

The Census Undercount's Toll on Florida Roads

June 2025

Florida
TaxWatch



FLORIDA HAS A HISTORY OF CENSUS UNDERCOUNTS. In 1990, Florida had a 2.0 percent undercount.¹ The years to follow experienced improvements, resulting in an undercount of less than one percent in 2010.² The undercount of 2020, however, is Florida's most significant in recent decades. One of only six states to experience a "statistically significant" undercount,³ Florida's 2020 census count missed an estimated 750,000 Floridians (3.48 percent).⁴

Submitting a decennial census survey—through mail or internet—is an important civic duty for all Florida taxpayers. As the basis of the American Community Survey (ACS),⁵ the final census count provides key population insights used by businesses, community leaders, and policymakers to make decisions throughout the decade. A complete census count also secures Florida taxpayers' fair share of federal representation and funding. In 2020, Florida's statistically significant census undercount cost the state one, potentially two, congressional seats and will result in a loss of federal funding ranging from \$11 billion to \$21 billion by the end of the decade.⁶

Although a census undercount impacts the state at large—as described in the Florida TaxWatch economic commentary "[*Looking Back at Census 2020: What Florida's Business and Community Leaders Need to Know*](#)"—the consequences felt by businesses vary by industry.

FLORIDA'S TRANSPORTATION INDUSTRY IS HURT BY THE CENSUS UNDERCOUNT. This commentary considers the potential fiscal loss to local areas resulting from the census undercount; however, it is important to note that these estimates are intended to illustrate the significance of the issue and not actual dollars lost.

"People, businesses, and talent continue to stream into the Sunshine State. Knowing where they are moving is vital for predicting transportation demands and effective transportation planning."

- Dan Hurtado,
President,
Florida Transportation Builders' Association, Inc.



OBSCURED DATA FOR FORECASTING MODELS

A census undercount threatens the accuracy of the ACS, key data used for transportation planning. The ACS collects data about commutes and vehicle usage that can be filtered by location and socio-economic characteristics. In each state, the Department of Transportation may participate in the Census Transportation Planning Products (CTPP) to receive national, state, and locally focused ACS data products, ensuring consistent forecasting models. The data products are used to:

- Project population sizes;
- Perform environmental justice and equity analysis;
- Examine household lifecycles;
- Analyze demography;
- Generate vehicle ownership models; and
- Conduct travel demand model validation.

"The CTPP [Census Transportation Planning Products] program is a vital component for understanding travel in the state of Florida. The data, along with the technical support provided by AASHTO [American Association of State Highway and Transportation Officials] helps Florida understand the nature of the workforce in Florida, how, when, and where they travel for work, and the impacts on congestion and transportation operations. The CTPP data is a cost-effective tool for helping Florida DOT [Department of Transportation] achieve its mission of providing for the mobility of people and ensuring economic prosperity by helping provide a data driven solution to transportation problems."⁷

- Florida Department of Transportation

¹ Bureau of Economic and Business Research, "Florida Population: Census Summary 2020," University of Florida, 2021.

² Ibid.

³ "Statistically significant" means that the observed effect is likely caused by something more than chance and the range of error is negative, lacking overlap with the true value.

⁴ U.S. Census Bureau, "Census Coverage Estimates for People in the United States by State and Census Operations," June 2022. Based upon the estimated percentage, Florida missed 749,528 residents.

⁵ The American Community Survey samples millions of residents each month to determine a variety of demographic and economic characteristics, including but not limited to age, race, income, and living conditions. The sample is applied to the Census count to calculate yearly and five-year estimates for counties, states, and the nation at large.

⁶ Florida TaxWatch, "Looking Back at Census 2020: What Florida's Business and Community Leaders Need to Know," July 2022.

⁷ American Association of State Highway and Transportation Officials, Census Transportation Planning Products: Technical Service Program (2020-2024), n.d.

INFLUENCE UPON FEDERAL FUNDING

About 350 federal funding programs use the census count, at least in part, to consider the distribution of funds. Among these programs, census data is used in one of the following ways to determine:

1. Definition of eligible recipients;
2. Variables in funding allocation and sub-allocation formulas; and
3. Applicant selection criteria for competitive financial assistance programs.

The Census Bureau identified 15 programs within the U.S. Department of Transportation that use census data to determine funding (see Table 1). The dollars dispersed amounted to \$93.0 billion in FY2021. Many of the identified programs are large, representing multiple streams of funding.

Florida TaxWatch reviewed two grants within these programs as case studies—the Surface Transportation Block Grant and the Urbanized Area Formula Grant—to explore the relationship between the census count and transportation funding programs. These particular programs were chosen due to the availability of publicly accessible resources and their abilities to represent the effects the census count has on funding categories and funding formulas.

TABLE 1.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL PROGRAMS INFLUENCED BY THE DECENNIAL CENSUS COUNT (FISCAL YEAR 2021)

Assistance Listing Number	Program Name	Fiscal Year 2021 Funds
20.205	Highway Planning and Construction	\$60,451,795,865
20.507	Federal Transit Formula Grants	\$20,549,164,724
20.5	Federal Transit Capital Investment Grants	\$3,880,102,852
20.525	State of Good Repair Grants Program	\$3,079,980,260
20.509	Formula Grants for Rural Areas and Tribal Transit Program	\$1,604,770,058
20.526	Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs	\$1,138,846,886
20.933	National Infrastructure Investments	\$517,459,770
20.513	Enhanced Mobility of Seniors and Individuals with Disabilities	\$387,354,835
20.218	Motor Carrier Safety Assistance	\$324,764,560
20.6	State and Community Highway Safety	\$294,852,000
20.505	Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research	\$203,906,504
20.53	Public Transportation Innovation	\$40,377,834
20.528	Rail Fixed Guideway Public Transportation System State Safety Oversight Formula Grant Program	\$30,983,072
20.934	Nationally Significant Freight and Highway Projects	\$14,200,000
20.514	Public Transportation Research, Technical Assistance, and Training	\$11,010,519
DOT Total:		\$92,529,569,739
<i>Source: U.S. Census Bureau, "Uses of Decennial Census Programs Data in Federal Funds Distribution: Fiscal Year 2021," June 2023.</i>		

The **Surface Transportation Block Grant (STBG) Program** is within the Highway Planning and Construction program. Administered by the Federal-Aid Highway Program, the STBG Program provides funds to states and localities to help improve transportation infrastructure. Appropriations are primarily based on historical spending patterns, but suballocations within the state use census data for distribution.

In 2024, Florida received \$718.3 million from the STBG program. After amounts set aside for transportation alternatives and state planning and research, \$616.4 million was available for suballocations across the state. Forty-five percent of the funds allocated to the state is up to the state's discretion (\$277.4 million), and the remaining 55 percent is distributed by population (\$339.0 million). The latter is susceptible to errors within the census count.

The STBG program maintains the same State share of funds as set in FY2021. *The ratio received by states is not influenced by the 2020 Census.* Suballocations within the state, however, are based on each Urbanized Area's (UZA's)⁸ share of their population category, making the suballocations vulnerable to census miscounts.

Reviewing the impact of census undercounts in Florida,⁹ one UZA would have a different designation if it was completely counted during the 2020 Census (Methodology I). Port Charlotte—North Port counted 199,998 people. Averaging the census undercount rates of their relative counties, the UZA failed to count 2.1 percent of its population (4,253 people), suggesting a full count would change its UZA designation. If designated as a UZA with a population greater than 200,000, Port Charlotte—North Port would have received an estimated \$3.0 million (Methodology II); however, it would no longer be eligible for the money received from its current UZA designation.

Port Charlotte—North Port extends from Port Charlotte in Charlotte County to North Port in Sarasota County. Both counties have a relatively high self-response rate, with two in three residents responding in each county. Of those who did not complete their census survey on their own, roughly half responded to census workers when approached. This case study, where a UZA would have received a different designation if only two additional residents were counted, emphasizes the importance of complete participation.

SARASOTA COUNTY

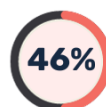
In 2020, Sarasota County had **434,000 residents**. Among these residents...



2 in 3
Households responded to their census survey.



77% of the responses were completed online.



46% completed household interviews.



31% never responded to a census worker, requiring information to be collected from a neighbor



23% never responded to a census worker, requiring information to be collected from administrative records.

CHARLOTTE COUNTY

In 2020, Charlotte County had **187,000 residents**. Among these residents...



2 in 3
Households responded to their census survey.



71% of the responses were completed online.



52% completed household interviews.



27% never responded to a census worker, requiring information to be collected from a neighbor



22% never responded to a census worker, requiring information to be collected from administrative records.

⁸ A geographical area with a population of 50,000 or more, as designated by the Bureau of the Census.

⁹ Florida Data Science for Social Good (FL-DSSG), Florida Census Undercount Estimates, 2023.

The Urbanized Area Formula Grant—administered by the Federal Transit Authority—provides funding to urbanized areas (UZAs) to plan, engineer, design, and evaluate transit projects and provide capital investments for transit-related activities, among other specified activities. The appropriated amount first provides funding for three specific programs.¹⁰ After, funding for the Urbanized Area Formula Grant is reappropriated and divided into two funding streams defined by UZA population sizes (Figure 1).

When a UZA's population close to the 200,000 residents threshold, a census undercount may result in a different funding source with a different funding formula. As previously noted, undercount estimates suggest that Port Charlotte—North Port would have been classified in the UZA category of more than 200,000 people if properly counted. Moving from a small to large UZA, population and population density are worth much less within the funding formula; however, vehicle miles and passenger miles are additional factors that come into consideration.¹¹

In addition to sorting complications, a census miscount changes the value of variables used by the funding formula. Population size and population density are variables used in multiple calculations within the Urban Area Formula Grant allocations. As a high growth state, Florida consistently sees increases in transportation funding due to these variables.

Consider Miami—Fort Lauderdale. Between FY23 and FY24, the UZA witnessed a 20.4 percent increase in funding because its population growth outpaced other UZAs nationwide within its population tier.¹² The UZA spans Broward County and Miami-Dade County. Both counties are estimated to have significant census undercount rates—4.87 percent and 7.00 percent, respectively—suggesting the UZA is still operating with fewer dollars than intended for its actual population size, despite recent funding increases.¹³

BROWARD COUNTY

In 2020, Broward County had **1.9 million residents**. Among these residents...



5 in 8

Households responded to their census survey.



82% of the responses were completed online.

Of the households that **did not** complete their census survey on their own:



completed household interviews.



never responded to a census worker, requiring information to be collected from a neighbor



never responded to a census worker, requiring information to be collected from administrative records.

MIAMI-DADE COUNTY

In 2020, Miami-Dade had **2.7 million residents**. Among these residents...



3 in 5

Households responded to their census survey.



80% of the responses were completed online.

Of the households that **did not** complete their census survey on their own:



completed household interviews.



never responded to a census worker, requiring information to be collected from a neighbor



never responded to a census worker, requiring information to be collected from administrative records.

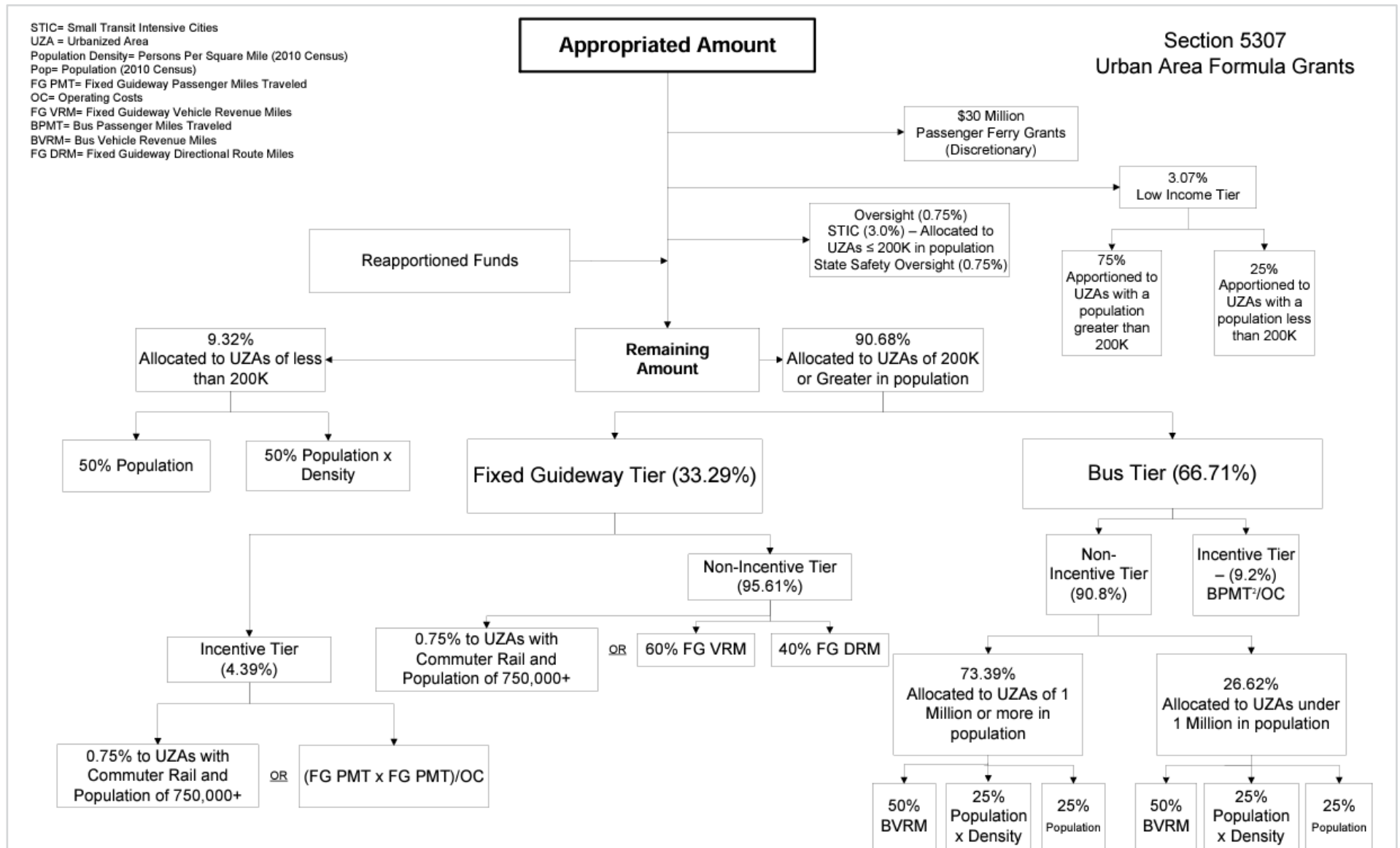
10 Passenger Ferry Grants, Low Income Tier, and Oversight. Low Income Tier is influenced by the census, with 75 percent of the funds appropriated to UZAs with a population greater than 200,000 and 25 percent apportioned to UZAs with a population less than 200,000.

11 It is important to note these numbers are calculated to help illustrate the impacts of the census undercount; these estimates do not represent actual losses.

12 U.S. Department of Transportation, Federal Transit Administration, Formula Programs Flux Analyses, 2024.

13 Florida Data Science for Social Good, Florida Census Undercount Estimates Dashboard, 2023, retrieved from [Florida Census Undercount Estimates | Tableau Public](#), accessed on January 30, 2025.

FIGURE 1.
URBAN AREA FORMULA GRANTS FLOW CHART



U.S. Department of Transportation, Federal Transit Administration, Bipartisan Infrastructure Law Formula Flowcharts.

LOOKING AHEAD: 2030 CENSUS

Whether welcoming tourists or facilitating the logistics of trade, maintaining and enhancing the infrastructure of transportation systems is critical to the growth of the economy. Florida's transportation infrastructure, however, is ranked as middling. In its most recent review, the American Society of Civil Engineers graded Florida's transit and roads with a C and C+, respectively, underscoring the critical need of each dollar spent.¹⁴ Transportation projects are already a big ticket item for Florida taxpayers, comprising 13 percent of the state's overall budget.¹⁵ As the state aims to budget adequate funding for transportation projects, an accurate census count must be prioritized to secure the dollars that rightfully belong to the state of Florida.

FLORIDIANS SHOULD TAKE ACTIONS THAT WILL PREPARE RESIDENTS FOR FULL PARTICIPATION IN THE 2030 CENSUS:

- 1. Stay up-to-date on census-related issues.** The Florida TaxWatch Census Institute provides a resource hub and engagement opportunities to help you stay current on census related issues and connect with organizations that can help your business promote a complete census count.
- 2. Act as a trusted messenger.** Encourage friends, families, colleagues, employees, or customers to spread awareness about the importance of decennial censuses. All information is private and cannot be seen by other government agencies.
- 3. Lend your voice.** Use your voice to encourage involvement by businesses and government officials. Awareness campaigns and increased governmental funding for grassroot efforts bring the state closer to a complete census count. Consider amplifying your voice by joining or creating a Complete Count Committee.¹⁶
- 4. Invest in your community.** Whether directly or through philanthropic organizations, invest in grassroots efforts that help residents complete their census surveys. Even with 2030 a few years away, an early investment in grassroots efforts allows time to organize and develop effective plans to support a complete census count

CONNECT WITH FLORIDA TAXWATCH

As an independent, nonpartisan, nonprofit taxpayer research institute and government watchdog for more than forty years, Florida TaxWatch works to improve the productivity and accountability of Florida government. Its research recommends productivity enhancements and explains the statewide impact of fiscal and economic policies and practices on residents and businesses. To learn more about the Florida TaxWatch Census Institute, please visit: <https://floridataxwatch.org/Programs/Census-Institute>.

¹⁴ American Society of Civil Engineers, 2025 Infrastructure Report Card.

¹⁵ Florida TaxWatch, The Taxpayers' Guide to Florida's FY2024-25 State Budget, July 2024.

¹⁶ As described by the U.S. Census Bureau, "Complete Count Committees (CCC) are volunteer committees established by tribal, state, and local governments and community leaders or organizations to increase awareness and motivate residents to respond to the [2030] Census." See, U.S. Census Bureau, "2020 Census Complete Count Committee Guide."

APPENDIX - METHODOLOGY

I. ESTIMATING EFFECT OF CENSUS MISCOUNT ON SORTING UZA CLASSIFICATIONS FOR THE URBANIZED AREA FORMULA GRANT

In the fourth year of a new decade, the Federal Transit Administration (FTA) changes UZA classifications based on the most recent decennial census. To consider the impact of Florida's census undercount on UZA classifications, Florida TaxWatch compared the apportionment calculations posted by the FTA¹⁷ to the estimated census undercounts.

In 2023, Florida Data Science for Social Good (FL-DSSG)—an academic program at the University of North Florida—estimated Florida's census undercount by county.¹⁸ UZAs are based on metropolitan areas. Florida TaxWatch assumed the census undercount rate for the county would be the same for its metropolitan areas for the sake of its calculation; however, the extent of a census undercount would vary within a county, with certain populations being harder to count.¹⁹

When a metropolitan area crossed counties, the undercount rates of the counties were averaged. This method does not take into account the proportion of the metropolitan area found in each county, limiting the accuracy of this estimate.

To illustrate the potential effects of the census undercount on UZA classifications, Florida TaxWatch compared the census undercount rate estimated by FL-DSSG to the population counts used to classify each UZA. In doing so, Florida TaxWatch found one metropolitan area that would shift to a larger UZA category if the estimated census undercount were taken into consideration.

TABLE A.

BASED ON UNDERCOUNT ESTIMATES, A COMPLETE CENSUS COUNT WOULD HAVE RECLASSIFIED PORT CHARLOTTE-NORTH PORT

Metropolitan Area	Population 2020	Estimated Undercount Rate	Adjusted Population
Port Charlotte-North Port, FL	199,998	2.1 percent	204,251

II. ESTIMATING EFFECT OF CENSUS MISCOUNT ON THE SURFACE TRANSPORTATION BLOCK GRANT

The Surface Transportation Block Grant (STBG) program provides flexible funding to local communities for projects that preserve or improve the conditions on federal-aid highway, bridge, or tunnel projects for public roads, transit, or pedestrian infrastructure. As an apportioned program, the funds are made available to States through a formula established by law.

In 2024, Florida received \$718.3 million from the STBG program. After amounts set aside for transportation alternatives and state planning and research, \$616.4 million was available for suballocations across the state. Forty-five percent of the funds allocated to the state is up to the state's discretion (\$277.4 million), and the remaining 55 percent is distributed by population (\$339.0 million).²⁰

The STBG program maintains the same State share of funds as set in FY2021.²¹ *The ratio received by states is not influenced by the 2020 Census.* Suballocations within the state, however, are based on each UZA's share of their population category, making the suballocations vulnerable to census miscounts.

17 Federal Transit Authority, 2020 Census Urbanized Area Population and Population Density Data

18 Florida Data Science for Social Good, Florida Census Undercount Estimates Dashboard, 2023, retrieved from Florida Census Undercount Estimates | Tableau Public, accessed on January 30, 2025.

19 U.S. Census Bureau, Counting the Hard to Count in a Census, July 2019.

20 U.S. Department of Transportation Federal Highway Administration, Bipartisan Infrastructure Law Fact Sheets: Surface Transportation Block Grant (STBG), retrieved from <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>, accessed on January 30, 2025; U.S. Department of Transportation Federal Highway Administration,

21 U.S. Department of Transportation Federal Highway Administration, Bipartisan Infrastructure Law Fact Sheets: Apportionment, retrieved from <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/apportionment.cfm>, accessed on January 30, 2025.

Within the funding to be distributed by population (\$339.0 million), the State of Florida received the following funding for each population category:

- **Suballocation to UZAs with Population Over 200,000:**
\$273,049,126
- **Suballocation to UZAs with Population Between 50,000 and 200,000:**
\$27,814,669
- **Suballocation to UZAs with Population Between 5,000 and 49,999:**
\$9,075,987
- **Suballocation to UZAs with Population Less Than 5,000:**
\$29,062,599²²

The suballocation to Florida UZAs with a population greater than 200,000 is \$273,049,126, and the funds are distributed based on each UZAs share of the total population within this category (Table B). Using calculations from Methodology I, Florida TaxWatch estimated the adjusted population for each UZA eligible for the STBG funding, adding Port Charlotte—North Port to the calculation since it would have been classified in this population category if it had a complete count during the 2020 Census (Table C). Using the adjusted population for each UZA, Florida TaxWatch estimated changes in STBG funding distribution (Table D).²³

22 U.S. Department of Transportation Federal Highway Administration, Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law), Computations for Fiscal Year (FY) 2024 Surface Transportation Block Grant Program (STBG) Suballocations of STBG Funds: Summary of Suballocated Amounts, retrieved from <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/comptables/table4p1-6.cfm>, accessed on January 30, 2025.

23 U.S. Department of Transportation Federal Highway Administration, Computations for Fiscal Year (FY) 2024 Surface Transportation Block Grant Program (STBG) Suballocation of STBG Funds to Individual Urbanized Areas with Population Over 200,000, retrieved from, accessed on January 31, 2025.

TABLE B.
THE STBG PROGRAM DISTRIBUTES FUNDING BASED ON UZAS' SHARE OF TOTAL POPULATION FOR THE FUNDING CATEGORY.

State	Urbanized Area	Population Urbanized Areas in 2020	Percent	STGB Suballocation
Florida	Bonita Springs—Estero	425,675	2.45%	\$6,699,953
	Bradenton—Sarasota— Venice	779,075	4.49%	\$12,262,327
	Cape Coral	599,242	3.45%	\$9,431,828
	Daytona Beach—Palm Coast—Port Orange	402,126	2.32%	\$6,329,301
	Deltona	210,712	1.21%	\$3,316,522
	Gainesville	213,748	1.23%	\$3,364,307
	Jacksonville	1,247,374	7.19%	\$19,633,164
	Kissimmee—St. Cloud	418,404	2.41%	\$6,585,510
	Lakeland	277,915	1.60%	\$4,374,270
	Miami—Fort Lauderdale	6,077,522	35.03%	\$95,657,746
	Navarre—Miramar Beach—Destin	226,213	1.30%	\$3,560,501
	Orlando	1,853,896	10.69%	\$29,179,576
	Palm Bay—Melbourne	510,675	2.94%	\$8,037,819
	Pensacola	378,359	2.18%	\$5,955,218
	Port St. Lucie	437,745	2.52%	\$6,889,930
	Tallahassee	252,934	1.46%	\$3,981,079
	Tampa—St. Petersburg	2,783,045	16.04%	\$43,804,006
	Winter Haven	253,251	1.46%	\$3,986,069
	Total	17,347,911	100.00%	\$273,049,126

TABLE C.
THE STBG PROGRAM DISTRIBUTES FUNDING BASED ON UZAs' SHARE OF TOTAL POPULATION FOR THE FUNDING CATEGORY.

UZA with Population Greater Than 200,000	2020 Count	County	Undercount of County	Adjusted Population Count
Bonita Springs—Estero	425,675	Lee	3.06%	438,719
Bradenton—Sarasota—Venice	779,075	Manatee/ Sarasota	2.44%	798,120
Cape Coral	599,242	Lee	3.06%	617,605
Daytona Beach—Palm Coast—Port Orange	402,126	Volusia/ Flagler	2.10%	410,578
Deltona	210,712	Volusia	2.36%	215,679
Gainesville	213,748	Alachua	3.60%	221,436
Jacksonville	1,247,374	Duval	3.76%	1,294,238
Kissimmee—St. Cloud	418,404	Osceola	5.16%	440,013
Lakeland	277,915	Polk	4.20%	289,574
Miami—Fort Lauderdale	6,077,522	Dade/ Broward	5.94%	6,438,377
Navarre—Miramar Beach—Destin	226,213	Santa Rosa/ Walton/ Okaloosa	3.01%	233,015
Orlando	1,853,896	Orange	4.96%	1,945,933
Palm Bay—Melbourne	510,675	Brevard	2.07%	521,251
Pensacola	378,359	Escambia	3.02%	389,770
Port St. Lucie	437,745	St. Lucie	2.23%	447,513
Tallahassee	252,934	Leon	2.18%	258,447
Tampa—St. Petersburg	2,783,045	Hillsborough/Pinellas	3.71%	2,886,261
Winter Haven	253,251	Polk	4.20%	263,876
Port Charlotte—North Port	199,998	Sarasota/ Charlotte	2.13%	204,251

TABLE D.
COMPLETE CENSUS COUNT CHANGES THE SUBALLOCATIONS OF STBG FUNDS

UZA Population Greater Than 200,000	Estimated Population	Shared of Adjusted Population	Adjusted Funding	Adjusted Funding Compared to Actual Funding
Bonita Springs—Estero	438,719	2.40%	\$6,540,764.32	-\$159,188.68
Bradenton—Sarasota— Venice	798,120	4.36%	\$11,898,988.04	-\$363,338.96
Cape Coral	617,605	3.37%	\$9,207,730.52	-\$224,097.48
Daytona Beach—Palm Coast—Port Orange	410,578	2.24%	\$6,121,217.00	-\$208,084.00
Deltona	215,679	1.18%	\$3,215,508.44	-\$101,013.56
Gainesville	221,436	1.21%	\$3,301,333.56	-\$62,973.44
Jacksonville	1,294,238	7.07%	\$19,295,507.12	-\$337,656.88
Kissimmee—St. Cloud	440,013	2.40%	\$6,560,060.57	-\$25,449.43
Lakeland	289,574	1.58%	\$4,317,200.74	-\$57,069.26
Miami—Fort Lauderdale	6,438,377	35.15%	\$95,988,334.38	\$330,588.38
Navarre—Miramar Beach— Destin	233,015	1.27%	\$3,473,968.42	-\$86,532.58
Orlando	1,945,933	10.63%	\$29,011,479.55	-\$168,096.45
Palm Bay—Melbourne	521,251	2.85%	\$7,771,217.47	-\$266,601.53
Pensacola	389,770	2.13%	\$5,810,992.96	-\$144,225.04
Port St. Lucie	447,513	2.44%	\$6,671,878.16	-\$218,051.84
Tallahassee	258,447	1.41%	\$3,853,122.13	-\$127,956.87
Tampa—St. Petersburg	2,886,261	15.76%	\$43,030,626.35	-\$773,379.65
Winter Haven	263,876	1.44%	\$3,934,064.03	-\$52,004.97
Port Charlotte—North Port	204,251	1.12%	\$3,045,132.24	\$3,045,132.24
Total	18,314,655	100.00%	273,049,126	

ABOUT FLORIDA TAXWATCH

As an independent, nonpartisan, nonprofit taxpayer research institute and government watchdog, it is the mission of Florida TaxWatch to provide the taxpayers of Florida and public officials with high quality, independent research and analysis of issues related to state and local government taxation, expenditures, policies, and programs. Florida TaxWatch works to improve the productivity and accountability of Florida government. Its research recommends productivity enhancements and explains the statewide impact of fiscal and economic policies and practices on citizens and businesses.

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CENSUS INSTITUTE

Ensuring a Complete Census Count In **2030**

In 2021, Florida TaxWatch launched a Census Institute to support complete participation in the 2030 decennial census. By dedicating thoughtful research and amplifying the voice of impacted business leaders, the **FLORIDA TAXWATCH CENSUS INSTITUTE** develops tools to spread awareness and educate Floridians on the importance of completing census surveys. Throughout the decade leading up to the 2030 decennial census, the research will be shared with business and community leaders to facilitate policy conversations and promote the need for local action.

Have a Research Inquiry?

Contact Jeff Kottkamp at jkottkamp@floridataxwatch.org