

FULL ANALYSIS

I. SUBSTANTIVE ANALYSIS

A. HOUSE PRINCIPLES ANALYSIS:

HB 121 w/CS does not implicate any House Principles.

B. EFFECT OF PROPOSED CHANGES:

Current Situation

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 “officially” change the current names of the facilities, nor does the statute 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 other markers it deems appropriate for the transportation facility. The statute also provides that a city or county must pass a resolution in support of a particular designation before road markers are erected. Additionally, if the designated road segment extends through multiple cities or counties, a resolution must be passed by each affected local government.

Based on FDOT records, some 1,079 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.

Effect of HB 121 w/CS

The bill proposes the following designations:

- A portion of N.W. 7th Avenue between N.W. 54th Street and N.W. 60th Street in Miami-Dade County is designated as “Osun’s Village.” The Osun Village is a cultural, tourism destination, which will serve as a sustainable tool for Afro-centric community and economic development.
- A portion of N.W. 7th Avenue between N.W. 36th Street and N.W. 79th Street in Miami-Dade County is designated as “African Caribbean Cultural Arts Corridor.”
- The pedestrian overpass on John Sims Parkway in the City of Niceville in Okaloosa County is designated as “Burl Marler Walkway.”
- The Cervantes Street Bridge on U.S. Highway 90 over Bayou Texar in the City of Pensacola in Escambia County is designated as “Dr. Phillip A. Payne Bridge.”

The Florida Department of Transportation (FDOT) is directed to erect suitable markers to denote the honorary designations.

The Miami-Dade County designations will be to honor the OSUN shrine in the Oshogbo-Osun State of Nigeria West Africa. The Osun’s Village and African Caribbean Cultural Arts Corridor will revitalize a targeted section of Miami-Dade County to create a vibrant urban center fueled by the arts, culture, international trade and entertainment, and a community and economic development plan for social change. These initiatives tie into the focus areas of Enterprise Florida and Miami-Dade County’s International Trade Board, facilitating commercial exchange of products and goods and services between the South Florida Region and West Africa.

The Okaloosa County designation will honor Burl Marler, an individual in the City of Niceville who traveled John Sims Parkway daily and touched a great number of residents during his travels.

The Escambia County designation will honor Dr. Phillip A. Payne who grew up along Bayou Texar in Pensacola, Florida, and was a lifelong environmentalist. He founded the Bayou Texar Foundation and was active in several other environmental groups in Pensacola. He was a well-respected dentist in the area until he passed away in July of 2005.

C. SECTION DIRECTORY:

Sections 1-2: Designates two honorary roads in Miami-Dade County.

Section 3: Designates one pedestrian overpass in Okaloosa County.

Section 4: Designates a bridge in Escambia County.

Section 5: Specifies an effective date of July 1, 2006.

II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

None.

2. Expenditures:

FDOT estimates that the cost to erect suitable road designating markers is approximately \$800, for a marker at each end of the designated transportation facility. The total signage cost of HB 121 w/CS is \$3,200. The expenditure is from the State Transportation Trust Fund. FDOT also is responsible for any future maintenance and replacement cost, which is indeterminate.

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:

None.

2. Other:

None.

B. RULE-MAKING AUTHORITY:

FDOT has sufficient rulemaking authority to implement this bill.

C. DRAFTING ISSUES OR OTHER COMMENTS:

None.

IV. AMENDMENTS/COMMITTEE SUBSTITUTE & COMBINED BILL CHANGES

On November 8, 2005, this bill was considered by the Transportation Committee. An amendment was adopted which added the "Burl Marler Walkway" designation. The bill was reported favorably with a committee substitute.

On January 12, 2006, this bill was considered by the Transportation Economic Development Appropriations Committee. An amendment was adopted which added the "Phillip A. Payne Bridge" designation. The bill was reported favorably with a committee substitute.