A bill to be entitled
An act relating to transportation; creating s. 338.2278, F.S.; creating the Multi-use Corridors of Regional Economic Significance Program within the Department of Transportation; providing the purpose of the program; specifying the corridors included in the program; specifying that projects undertaken in the corridors are tolled facilities and certain approved turnpike projects, and are considered as Strategic Intermodal System facilities; requiring the department to identify certain opportunities to accommodate or co-locate multiple types of infrastructure-addressing issues during the project development phase; requiring the department to consult with certain entities; authorizing the department to form a certain working group; authorizing sources of funding for the projects; authorizing the department to accept certain donations of land for the projects; requiring that certain toll revenues from the turnpike system be used to repay advances received from the State Transportation Trust Fund; providing requirements for the department relating to certain delegated responsibilities; requiring the department to perform a specified project evaluation on certain projects; requiring that certain decisions on projects be determined in accordance with applicable department rules, policies, and procedures; authorizing the Division of Bond Finance, on behalf of the department, to issue certain bonds to finance projects in the
program, as provided in the State Bond Act; providing specified dates for the construction of the projects and opening of the corridors; providing for specified transfers from the State Transportation Trust Fund to the General Revenue Fund; providing for specified allocations of such transfers; providing that allocated funds are in addition to any other statutory funding allocations; requiring that specified uncommitted funds be used by the department to fund program projects; authorizing the adopted work program to be amended to transfer funds between appropriations categories or to increase an appropriation category for a certain purpose; authorizing the department to waive consideration of certain matching funds relating to specified programs for hurricane-impacted counties with respect to certain project awards; amending s. 334.044, F.S.; requiring that the department, in consultation with affected stakeholders, provide a road and bridge construction workforce development program for construction of projects designated in the department’s work program; providing intent for the workforce development program; providing requirements for the department and the program; authorizing the department to administer certain workforce development contracts with consultants and nonprofit entities; providing primary purposes for such entities; requiring the department to prepare and provide a certain report to the Governor and Legislature by a specified date; amending s. 320.08, F.S.; deleting a
requirement that specified fees from annual license
taxes be deposited into the General Revenue Fund;
creating s. 339.1373, F.S.; requiring that the
department allocate sufficient funds to implement the
Multi-use Corridors of Regional Economic Significance
Program, develop a plan to expend revenues, and, prior
to its adoption, amend the current tentative work
program for specified fiscal years to include program
projects; requiring the department to submit a certain
budget amendment; requiring that specified increases
in revenue to the State Transportation Trust Fund be
used by the department to fund the Multi-use Corridors
of Regional Economic Significance Program; amending s.
339.0801, F.S.; limiting to specified fiscal years a
previously authorized transfer of funds to Florida’s
Turnpike Enterprise; requiring that, beginning with a
specified fiscal year, such transfer be allocated for
a certain purpose with certain specified preferences;
providing effective dates.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Section 338.2278, Florida Statutes, is created
to read:

338.2278 Multi-use Corridors of Regional Economic
Significance Program.—

(1) There is created within the department the Multi-use
Corridors of Regional Economic Significance Program. The purpose
of the program is to revitalize rural communities, encourage job
creation, and provide regional connectivity, while leveraging technology and enhancing quality of life and public safety. The objective of the program is to advance the construction of regional corridors that are intended to accommodate multiple modes of transportation and multiple types of infrastructure. The intended benefits of the program include, but are not limited to, addressing issues such as:

(a) Hurricane evacuation.
(b) Congestion mitigation.
(c) Trade and logistics.
(d) Broadband, water, and sewer connectivity.
(e) Energy distribution.
(f) Autonomous, connected, shared, and electric vehicle technology.
(g) Other transportation modes, such as shared-use nonmotorized trails and freight and passenger rail.
(h) Mobility as a service.
(i) Availability of a trained workforce skilled in traditional and emerging technologies.

(2) The program is composed of all of the following corridors:
(a) Southwest-Central Florida Connector, extending from Collier County to Polk County.
(b) Suncoast Connector, extending from Citrus County to Jefferson County.
(c) Northern Turnpike Connector, extending from the northern terminus of the Florida Turnpike northwest to the Suncoast Parkway.

(3)(a) Projects undertaken in the corridors identified in
subsection (2) are tolled facilities and approved turnpike projects that are part of the turnpike system, and are considered as Strategic Intermodal System facilities.

(b) During the project development phase, the department shall identify opportunities to accommodate or co-locate multiple types of infrastructure-addressing issues, such as those identified in subsection (1), within or adjacent to the corridors. The department shall consult with the Department of Environmental Protection, the Department of Economic Opportunity, the Department of Education, the Department of Health, water management districts, metropolitan planning organizations, affected local governmental entities, or any other appropriate stakeholders, as determined by the department. The department may form a working group composed of the appropriate entities and stakeholders to consider accommodation or co-location of such multiple types of infrastructure.

(4)(a) Subject to the economic and environmental feasibility statement requirements of s. 338.223, projects may be funded through turnpike revenue bonds or right-of-way and bridge construction bonds or financing by the Florida Department of Transportation Financing Corporation; by advances from the State Transportation Trust Fund; with funds obtained through the creation of public-private partnerships; or any combination thereof. The department also may accept donations of land for use as transportation rights-of-way or to secure or use transportation rights-of-way for such projects in accordance with s. 337.25. To the extent legally available, any toll revenues from the turnpike system not required for payment of principal, interest, reserves, or other required deposits for
bonds; costs of operations and maintenance; other contractual obligations; or system improvement project costs must be used to repay advances received from the State Transportation Trust Fund.

(b)1. Projects undertaken under this section are subject to the department’s delegated responsibilities under s. 334.044(34) for environmental review, consultation, or other action required under any federal environmental law applicable to review or approval of such projects. For projects that do not receive federal aid or projects that do not require federal action, the department must perform a project evaluation that considers the following:

a. Project purpose and need.

b. An alternatives analysis.

c. Existing conditions of the project area and potential impacts or enhancements the project may have on social, economic, cultural, natural, and connectivity issues and resources.

d. Anticipated permits identified during the project development and environmental study.

e. Opportunities for stakeholder and regulatory agency coordination.

f. Public and agency comments and coordination.

2. At a minimum, for projects constructed under this section, decisions on matters such as corridor configuration, project alignment, and interchange locations must be determined in accordance with applicable department rules, policies, and procedures.

(5) In accordance with ss. 337.276, 338.227, and 339.0809,
the Division of Bond Finance may issue on behalf of the department right-of-way and bridge construction bonds, turnpike revenue bonds, and Florida Department of Transportation Financing Corporation bonds to finance program projects, as provided in the State Bond Act.

(6) To the maximum extent feasible, construction of the projects shall begin no later than December 31, 2022, with the corridors open to traffic no later than December 31, 2030.

(7) Funds that result from increased revenues to the State Transportation Trust Fund derived from the amendments to s. 320.08 made by this act and deposited into the fund pursuant to s. 320.20(5)(a) must be used as follows:

(a) For the 2019-2020 fiscal year, $45 million shall be retained in the State Transportation Trust Fund, and the remaining funds shall be transferred to the General Revenue Fund.

(b) For the 2020-2021 fiscal year, $90 million shall be retained in the State Transportation Trust Fund, and the remaining funds shall be transferred to the General Revenue Fund.

(c) For the 2021-2022 fiscal year and each fiscal year thereafter, all of the funds shall be retained in the State Transportation Trust Fund.

(8) The amounts identified in subsection (7) by fiscal year shall be allocated as follows:

(a) For the 2019-2020 fiscal year, to the:

1. Multi-use Corridors of Regional Economic Significance Program, $12.5 million, to be used as specified in this section;

2. Small County Road Assistance Program, $10 million, to be
used as specified in s. 339.2816, with preference to projects in
counties impacted by hurricanes;

3. Small County Outreach Program, $10 million, to be used
as specified in s. 339.2818, with preference to projects in
counties impacted by hurricanes;

4. Transportation Disadvantaged Trust Fund, $10 million, to
be used as specified in s. 427.0159; and

5. Workforce development program, $2.5 million, to be used
as specified in s. 334.044(35).

(b) For the 2020-2021 fiscal year, to the:

1. Multi-use Corridors of Regional Economic Significance
Program, $57.5 million, to be used as specified in this section;

2. Small County Road Assistance Program, $10 million, to be
used as specified in s. 339.2816, with preference to projects in
counties impacted by hurricanes;

3. Small County Outreach Program, $10 million, to be used
as specified in s. 339.2818, with preference to projects in
counties impacted by hurricanes;

4. Transportation Disadvantaged Trust Fund, $10 million, to
be used as specified in s. 427.0159; and

5. Workforce development program, $2.5 million, to be used
as specified in s. 334.044(35).

(c) For the 2021-2022 fiscal year, to the:

1. Multi-use Corridors of Regional Economic Significance
Program, $97.5 million, to be used as specified in this section;

2. Small County Road Assistance Program, $10 million, to be
used as specified in s. 339.2816, with preference to projects in
counties impacted by hurricanes;

3. Small County Outreach Program, $10 million, to be used
as specified in s. 339.2818, with preference to projects in counties impacted by hurricanes;

4. Transportation Disadvantaged Trust Fund, $10 million, to be used as specified in s. 427.0159; and

5. Workforce development program, $2.5 million, to be used as specified in s. 334.044(35).

(d) For the 2022-2023 fiscal year and each fiscal year thereafter, to the:

1. Small County Road Assistance Program, $10 million, to be used as specified in s. 339.2816, with preference to projects in counties impacted by hurricanes;

2. Small County Outreach Program, $10 million, to be used as specified in s. 339.2818, with preference to projects in counties impacted by hurricanes; and

3. Transportation Disadvantaged Trust Fund, $10 million, to be used as specified in s. 427.0159.

The remaining funds under this paragraph shall be used for the Multi-use Corridors of Regional Economic Significance Program, as specified in this section.

(e) The funds allocated as provided in this subsection shall be in addition to any other statutory funding allocations provided by law.

(f) In each fiscal year in which funding provided under this subsection for the Small County Road Assistance Program, the Small County Outreach Program, the Transportation Disadvantaged Trust Fund, or the workforce development program is not committed by the end of each fiscal year, such uncommitted funds shall be used by the department to fund Multi-
use Corridors of Regional Economic Significance Program projects. As provided in s. 339.135(7), the adopted work program may be amended to transfer funds between appropriations categories or to increase an appropriation category to implement this paragraph.

(9) The department, in its discretion and for hurricane-impacted counties, may waive consideration of local matching funds under s. 339.2816, relating to the Small County Road Assistance Program, and may waive the match requirement of s. 339.2818, relating to the Small County Outreach Program, with respect to project awards funded by the allocations to those programs provided in this section.

Section 2. Subsection (35) is added to section 334.044, Florida Statutes, to read:

334.044 Powers and duties of the department.—The department shall have the following general powers and duties:

(35) To provide a road and bridge construction workforce development program, in consultation with affected stakeholders, for construction of projects designated in the department’s work program.

(a) The workforce development program is intended to provide direct economic benefits to communities in which the department is constructing infrastructure projects and to promote employment opportunities, including within areas of low income and high unemployment.

(b) The department shall merge any of its own existing workforce services into the program to better integrate these services into a more robust workforce development program. The workforce development program must serve as a tool to address
the construction labor shortage by recruiting and developing a
group of skilled workers for infrastructure projects to increase
the likelihood of department projects remaining on time and
within budget.

(c) To accomplish these activities, the department may
administer workforce development contracts with consultants and
nonprofit entities, such as local community partners, state
community colleges, and technical institutions or centers. These
entities, as specified in a contract with the department, shall
have the primary purposes of providing all of the following:

1. Workforce recruitment.

2. Training curriculum for the department’s road and bridge
construction projects which includes both traditional and
emerging construction methods and skills needed to construct
multiuse infrastructure and facilities accommodating emerging
technologies.

3. Support services to remove barriers to work.

(d) The department shall develop performance and outcome
metrics to ensure accountability and to measure the benefits and
cost-effectiveness of the program. By June 30, 2020, and
annually thereafter, the department shall prepare and provide a
report to the Governor, President of Senate, and Speaker of the
House of Representatives detailing the results of its findings
and containing any recommendations relating to future program
refinements.

Section 3. Subsections (1), (4) through (9), and (12)
through (15) of section 320.08, Florida Statutes, are amended to
read:

320.08 License taxes.—Except as otherwise provided herein,
there are hereby levied and imposed annual license taxes for the
operation of motor vehicles, mopeds, motorized bicycles as
defined in s. 316.003(4), tri-vehicles as defined in s. 316.003,
and mobile homes as defined in s. 320.01, which shall be paid to
and collected by the department or its agent upon the
registration or renewal of registration of the following:

(1) MOTORCYCLES AND MOPEDS.—
   (a) Any motorcycle: $10 flat.
   (b) Any moped: $5 flat.
   (c) Upon registration of a motorcycle, motor-driven cycle,
or moped, in addition to the license taxes specified in this
subsection, a nonrefundable motorcycle safety education fee in
the amount of $2.50 shall be paid. The proceeds of such
additional fee shall be deposited in the Highway Safety
Operating Trust Fund to fund a motorcycle driver improvement
program implemented pursuant to s. 322.025, the Florida
Motorcycle Safety Education Program established in s. 322.0255,
or the general operations of the department.
   (d) An ancient or antique motorcycle: $7.50 flat, of which
   $2.50 shall be deposited into the General Revenue Fund.

(4) HEAVY TRUCKS, TRUCK TRACTORS, FEES ACCORDING TO GROSS
VEHICLE WEIGHT.—
   (a) Gross vehicle weight of 5,001 pounds or more, but less
than 6,000 pounds: $60.75 flat, of which $15.75 shall be
deposited into the General Revenue Fund.
   (b) Gross vehicle weight of 6,000 pounds or more, but less
than 8,000 pounds: $87.75 flat, of which $22.75 shall be
deposited into the General Revenue Fund.
   (c) Gross vehicle weight of 8,000 pounds or more, but less
than 10,000 pounds: $103 flat, of which $27 shall be deposited into the General Revenue Fund.

(d) Gross vehicle weight of 10,000 pounds or more, but less than 15,000 pounds: $118 flat, of which $31 shall be deposited into the General Revenue Fund.

(e) Gross vehicle weight of 15,000 pounds or more, but less than 20,000 pounds: $177 flat, of which $46 shall be deposited into the General Revenue Fund.

(f) Gross vehicle weight of 20,000 pounds or more, but less than 26,001 pounds: $251 flat, of which $65 shall be deposited into the General Revenue Fund.

(g) Gross vehicle weight of 26,001 pounds or more, but less than 35,000: $324 flat, of which $84 shall be deposited into the General Revenue Fund.

(h) Gross vehicle weight of 35,000 pounds or more, but less than 44,000 pounds: $405 flat, of which $105 shall be deposited into the General Revenue Fund.

(i) Gross vehicle weight of 44,000 pounds or more, but less than 55,000 pounds: $773 flat, of which $201 shall be deposited into the General Revenue Fund.

(j) Gross vehicle weight of 55,000 pounds or more, but less than 62,000 pounds: $916 flat, of which $238 shall be deposited into the General Revenue Fund.

(k) Gross vehicle weight of 62,000 pounds or more, but less than 72,000 pounds: $1,080 flat, of which $280 shall be deposited into the General Revenue Fund.

(l) Gross vehicle weight of 72,000 pounds or more: $1,322 flat, of which $343 shall be deposited into the General Revenue Fund.
(m) Notwithstanding the declared gross vehicle weight, a truck tractor used within the state or within a 150-mile radius of its home address is eligible for a license plate for a fee of $324 flat if:

1. The truck tractor is used exclusively for hauling forestry products; or

2. The truck tractor is used primarily for the hauling of forestry products, and is also used for the hauling of associated forestry harvesting equipment used by the owner of the truck tractor.

Of the fee imposed by this paragraph, $84 shall be deposited into the General Revenue Fund.

(n) A truck tractor or heavy truck, not operated as a for-hire vehicle and which is engaged exclusively in transporting raw, unprocessed, and nonmanufactured agricultural or horticultural products within the state or within a 150-mile radius of its home address is eligible for a restricted license plate for a fee of:

1. If such vehicle’s declared gross vehicle weight is less than 44,000 pounds, $87.75 flat, of which $22.75 shall be deposited into the General Revenue Fund.

2. If such vehicle’s declared gross vehicle weight is 44,000 pounds or more and such vehicle only transports from the point of production to the point of primary manufacture; to the point of assembling the same; or to a shipping point of a rail, water, or motor transportation company, $324 flat, of which $84 shall be deposited into the General Revenue Fund.
Such not-for-hire truck tractors and heavy trucks used exclusively in transporting raw, unprocessed, and nonmanufactured agricultural or horticultural products may be incidentally used to haul farm implements and fertilizers delivered direct to the growers. The department may require any documentation deemed necessary to determine eligibility before issuance of this license plate. For the purpose of this paragraph, “not-for-hire” means the owner of the motor vehicle must also be the owner of the raw, unprocessed, and nonmanufactured agricultural or horticultural product, or the user of the farm implements and fertilizer being delivered.

(5) SEMITRAILERS, FEES ACCORDING TO GROSS VEHICLE WEIGHT; SCHOOL BUSES; SPECIAL PURPOSE VEHICLES.—

(a)1. A semitrailer drawn by a GVW truck tractor by means of a fifth-wheel arrangement: $13.50 flat per registration year or any part thereof, of which $3.50 shall be deposited into the General Revenue Fund.

2. A semitrailer drawn by a GVW truck tractor by means of a fifth-wheel arrangement: $68 flat per permanent registration, of which $18 shall be deposited into the General Revenue Fund.

(b) A motor vehicle equipped with machinery and designed for the exclusive purpose of well drilling, excavation, construction, spraying, or similar activity, and which is not designed or used to transport loads other than the machinery described above over public roads: $44 flat, of which $11.50 shall be deposited into the General Revenue Fund.

(c) A school bus used exclusively to transport pupils to and from school or school or church activities or functions within their own county: $41 flat, of which $11 shall be

CODING: Words strucken are deletions; words underlined are additions.
deposited into the General Revenue Fund.

(d) A wrecker, as defined in s. 320.01, which is used to
tow a vessel as defined in s. 327.02, a disabled, abandoned,
stolen-recovered, or impounded motor vehicle as defined in s.
320.01, or a replacement motor vehicle as defined in s. 320.01:
$41 flat, of which $11 shall be deposited into the General
Revenue Fund.

(e) A wrecker that is used to tow any nondisabled motor
vehicle, a vessel, or any other cargo unless used as defined in
paragraph (d), as follows:

1. Gross vehicle weight of 10,000 pounds or more, but less
than 15,000 pounds: $118 flat, of which $31 shall be deposited
into the General Revenue Fund.

2. Gross vehicle weight of 15,000 pounds or more, but less
than 20,000 pounds: $177 flat, of which $46 shall be deposited
into the General Revenue Fund.

3. Gross vehicle weight of 20,000 pounds or more, but less
than 26,000 pounds: $251 flat, of which $65 shall be deposited
into the General Revenue Fund.

4. Gross vehicle weight of 26,000 pounds or more, but less
than 35,000 pounds: $324 flat, of which $84 shall be deposited
into the General Revenue Fund.

5. Gross vehicle weight of 35,000 pounds or more, but less
than 44,000 pounds: $405 flat, of which $105 shall be deposited
into the General Revenue Fund.

6. Gross vehicle weight of 44,000 pounds or more, but less
than 55,000 pounds: $772 flat, of which $200 shall be deposited
into the General Revenue Fund.

7. Gross vehicle weight of 55,000 pounds or more, but less
than 62,000 pounds: $915 flat, of which $237 shall be deposited into the General Revenue Fund.

8. Gross vehicle weight of 62,000 pounds or more, but less than 72,000 pounds: $1,080 flat, of which $280 shall be deposited into the General Revenue Fund.

9. Gross vehicle weight of 72,000 pounds or more: $1,322 flat, of which $343 shall be deposited into the General Revenue Fund.

(f) A hearse or ambulance: $40.50 flat, of which $10.50 shall be deposited into the General Revenue Fund.

(6) MOTOR VEHICLES FOR HIRE.—

(a) Under nine passengers: $17 flat, of which $4.50 shall be deposited into the General Revenue Fund; plus $1.50 per cwt, of which 50 cents shall be deposited into the General Revenue Fund.

(b) Nine passengers and over: $17 flat, of which $4.50 shall be deposited into the General Revenue Fund; plus $2 per cwt, of which 50 cents shall be deposited into the General Revenue Fund.

(7) TRAILERS FOR PRIVATE USE.—

(a) Any trailer weighing 500 pounds or less: $6.75 flat per year or any part thereof, of which $1.75 shall be deposited into the General Revenue Fund.

(b) Net weight over 500 pounds: $3.50 flat, of which $1 shall be deposited into the General Revenue Fund; plus $1 per cwt, of which 25 cents shall be deposited into the General Revenue Fund.

(8) TRAILERS FOR HIRE.—

(a) Net weight under 2,000 pounds: $3.50 flat, of which $1
shall be deposited into the General Revenue Fund; plus $1.50 per
cwt, of which 50 cents shall be deposited into the General
Revenue Fund.
(b) Net weight 2,000 pounds or more: $13.50 flat, of which
$3.50 shall be deposited into the General Revenue Fund; plus
$1.50 per cwt, of which 50 cents shall be deposited into the
General Revenue Fund.

(9) RECREATIONAL VEHICLE-TYPE UNITS.—
(a) A travel trailer or fifth-wheel trailer, as defined by
s. 320.01(1)(b), that does not exceed 35 feet in length: $27
flat, of which $7 shall be deposited into the General Revenue
Fund.
(b) A camping trailer, as defined by s. 320.01(1)(b)2.:
$13.50 flat, of which $3.50 shall be deposited into the General
Revenue Fund.
(c) A motor home, as defined by s. 320.01(1)(b)4.:
1. Net weight of less than 4,500 pounds: $27 flat, of which
$7 shall be deposited into the General Revenue Fund.
2. Net weight of 4,500 pounds or more: $47.25 flat, of
which $12.25 shall be deposited into the General Revenue Fund.
(d) A truck camper as defined by s. 320.01(1)(b)3.:
1. Net weight of less than 4,500 pounds: $27 flat, of which
$7 shall be deposited into the General Revenue Fund.
2. Net weight of 4,500 pounds or more: $47.25 flat, of
which $12.25 shall be deposited into the General Revenue Fund.
(e) A private motor coach as defined by s. 320.01(1)(b)5.:
1. Net weight of less than 4,500 pounds: $27 flat, of which
$7 shall be deposited into the General Revenue Fund.
2. Net weight of 4,500 pounds or more: $47.25 flat, of
which $12.25 shall be deposited into the General Revenue Fund.

(12) DEALER AND MANUFACTURER LICENSE PLATES.—A franchised
motor vehicle dealer, independent motor vehicle dealer, marine
boat trailer dealer, or mobile home dealer and manufacturer
license plate: $17 flat, of which $4.50 shall be deposited into
the General Revenue Fund.

(13) EXEMPT OR OFFICIAL LICENSE PLATES.—Any exempt or
official license plate: $4 flat, of which $1 shall be deposited
into the General Revenue Fund, except that the registration or
renewal of a registration of a marine boat trailer exempt under
s. 320.102 is not subject to any license tax.

(14) LOCALLY OPERATED MOTOR VEHICLES FOR HIRE.—A motor
vehicle for hire operated wholly within a city or within 25
miles thereof: $17 flat, of which $4.50 shall be deposited into
the General Revenue Fund; plus $2 per cwt, of which 50 cents
shall be deposited into the General Revenue Fund.

(15) TRANSPORTER.—Any transporter license plate issued to a
transporter pursuant to s. 320.133: $101.25 flat, of which
$26.25 shall be deposited into the General Revenue Fund.

Section 4. Section 339.1373, Florida Statutes, is created
to read:

339.1373 Multi-use Corridors of Regional Economic
Significance Program; funding.—

(1) The department shall allocate sufficient funds to
implement the Multi-use Corridors of Regional Economic
Significance Program, develop a plan to expend the revenues as
specified in s. 338.2278, and, prior to its adoption, amend the
current tentative work program for the 2019-2020 through 2023-
2024 fiscal years to include program projects. In addition,
prior to adoption of the work program, the department shall submit a budget amendment pursuant to s. 339.135(7), requesting budget authority necessary to implement the program as specified in s. 338.2278.

(2) Notwithstanding any other provision of law, the increase in revenue to the State Transportation Trust Fund derived from the amendments to s. 320.08 made by this act and deposited into the fund pursuant to s. 320.20(5)(a) shall be used by the department to fund the programs as specified in s. 338.2278.

Section 5. Effective July 1, 2023, subsection (2) of section 339.0801, Florida Statutes, is amended to read:

339.0801 Allocation of increased revenues derived from amendments to s. 319.32(5)(a) by ch. 2012-128.—Funds that result from increased revenues to the State Transportation Trust Fund derived from the amendments to s. 319.32(5)(a) made by this act must be used annually, first as set forth in subsection (1) and then as set forth in subsections (2)-(5), notwithstanding any other provision of law:

(2) (a) For each of the 2019-2020, 2020-2021, and 2021-2022 fiscal years Beginning in the 2013-2014 fiscal year and annually for up to 30 years thereafter, $35 million shall be transferred to Florida’s Turnpike Enterprise, to be used in accordance with Florida Turnpike Enterprise Law, to the maximum extent feasible for feeder roads, structures, interchanges, appurtenances, and other rights to create or facilitate access to the existing turnpike system.

(b) Beginning with the 2022-2023 fiscal year and annually thereafter, $35 million shall be transferred to Florida’s
Turnpike Enterprise, to be used in accordance with s. 338.2278, with preference to feeder roads, interchanges, and appurtenances that create or facilitate multi-use corridor access and connectivity.

Section 6. Except as otherwise provided, this act shall take effect July 1, 2019.