

**STORAGE NAME:** h1969a.tr  
**DATE:** April 7, 1999

**HOUSE OF REPRESENTATIVES  
COMMITTEE ON  
TRANSPORTATION  
ANALYSIS**

**BILL #:** HB 1969  
**RELATING TO:** Ft. Lauderdale/Designation of Facilities and Structures  
**SPONSOR(S):** Rep. Sanderson  
**COMPANION BILL(S):** SB 1402 (s), CS/SB 82(c)  
**ORIGINATING COMMITTEE(S)/COMMITTEE(S) OF REFERENCE:**

- (1) TRANSPORTATION YEAS 10 NAYS 0
  - (2)
  - (3)
  - (4)
  - (5)
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**I. SUMMARY:**

This bill designates the "E. Clay Shaw, Jr., Bridge" and the "Commodore Brook Memorial Causeway" in Fort Lauderdale. The Department of Transportation (DOT) is directed to erect markers for the designations. The bill has a fiscal impact of \$1600 to the State Transportation Trust Fund (STTF) for the cost of markers.

**[Note: Please see part VI. *Amendments or Committee Substitute Changes* for a description of a clarifying amendment adopted by the Committee on Transportation.]**

II. SUBSTANTIVE ANALYSIS:

A. PRESENT SITUATION:

The bridge across the Intracoastal Waterway on Highway A1A (Southeast 17th Street) in Ft. Lauderdale was designated by the Legislature in 1955 as the "Commodore Brook Memorial Causeway" (Chapter 30164, Laws of Florida 1955). According to DOT, a field review found no markers erected for this designation.

B. EFFECT OF PROPOSED CHANGES:

The bill designates the bridge across the Intracoastal Waterway on Highway A1A (Southeast 17th Street) in Ft. Lauderdale as the "E. Clay Shaw, Jr., Bridge." The bill also designates a portion of Highway A1A (Southeast 17th Street) between Harbor Heights Drive and Seabreeze Boulevard in Ft. Lauderdale as the "Commodore Brook Memorial Causeway." DOT is directed to erect markers for the designations.

C. APPLICATION OF PRINCIPLES:

1. Less Government:

a. Does the bill create, increase or reduce, either directly or indirectly:

(1) any authority to make rules or adjudicate disputes?

N/A

(2) any new responsibilities, obligations or work for other governmental or private organizations or individuals?

N/A

(3) any entitlement to a government service or benefit?

N/A

b. If an agency or program is eliminated or reduced:

(1) what responsibilities, costs and powers are passed on to another program, agency, level of government, or private entity?

N/A

(2) what is the cost of such responsibility at the new level/agency?

N/A

(3) how is the new agency accountable to the people governed?

N/A

2. Lower Taxes:

a. Does the bill increase anyone's taxes?

N/A

b. Does the bill require or authorize an increase in any fees?

N/A

c. Does the bill reduce total taxes, both rates and revenues?

N/A

d. Does the bill reduce total fees, both rates and revenues?

N/A

e. Does the bill authorize any fee or tax increase by any local government?

N/A

3. Personal Responsibility:

a. Does the bill reduce or eliminate an entitlement to government services or subsidy?

N/A

b. Do the beneficiaries of the legislation directly pay any portion of the cost of implementation and operation?

N/A

4. Individual Freedom:

a. Does the bill increase the allowable options of individuals or private organizations/associations to conduct their own affairs?

N/A

b. Does the bill prohibit, or create new government interference with, any presently lawful activity?

N/A

5. Family Empowerment:

a. If the bill purports to provide services to families or children:

(1) Who evaluates the family's needs?

N/A

(2) Who makes the decisions?

N/A

(3) Are private alternatives permitted?

N/A

(4) Are families required to participate in a program?

N/A

(5) Are families penalized for not participating in a program?

N/A

b. Does the bill directly affect the legal rights and obligations between family members?

N/A

c. If the bill creates or changes a program providing services to families or children, in which of the following does the bill vest control of the program, either through direct participation or appointment authority:

(1) parents and guardians?

N/A

(2) service providers?

N/A

(3) government employees/agencies?

N/A

D. STATUTE(S) AFFECTED:

None

E. SECTION-BY-SECTION ANALYSIS:

N/A

III. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT:

A. FISCAL IMPACT ON STATE AGENCIES/STATE FUNDS:

1. Non-recurring Effects:

None

2. Recurring Effects:

See part D. *Fiscal Comments.*

3. Long Run Effects Other Than Normal Growth:

None

4. Total Revenues and Expenditures:

See part D. *Fiscal Comments.*

B. FISCAL IMPACT ON LOCAL GOVERNMENTS AS A WHOLE:

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1. Non-recurring Effects:

None

2. Recurring Effects:

None

3. Long Run Effects Other Than Normal Growth:

None

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

1. Direct Private Sector Costs:

None

2. Direct Private Sector Benefits:

None

3. Effects on Competition, Private Enterprise and Employment Markets:

None

D. FISCAL COMMENTS:

The bill has a fiscal impact to the State Transportation Trust Fund of approximately \$1600 for the erection of markers. This is based on the assumption that at least four markers (two for each designation) will be erected by DOT at a cost of \$400 per marker.

IV. CONSEQUENCES OF ARTICLE VII, SECTION 18 OF THE FLORIDA CONSTITUTION:

A. APPLICABILITY OF THE MANDATES PROVISION:

N/A

B. REDUCTION OF REVENUE RAISING AUTHORITY:

N/A

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

N/A

V. COMMENTS:

Unless otherwise specifically provided for, the effect of a road designation is usually construed to only require the placement of markers for the designation. These types of transportation facility designations are generally intended for honorary or memorial purposes, or to distinguish a particular facility; local governments and private parties are not directed by the bill to change street signs, mailing addresses, or "911" system listings.

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VI. AMENDMENTS OR COMMITTEE SUBSTITUTE CHANGES:

The House Committee on Transportation considered this bill on April 7, 1999. The committee adopted one amendment which clarified that the "Commodore Brook Memorial Causeway" designation consists of segments of Highway A1A (Southeast 17th Street) between Southeast 23rd Avenue and the Mercedes River Bridge and between U.S. 1 and Eisenhower Boulevard. The bill was reported favorably with one amendment.

VII. SIGNATURES:

COMMITTEE ON TRANSPORTATION:

Prepared by:

Staff Director:

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Phillip B. Miller

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John R. Johnston