

HOUSE OF REPRESENTATIVES STAFF ANALYSIS

BILL #: CS/HB 21 Transportation Facility Designations

SPONSOR(S): Transportation & Infrastructure Subcommittee, Hill

TIED BILLS: **IDEN./SIM. BILLS:** SB 78

REFERENCE	ACTION	ANALYST	STAFF DIRECTOR or BUDGET/POLICY CHIEF
1) Transportation & Infrastructure Subcommittee	12 Y, 0 N, As CS	Johnson	Vickers
2) Transportation & Tourism Appropriations Subcommittee			
3) State Affairs Committee			

SUMMARY ANALYSIS

State law authorizes 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 law require local governments and private entities to change street signs, mailing addresses, or 911 emergency telephone system listings. State law also requires the appropriate city or county commission to pass a resolution supporting the designation prior to the erection of markers indicating the designation.

The bill designates the General Daniel "Chappie" James, Jr., Bridge in Santa Rosa and Escambia counties and directs the Department of Transportation (DOT) to erect suitable markers for this designation.

DOT estimates a \$1,000 negative fiscal impact to the State Transportation Trust Fund associated with erecting suitable markers for the above designation. This cost can be absorbed within existing DOT resources.

FULL ANALYSIS

I. SUBSTANTIVE ANALYSIS

A. EFFECT OF PROPOSED CHANGES:

Present Situation

Designations

Section 267.062, F.S., provides for the naming of state buildings and other facilities. The statute provides that except as specifically provided by law, state buildings, roads, bridges, parks, recreational complexes, and other similar facilities may not be named for a living person.

Section 334.071, F.S., authorizes 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.

Road Markers

The Department of Transportation (DOT) must place a marker at each termini or intersection of an identified road or bridge and erect other markers it deems appropriate for the transportation facility. The appropriate city or county commission 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.

General Daniel “Chappie” James, Jr.

Born in Pensacola in 1920, General Daniel “Chappie” James, Jr., was one of the Tuskegee Airmen and served with the U.S. Air Corps and later the United States Air Force in World War II, Korea, and Vietnam. In 1975, he became the first African American Four-Star General in the United States Armed Forces. General James passed away on February 25, 1978.

Effect of the Bill

The bill designates the Pensacola Bay Bridge (bridge numbers 480-289 and 480-290)¹ on U.S. 98/S.R. 30 between 17th Avenue in Escambia County and Baybridge Drive in Santa Rosa County as the “General Daniel ‘Chappie’ James, Jr., Memorial Bridge.” The bill also requires DOT to erect suitable markers designating the General Daniel “Chappie” James, Jr., Bridge.

B. SECTION DIRECTORY:

Section 1 designates the General Daniel “Chappie” James, Jr., Bridge and directs DOT to erect suitable markers.

Section 2 provides an effective date of July 1, 2020.

II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

The bill does not impact state government revenues.

¹ These are the new spans of the Pensacola Bay Bridge currently under construction. All construction is expected to be completed in mid-2021. <http://www.pensacolabaybridge.com/overview> (Last visited Nov. 4, 2019).

2. Expenditures:

DOT estimates a cost of \$1,000 per designation for the appropriate markers, which provides for two signs per designation at \$500 per sign.² Therefore, the bill has an estimated negative fiscal impact of \$1,000 to the State Transportation Trust Fund. This cost can be absorbed within existing DOT resources.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

1. Revenues:

The bill does not impact local government revenues.

2. Expenditures:

The bill does not impact local government expenditures.

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. This bill does not appear to require counties or municipalities to spend funds or take action requiring the expenditure of funds; reduce the authority that counties or municipalities have to raise revenues in the aggregate; or reduce the percentage of state tax shared with counties or municipalities.

2. Other:

None.

B. RULE-MAKING AUTHORITY:

The bill does not provide a grant of rulemaking authority, nor does it require rulemaking.

C. DRAFTING ISSUES OR OTHER COMMENTS:

None.

IV. AMENDMENTS/ COMMITTEE SUBSTITUTE CHANGES

On November 13, 2019, the Transportation & Infrastructure Subcommittee adopted one amendment and reported the bill favorably as a committee substitute. The amendment updated the bridge numbers being designated to reflect the new spans for the Pensacola Bay Bridge currently under construction, and removed the word "memorial" from the bridge designation.

This analysis is drafted to the committee substitute as approved by the Transportation & Infrastructure Subcommittee.

² Email from Amanda Marsh, Office of Legislative Programs, Florida Department of Transportation, RE: Road Designation Fiscal (Aug. 14, 2019).