

## → Budget

Table 14. Natural Resources/Environment/Growth Management/Transportation Budget

NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION BUDGET					
	FY 2022-23 Budget				
	FY 2021-22 Budget	House	Senate	GAA	Post-Veto GAA FY 2022-23
Appropriation Amount	\$14,657,343,198	\$17,030,600,000	\$17,915,800,000	\$19,367,700,000	\$8,640,093,480
Difference from Previous Year Budget		+\$2,373,256,802	+\$3,258,456,802	+\$4,710,356,802	+\$3,982,750,282

### Transportation

The post-veto GAA recommends \$12.6 billion for the Department of Transportation (DOT), funded through the State Transportation Trust Fund.<sup>202</sup> Compared to previous year funding of \$9.5 billion, nearly \$11 billion is recommended for the Transportation Work Program to fund DOT’s Five-Year Work Program. From that allocation, \$9 million is included for transportation projects in municipalities.

This session, Florida's transportation industry was front and center as legislation — HB 1355/SB 1808 — was introduced (and ultimately passed) to dissuade transportation providers from carrying “unauthorized” immigrants into the state. (See FPI’s bill summary for a more detailed analysis of this legislation and its implications).<sup>203</sup> Despite strong opposition by immigration advocates, the legislation passed. Furthermore, in the post-veto GAA, the state appropriates \$12 million in funds received for COVID-19 recovery to the Department of Transportation to “facilitate the transfer of unauthorized aliens *out of the state*” (emphasis added), including subcontracting to private transportation companies to do so.<sup>204</sup>

Section 196 of the FY 2022-23 budget — the “back of the bill” — allocates \$937 million in American Rescue Plan Act funds (i.e., State Fiscal Recovery Funds) from the State Transportation Trust Fund to the Department of Transportation to give spending authority to the State Highway System projects.

Passage of a significant bill has changed the state’s transportation program landscape. Senate Bill 100, which was signed into law during the 2021 legislative session, repealed the controversial Multi-Use Corridors of Regional Economic Significance (M-CORES) program. Passed in 2019, M-CORES was an aggressive plan to expand the highway system in rural areas of the state by creating three new toll roads and other transportation and economic initiatives. The toll road program had been critiqued by environmental and community advocates, as the more than 330 miles of proposed toll roads would endanger over 52,800 acres of undeveloped land, including sensitive animal habitats, as well as critical ecosystems such as wetlands, springs, and aquifer recharge areas, with questionable economic benefit to rural communities.