



FLORIDA ASSOCIATION OF COUNTIES

**2019 INNOVATION &
POLICY CONFERENCE**

LOCALS *first*

**Growth, Agriculture,
Transportation
& Environment**

2019 INNOVATION & POLICY CONFERENCE

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2019 INNOVATION & POLICY CONFERENCE

Growth, Agriculture, Transportation, & Environment Policy Book

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2019 INNOVATION & POLICY CONFERENCE

GROWTH MANAGEMENT, AGRICULTURE, TRANSPORTATION, & ENVIRONMENT

PROPOSED GUIDING PRINCIPLES

Growth Management

The impact of growth and development in Florida during the last 30 years has brought significant benefits and costs to county government. Given Florida's expected future growth and because Florida's communities are remarkably diverse, Florida's counties must have flexibility in planning decisions to address unique local concerns and conditions. County officials must have the ability to make reasonable decisions for the advancement of the local community on zoning, comprehensive planning, transportation, and infrastructure issues without being subjected to prohibitive claims for damages for infringement on private property rights.

1. The Florida Association of Counties supports comprehensive policies that reduce a county's risk to the impacts of coastal and inland flooding.
2. The Florida Association of Counties recognizes and supports the critical role Regional Planning Councils play in supporting communities by coordinating intergovernmental solutions to growth problems on greater-than-local issues, providing technical assistance to local governments.
3. The Florida Association of Counties supports policies that provide a mechanism to ensure the extra-jurisdictional impacts from large-scale development projects are adequately addressed within the impacted counties prior to development approval.
4. The Florida Association of Counties supports retaining the full amount of dedicated documentary tax revenues to fund state and local affordable housing programs.
5. The Florida Association of Counties supports the development and maintenance of dedicated funding of the Florida Forever Grant Program and Florida Communities Trust which provide recreational opportunities for parks, open space, greenways and trails to help meet growth challenges and protect natural resources.
6. The Florida Association of Counties supports the development and maintenance of dedicated funding the Rural and Family Lands Protection Act to allow for the purchase of rural easements to prevent the subdivision and conversion of such land into other uses.
7. The Florida Association of Counties supports the distribution of land management appropriations to local governments in proportion to the percentage of public conservation lands managed within local jurisdictions.

8. The Florida Association of Counties supports broad county authority to regulate the location and number of medical marijuana facilities within county boundaries.

Transportation

FAC believes that Florida's transportation system is a vital component in building and sustaining communities, moving people and goods, and developing competition at local and regional levels, and on a national scale. Florida's counties play a critical role in the state's transportation system. Florida's counties should be recognized as major partners in the maintenance and development of Florida's transportation infrastructure and provided levels of funding and authority that adequately reflect their role in the state's transportation system.

9. The Florida Association of Counties supports funding for all modes of the state and local transportation infrastructure network.
10. The Florida Association of Counties supports policies and funding that encourage and facilitate more efficient and effective use of regional transportation solutions.
11. The Florida Association of Counties supports critical state funding for the Small County Road Assistance program (SCRAP).
12. The Florida Association of Counties supports continuing enhanced state funding for the Small County Outreach Program (SCOP).
13. The Florida Association of Counties supports policies providing for Strategic Intermodal System funds to be used on roads and other transportation facilities not designated on the SIS network if the improvement relieves congestion on the SIS.
14. The Florida Association of Counties opposes any effort to divert revenues from the state transportation trust fund for non-transportation purposes.

Environment

Conservation and protection of Florida's natural resources is critical to managing growth, promoting economic development, and maintaining a healthy environment to ensure a high quality of life for Floridians.

15. The Florida Association of Counties supports the allocation of matching funds to county governments to purchase environmentally sensitive and endangered lands.
16. The Florida Association of Counties supports a comprehensive state climate change action plan, with energy policies and other initiatives to reduce greenhouse gases and to address ecosystem sustainability, long term water supply, flood protection, public health and safety, and economic prosperity.

17. The Florida Association of Counties supports state and federal recognition of adaptation and mitigation as critical to any climate change plan, and the funding necessary to assist local governments in developing and implementing these initiatives.
18. The Florida Association of Counties supports collaboration among regional coalitions focused on resiliency and climate change in order to maximize resources, share information, analysis, and best practices, and foster useful collaboration.
19. The Florida Association of Counties supports streamlining the permitting and regulatory processes for solar product manufacturers, installers, and consumers, and further supports reducing burdensome regulations that hinder solar market penetration.
20. The Florida Association of Counties supports the ability of counties to utilize electricity produced at county-owned facilities at other adjacent and non-contiguous county-owned properties without penalty, or in the alternative, be able to sell surplus power at market rate.
21. The Florida Association of Counties supports state designation of the Southeast Florida Coral Reef Conservation Area.
22. The Florida Association of Counties supports maintaining funding of the Small County Consolidated Grant Program and maintaining the waste tire fee as a dedicated revenue source for funding mosquito control, solid waste and recycling programs.
23. The Florida Association of Counties supports policies that provide appropriate resources and incentives to local governments to achieve statewide recycling goals, and further supports comprehensive recycling initiatives that encourage increased participation of the residential, commercial, and industrial sectors.
24. Support the modification of the 75% Recycling Goal by 2020 from Section 403.7032, Florida Statutes.
25. The Florida Association of Counties supports the creation of a new dedicated and recurring statutory funding source for beach renourishment projects. ~~and supports the revision of statutory criteria for the annual ranking of beach projects for state cost sharing; specifically, the inclusion of criteria that prioritizes dune restoration, where feasible, as an investment in beach protection and preservation, and also recognizes economic benefits and cost effectiveness, the reduction in storm damage, and the ability to leverage federal dollars.~~

2019 INNOVATION & POLICY CONFERENCE

GROWTH MANAGEMENT, AGRICULTURE,
TRANSPORTATION, & ENVIRONMENT
PROPOSED POLICY STATEMENTS

2019 INNOVATION & POLICY CONFERENCE

GATE-PP-1: Coastal Resiliency/Sea Level Rise

FAC Staff Recommendation: Pursue through Guiding Principles (see GATE 17)

Proposed Policy: SUPPORT urging the state to provide funding for local efforts to address the threat posed by rising sea levels to the built environments of coastal communities across the state.

Background: Sea level rise increases at a rate of about one-eighth of an inch per year. Higher sea levels mean that deadly and destructive storm surges push farther inland than they once did, which also means more frequent nuisance flooding. With continued ocean and atmospheric warming, sea levels will likely continue to rise. It is a measurable, trackable and relentless reality. A small increase can have devastating effects such as destructive erosion, wetland flooding, aquifer and agricultural soil contamination with salt, and lost habitat for fish, birds, and plants.

Analysis: Unaddressed sea level rise could have catastrophic consequences on local economies in across the state.

Fiscal Impact: Indeterminate.

Submitting County: Broward

2019 INNOVATION & POLICY CONFERENCE

GATE-PP-2: 2020 Recycling Goal

FAC Staff Recommendation: Incorporate into Guiding Principles (see GATE 24)

Proposed Policy: Support the modification of the 75% Recycling Goal by 2020 from Section 403.7032, Florida Statutes.

Background: The Energy, Climate Change and Economic Security Act of 2008 (“Act”) established a statewide weight-based recycling goal of 75% by 2020. The Act directed the Florida Department of Environmental Protection (DEP) to establish a reporting protocol and directed counties to report annually. The Legislature also established interim recycling goals: 40% by 2012, 50% by 2014, 60% by 2016 and 70% by 2018. The legislation also provided that large counties (counties over 100,000 in population) not achieving the recycling goals could be directed to develop a plan to expand recycling programs. No one can deny that the program has the best of intentions, but all indications point towards the goal not being met by the year 2020. Specifically, DEP issued a 2018 report where DEP acknowledged that the goal is “aspirational” and without significant changes to the current approach, Florida’s recycling rate will likely fall short of the 2020 goal of 75%. This is because there have been many challenges that inhibit the State of Florida from being able to obtain and sustain the 75% recycling goal including, but not limited to, collection methods, shifts in recycling markets, and new and lighter weight packaging. It is important to note that there has actually been a decrease in Florida’s recycling rate from 56% in 2017. In addition to the declining recycling rate, there is a significant new challenge that concerns a decline in the global demand for recycled materials. In January of 2018, China restricted its receipt of recycling materials. The referenced restrictions make it no longer financially viable to send recyclable goods to China from the United States. DEP is currently discussing ideas with industry stake holders and scientists to come up with a new program that could lead to improvement to Florida’s recycling efforts at the state and local level. One of the top suggestions is to shift the focus from weight to energy efficiency.

Analysis: Indian River County has gone to great lengths to try and meet the recycling goal of 75% by 2020. Specifically, Indian River County implemented a single stream recycling program and expanded our education and outreach program in 2015. This along with recycling data from private industry resulted in an increase in the recycling rate from 34% in 2015 to 64% in 2017 and 66% in 2018. However, Indian River County finds the goal unachievable as heavy glass is being phased out and the global demand is diminishing. Please note that this is a statewide issue. Every county in the State of Florida is dealing with the same impossible goal and the same diminishing global demand. As DEP creates a new recycling plan for the future of the State of Florida, the 67 counties should not be required to continue spending public dollars trying to achieve an unobtainable goal

Fiscal Impact: FDEP acknowledges the only path to obtaining the 75% goal would require a huge capital expenditure for local governments something neither FDEP nor the legislature originally anticipated.

Submitting County: Indian River

GATE-PP-3: Recycling Contamination

FAC Staff Recommendation: Adopt

Proposed Policy: SUPPORT legislation related to recycling contamination that allows counties to address the contamination of recyclable material in contracts for the collection, transportation, and processing of residential recyclable material, that includes language taking into account market availability when defining contaminated materials and that does not include statutorily defined contamination percentage thresholds or penalties on local governments.

Background: The Energy, Climate Change and Economic Security Act of 2008 (“Act”) established a statewide weight-based recycling goal of 75% by 2020. To further this aspiration, many counties implemented single stream recycling programs. While this has helped increase recycling percentages, it has also had the unintended consequence of increasing recycling contamination, or more specifically, the increased inclusion of non-recyclable materials in the recycling stream. In the past, residential recycling programs focused on aluminum, corrugated cardboard and glass, and usually required customers to separate the materials. That was easy for customers to comprehend, but the addition of new materials over the years has caused growing confusion, especially because local governments can accept different materials.

The issue of recycling contamination was been addressed by the legislature in 2018 (HB 1149/SB 1308) and 2019 (HB771). These bills were ultimately vetoed (for reasons unrelated to the recycling contamination language) but the issue of contamination and how to best address it continues to be a top priority for the waste industry and a topic of concern for local governments. Including contractual language to address how contamination should be handled is an appropriate method to address both industry and local governments concerns; however, there is not one solution or specific language that will universally address these issues statewide. Specific language should be negotiated and agreed upon on a contract by contract basis to better address the conditions of each locality and situation.

Punitive enforcement mechanisms have been included in past bills which has added to the need to seek a more collaborative approach to recycling contamination in partnership with industry while protecting local government’s right to home rule. The average statewide contamination rate for recycling loads is approximately 19 percent with some communities facing as high as a 40 percent contamination rate. This has led to local governments making the decision to stop their recycling programs due to the high cost of contamination. The shrinking recyclable market, and the need to recycle correctly, will make it difficult to meet the state mandate passed six years ago to increase recycling rates to 75 percent by 2020 in Florida. Defining contamination is an extra step local government and private companies will have to agree on, which could draw out any potential agreement. And, while the aim is to improve bale

quality by tackling contamination, it could lead to haulers leaving more recycling by the curbside because of perceived contamination.

Analysis: Indian River County has gone to great lengths to address contamination of our recycling stream through education and other public initiatives as well as contractually with our hauler and processor.

Fiscal Impact: Addressing the issues of recycling contamination on a local contractual basis should have a positive fiscal impact on counties by clarifying duties, roles and responsibilities of each party.

Submitting County: Indian River

GATE-PP-4: Affirmation of Customary Use

FAC Staff Recommendation: Defer to Committee

Proposed Policy: SUPPORT amending section 163.035(3), F.S., to eliminate the judicial determination requirements set forth in sec. 163.035(3)(b) while maintaining the local government public hearing process established in sec. 163.035(3)(a).

Background: In 2018, the Florida Legislature created section 163.035, Florida Statutes, establishing a two-step process for local governments to follow when considering affirming the existence of customary use.

The first step requires the local government to conduct a public hearing. The local government must provide notice of the public hearing by certified mail to each property owner, by newspaper and posting on the local government's website. At the public hearing the local governing board considers whether to adopt a formal notice of intent to affirm the existence of a recreational customary use on private property. The notice of intent must specifically identify the following:

1. The specific parcels of property, or the specific portions thereof, upon which a customary use affirmation is sought;
2. The detailed, specific, and individual use or uses of the parcels of property to which a customary use affirmation is sought; and
3. Each source of evidence that the governmental entity would rely upon to prove a recreational customary use has been ancient, reasonable, without interruption, and free from dispute.

After the public hearing, the statute requires that the local government then file a lawsuit within 60 days. The local government provides notice to the property owners again and the court conducts a de novo review of the local government determination.

A bill filed during the 2019 session (SB 54) proposed eliminating the entire statute. It did not pass.

Analysis: The request is that the Florida Association of Counties consider supporting a change to the statute that maintains the local government public hearing process as set forth in section 163.035(3)(a) but eliminates the judicial determination requirements set forth in section 163.035(3)(b). Thus, the local government would still be required to meet the public hearing and evidentiary requirements set forth in the statute. Instead of repeating the entire public hearing in court, if there is an aggrieved party, that party would still have the ability to appeal the decision in court.

The issue impacts coastal counties by potentially limiting the public's access to the beach. This impacts the use of the beach by residents, visitors and could even limit a county's ability to perform beach renourishment projects. If property owners refuse to grant rights to the public for use of the beach or counties are unable to meet all of the requirements under the statute, long standing public access to the beach could be restricted. Public dollars from the state and the federal government could be limited due to a lack of public access to the beach.

Fiscal Impact: The current statute could have a fiscal impact of harming tourism to coastal communities and the ability of the counties to partner with state and federal partners for beach renourishment funding. For most coastal counties in Florida, tourism makes up a significant portion of the local economy. Any negative impact on tourism could be disruptive to the overall economy of counties and the state as a whole.

Submitting Counties: Indian River; St. Lucie

GATE-PP-5: Plastic Bag/Styrofoam Preemption

FAC Staff Recommendation: Defer to Committee

Proposed Policy: SUPPORT repealing the preemptions on the local plastic bag and Styrofoam regulations.

Background:

In 2008, Florida became the first state to preempt local governments from regulating plastic bags, and 2016 Section 500.90 Florida Statutes preempted “regulation of the use or sale of polystyrene products.” Recently the Third District Court of Appeals struck down a Coral Gables ordinance to ban Styrofoam containers from restaurants, supermarkets and other food establishments.

Plastic pollution is a growing global concern and considered by many in the science community a persistent marine pollutant. According to Boris Worm of Dalhousie University, by 2015 global production of plastic approaches the total weight of the entire human population annually. Of that total, about half of it is used for disposable products and packaging. Tons of plastic debris enters the marine ecosystem every year, some in the form of micro particles that can bioaccumulate in sea life. Plastics in the marine environment is also believed to leach chemicals harmful to the ecosystem. And, of course, persistent plastic debris sullies beaches, parks and roadsides creating a visual blight that can impact tourism.

<https://www.epa.gov/trash-free-waters/toxicological-threats-plastic>

Analysis:

Since local governments deal directly with the responsibility of collection, disposal, and prevention of solid waste pollution, many counties have sought to restrict the use or eliminate the source of this pollution. Tourism is a major economic engine for Florida Counties. State laws preventing local home-rule control over the way in which such plastic pollution is managed impacts county economies and our residents’ quality of life.

Fiscal Impact: Not Applicable

Submitting County: Miami-Dade

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GATE-PP-6: SCOP/SCRAP

FAC Recommendation: Pursue through Guiding Principles (see GATE 11 and 12)

Proposed Policy: Support funding increases to accommodate increased cost of construction, increased costs relating to regulatory requirements and increased number of counties eligible to receive small county road funds.

Background:

The Small County Resurfacing Assistance Program (SCRAP) provides funding to assist small county governments in resurfacing and reconstructing county roads. Available funds are allocated to the districts based on the number of eligible counties (ss. 339.2816, 336.025(1)(a), and 218.67(1), F.S.). The Small County Outreach Program (SCOP) provides assistance to small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads (s. 339.2818(2), F.S.).

SCOP and the SCRAP are two of the most significant funding programs to assist smaller counties resurface and address capacity issues in Florida's rural counties. In recent years, needs have outpaced funding while at the same time the programs requirements have increased cost (CEI and Green Book). In addition, the impact of Hurricane Michael resulted in some of the program funds being directed to be spent in impacted counties. Finally, during the 2018 Legislative Session, the SCOP program eligibility was increased from 170,000 to 200,000 allowing participation of additional counties creating increased usage and need.

Analysis: Increased funding is needed for small county road programs to accommodate the needs of major state industries located in rural areas, increased regulatory requirements, needed repairs, and expanded participation. SB 905 passed during the 2019 Legislative Session allowed five counties (Okaloosa, Hernando, Bay, Charlotte, and Santa Rosa) with populations between 170,000 and 200,000 to compete for SCOP funding. In addition, SB 905 requires specifies that the entity performing design and construction engineering and inspection services may not be the same entity thus increasing costs associated with road design.

Fiscal Impact:

Year	Small County Road Assistance Program – SCRAP	Small County Outreach Program- SCOP	Total Funding SCRAP and SCOP
2019-20	29,311,932	71,253,128	100,565,060
	In addition, pursuant to SB 7068 passed during the 2019 legislative session, the Small County Road Assistance Program will receive an	From the funds in Specific Appropriation 1975, \$9,000,000 is appropriated for transportation projects within a rural area of opportunity designated by the Governor pursuant to section 288.0656(7), Florida Statutes. From the funds in Specific Appropriation 1975,	

	additional \$10 million, to be used with preference to projects in counties impacted by hurricanes;	\$15,000,000 is appropriated for transportation projects within counties designated in FEMA declaration DR-4399. In addition, pursuant to SB 7068 passed during the 2019 legislative session, the Small County Outreach Program will receive an additional \$10 million, to be used, with preference to projects in counties impacted by hurricanes	
2018-19	29,844,769	72,800,454 From the funds in Specific Appropriation 1892, \$15,000,000 is appropriated for transportation projects within a rural area of opportunity designated by the Governor pursuant to section 288.0656(7), Florida Statutes.	102,645,223
2017-18	29,844,769	72,800,454 From the funds in Specific Appropriation 1892, \$15,000,000 is appropriated for transportation projects within a rural area of opportunity designated by the Governor pursuant to section 288.0656(7),	102,645,223
2016-17	43,307,130	68,128,618 From the funds in Specific Appropriation 1890, \$9,000,000 is appropriated for transportation projects within a rural area of opportunity designated pursuant to section 288.0656(7), Florida Statutes.	111,432,748
2015-16	50,591,154	74,340,902 From the funds in Specific Appropriation 1911, \$9,000,000 is appropriated for transportation projects within a rural area of opportunity designated pursuant to section 288.0656(7), Florida Statutes.	124,932,056
2014-15	26,257,065	82,703,857 From the funds in Specific Appropriation 1907, \$9,000,000 is appropriated for transportation projects within a rural area of critical economic concern community designated under section 288.0656(7)(a), Florida Statutes, contingent on the provisions of CS/CS/SB 218 or similar legislation becoming law.	108,960,922
2013-14	27,661,567	49,205,899	76,867,466
2012-13	25,685,535	26,840,778	52,526,313
2011-12	10,000,000	21,362,190	31,362,190
2010-11	10,000,000	21,362,190	31,362,190
2009-10	25,313,783	23,451,468	48,765,251
2008-09	25,000,248	43,076,249	68,076,497
2007-08	25,370,368	47,447,058	72,817,426
2006-07	25,000,000	45,465,081	70,465,081
2005-06	25,000,000	45,465,081	70,465,081
2004-05	25,000,000	5,440,430	30,440,430
2003-04	25,000,000	20,000,000	45,000,000

Submitting Entity: Small County Coalition

GATE-PP-7: Building Code Enforcement

FAC Staff Recommendation: Defer to Committee

Proposed Policy: SUPPORT an exemption for those counties with reserves of less than \$5 million a year, as it relates to the enforcement of the Florida Building Code (F.S. 553.80). In addition, SUPPORT allowing zoning technicians to be funded with fees adopted for enforcing the Florida Building Code.

Background: Currently, F.S. 553.80 the Building Construction Standards Enforcement, does not provide for an exemption for county building departments with comparatively lower reserves. Planning and zoning or other governmental activities may not be funded with fees adopted for enforcing the Florida Building Code.

Analysis: The exemption for those Counties with building department reserves at less than \$5 million a year would allow them to be more resilient during economic downturns and most importantly after a natural disaster. Additionally, allowing the county to fund zoning services with fees adopted for enforcing the Florida Building Code would provide for a revenue stream that supports the enforcement of the code itself.

Fiscal Impact: Indeterminate

Submitting County: St. Lucie

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GATE-PP-8: Medical Marijuana Facilities

FAC Staff Recommendation: Incorporate into Guiding Principles (See GATE 8)

Proposed Policy: SUPPORT broad county authority to regulate the location and number of medical marijuana facilities within county boundaries.

Background: After the approval of Amendment 2 in 2016, the Florida Legislature passed a bill establishing a regulatory framework for the production and distribution of medical marijuana. The legislation included a section preempting the regulation of medical marijuana cultivation, processing, and delivery to the state. Counties and cities are permitted to ban medical marijuana dispensing facilities within their boundaries; however, local regulations on the location of dispensing facilities may not be any more restrictive than regulations for pharmacies. Additionally, the law states medical marijuana cultivation, processing, and dispensing facilities not be located within 500 feet of school property; a local government may override this provision for dispensing facilities by determining that a particular location promotes the health, safety, and welfare of the community and approves such location through a formal public proceeding.

Analysis: Current law only affords a county one of two limited options when it comes to allowing for medical marijuana dispensaries. Generally, pharmacies are not limited in number per local ordinances, so a county opting to allow for dispensaries has no authority to limit the number of dispensaries without imposing a similar restriction on the number of traditional pharmacies within its boundaries. Additional flexibility at the local level is necessary to allow a county to permit dispensaries in a manner that balances the interests of the community with those of individuals seeking access to medical marijuana products.

Fiscal Impact: N/A

Submitting Entity: FAC

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GATE-PP-9: Rental Car Surcharge

FAC Staff Recommendation: Adopt

Proposed Policy: Support amending section 212.0606, F.S., (Rental Car Surcharge), to ensure that peer-to-peer car rental companies that are facilitating rentals in the state collect and remit the rental car surcharge.

Background:

Florida Statutes impose a \$2 per day surcharge on every car rental in Florida. The only exception are rentals made by not-for-profit organizations or rentals related to a vehicle repair. The surcharge must be listed separately and sales tax is collected on it. The surcharge was established to ensure vehicles using roads help pay for building and maintaining the roads. While the renter of a car pays the surcharge, rental car companies, as facilitators of the rentals, collect and remit the funds to the state. Proceeds from the rental car surcharge fund the three important activities in the state:

- 80% to the State Transportation Trust Fund, returned to the FDOT district where the surcharge was collected
- 15.25% to Visit Florida operations through the Tourism Promotional Trust Fund
- 4.25% to Enterprise Florida for use in its international operations

Peer-to-Peer (P2P) car rental companies are an emerging business model through which vehicles owned by private individuals are rented to members of the public through a digital application. P2P companies rent cars in the same manner as traditional rental car companies by taking and confirming reservations online, offering delivery service, providing ancillary products such as insurance and roadside assistance. The renter of a car enters into an agreement with and pays the P2P company for the rental and the company keeps 25-30% of the payment.

Analysis:

P2P companies do not collect the state-mandated rental car surcharge or sales tax on their rentals. These companies profit by renting cars owned by others; however, these businesses, do not incur any costs, such as vehicle registration, maintenance, and repairs. Those costs are borne by the car owner. Further, there is no responsibility to ensure rented cars comply with safety recall requirements, which is required of rental car companies.

Local communities receive important infrastructure funding from the renting of cars in their area. The emergence of peer-to-peer car rental companies has resulted in an unfair tax advantage between these entities and rental car companies as well as car sharing organizations.

Fiscal Impact:

Total Rental Car Surcharge Collected - 2016-2019

Fiscal Year	Total Collections	Annual Change	State Transportation Trust Fund	FL International Trade & Promotion Trust Fund*	Tourism Promotional Trust Fund**
2015-16	\$176,001,151	6.37%	\$140,800,921	\$7,468,549	\$27,731,681
2016-17	\$174,367,779	-0.93%	\$139,492,736	7,410,947	\$27,464,097
2017-18	\$172,983,927	-0.79%	\$138,387,142	\$7,351,817	\$27,244,969
2018-19 Projected	\$178,200,000	3.02%	\$142,500,000	\$7,600,000	\$28,100,000
2019-20 Projected	\$182,800,000	2.58%	\$146,200,000	\$7,800,000	\$28,800,000

*Funds Enterprise Florida's international operations

**Funds VisitFlorida operations

Rental Car Surcharge Revenue from STTF to DOT Districts


Dist #	Counties in District	2016 Actual	2017 Actual	2018 Actual	2019 Projected	2020 Projected	2021 Projected
1	Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, Sarasota	15,065,600	14,926,500	14,808,800	15,340,063	15,595,806	15,986,868
2	Alachua, Baker, Bradford, Clay, Columbia, Dixie, Duval, Gilchrist, Hamilton, Lafayette, Levy, Madison, Nassau, Putnam, St. Johns, Suwannee, Taylor, Union	7,321,600	7,254,000	7,196,800	7,502,434	7,676,419	7,818,770
3	Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa Rosa, Wakulla, Walton, Washington	5,350,400	5,301,000	5,259,200	5,488,976	5,614,221	5,718,331
4	Broward, Indian River, Martin, Palm Beach, St. Lucie	31,961,600	31,666,500	31,416,800	32,419,088	33,170,901	33,786,021
5	Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter, Volusia	37,030,400	36,688,500	36,399,200	37,440,874	38,309,144	39,019,547
6	Miami-Dade, Monroe	25,344,000	25,110,000	24,912,000	25,614,628	26,208,642	26,694,654
7	Citrus, Hernando, Hillsborough, Pasco, Pinellas	18,163,200	17,995,500	17,853,600	18,495,937	18,924,866	19,275,808
Total		140,236,800	138,942,000	137,846,400	142,302,000	145,499,999	148,299,999


Submitting Entity: FAC


2019 INNOVATION & POLICY CONFERENCE

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