge connects Navarre Beach to the mainland. The bridge is two distinct structures, a high-rise, 2,688-foot-long “causeway” that spans the inter-coastal waterway which allows ships to pass under, and a 576-foot-long flat bridge that spans the channel.

The bridge is not scheduled for any significant structural repairs or overhauls within the next five years. Concrete bridges typically have a life-span of at least 50 years.

The original toll was 25 cents from the mainland to the island. In 1995, it was raised to 50 cents. Today, motorists can purchase an annual pass for \$25 or use a prepaid SunPass transponder.

Navarre Bridge

Fiscal Year	Revenue		Expenditure				Net Revenue	Payment to STTF, 2003, \$3,110,796
	Passengers	\$.50 Toll Collection	Toll Operations	Maintenance	Repair and Renovation	Total		
2004	1,128,000	564,000	549,023	56,960	44,648	650,631	(86,631)	3,197,427
2005	1,144,000	572,000	568,239	58,954	282,543	909,736	(337,736)	3,535,163
2006	1,158,000	579,000	588,127	61,017	250,703	899,847	(320,847)	3,856,010
2007	1,174,000	587,000	608,712	63,153	143,008	814,873	(227,873)	4,083,883

In 2004, the toll is expected to generate \$564,000 in revenue. Operating expenses are expected to be \$650,631, of which \$549,023 is associated with toll operations. At \$.50, the bridge is projected to have a negative operating cash flow for the next several years. Each year that the facility has an operational deficit (net revenues), the FDOT uses STTF dollars to make up the difference. The difference is added to the balance that is owed to STTF for initial start-up costs.

The Santa Rosa County Commission supports the removal of the toll. The commission has not passed a formal resolution seeking removal of the toll, but has sent several letters to the FDOT secretary and to FDOT District 3 officials asking that the toll be removed.

Effect of Proposed Changes

HB 5 removes the 50 cent toll (one way) from the Navarre Bridge.

C. SECTION DIRECTORY:

Section 1: Specifies that notwithstanding s. 338.165, F.S., or any other law or rule, no toll shall be charged or collected on the motorists using Navarre Bridge.

Section 2: Specifies that this act shall take effect July, 1 2004.

II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

The removal of the toll will save motorists an estimated \$564,000 in 2004. Over the next four years, motorists will save an estimated \$2.3 million.

2. Expenditures:

In 2004, absent a toll, FDOT will see a reduction in operational costs of about \$549,000. The bridge will still be maintained, repaired and renovated at a cost of \$101,608. There will be no penalty for ending the contract with the company that supplies labor for toll collecting. Cost savings over the next four years is expected to be \$2.3 million.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

1. Revenues:

None

2. Expenditures:

None

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

Motorists will no longer pay the toll.
Toll collectors will no longer be employed.

D. FISCAL COMMENTS:

None

III. COMMENTS

A. CONSTITUTIONAL ISSUES:

1. Applicability of Municipality/County Mandates Provision:

This bill does not require the county or municipality to expend local funds or to raise revenue. This bill does affect local revenue-sharing.

2. Other:

This bill does not have any constitutional issues.

B. RULE-MAKING AUTHORITY:

This bill does not require additional rulemaking authority.

C. DRAFTING ISSUES OR OTHER COMMENTS:

None

IV. AMENDMENTS/COMMITTEE SUBSTITUTE CHANGES