



2050 Statewide Revenue Forecast



Presented to:
Metropolitan Planning Organization Advisory
Council (MPOAC)

January 27, 2022



Strategic
development

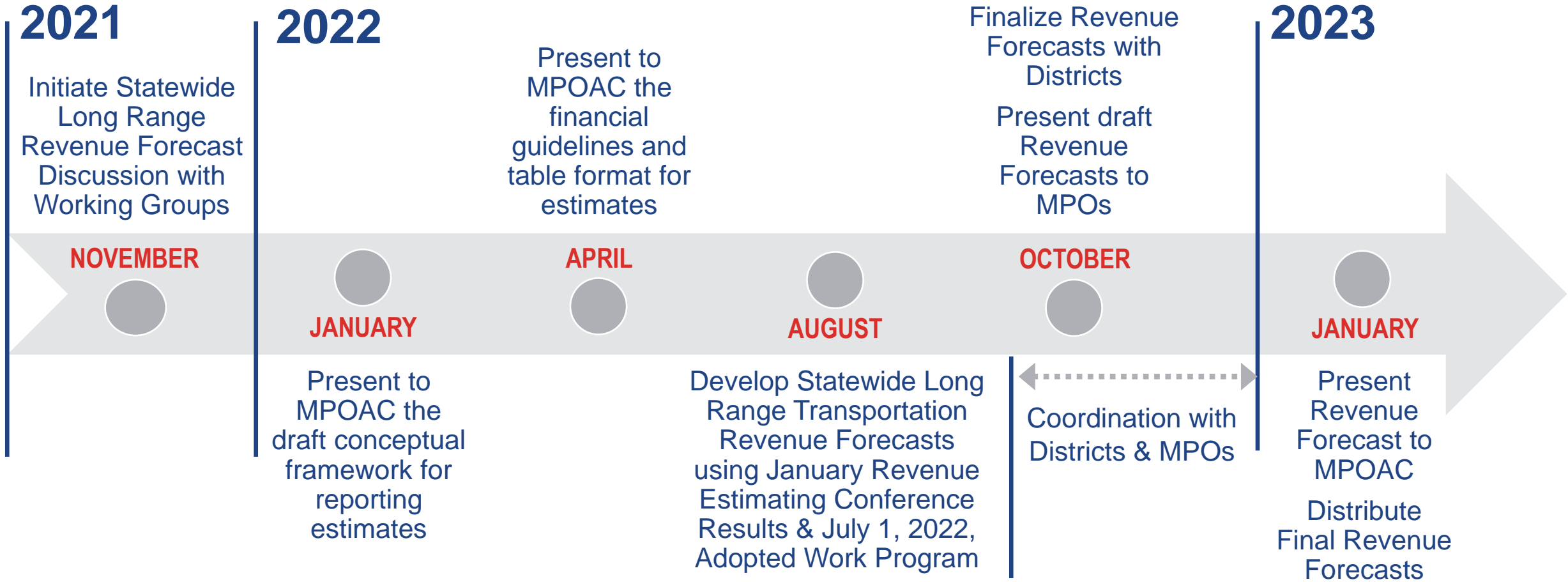
Agenda

- Brief update on process
- Review draft sections of the financial guidelines
- Present revised concept

Update on Process – Immediate Next Steps

- FDOT Revenue Team – February/March
 - Work with Office of Work Program and Budget (OWPB) to receive and review January Revenue Estimating Conference (REC) results
 - Incorporate MPOAC comments & revise draft of financial guidelines
 - Meet with MPO stakeholder working group to review draft financial guidelines
- MPOAC Quarterly meeting – April 28
 - Present draft financial guidelines
 - Template illustration of table format for estimates

Tentative Schedule



Purpose of Financial Guidelines

- Provide uniformity in financial reporting
- Cooperatively formulate approach for preparing a long-range revenue forecast
- 23 CFR 450.324(f)(11) and Section 339.175, Florida Statutes

General Assumptions

- Recommended time frame (for financial reporting only)
 - 2022/2023 as the Base Year
 - 2049/2050 as Horizon Year
- Recommended aggregate time bands
 - 2023-2025 (2 years to cover time between current budget and first-time band)
 - 2026-2030 (5 years)
 - 2031-2035 (5 years)
 - 2036-2040 (5 years)
 - 2041-2050 (10 years)

General Assumptions

- The revenue forecast will be based on:
 - January 2022 State REC
 - July 1, 2022, Adopted Work Program for state fiscal years 2023–2027
 - 2022-2023 Program and Resource Plan (PRP)
 - Includes 2023-2027 Adopted Work Program and planned funding for SFY 2028-2031
 - Department's Federal Aid Forecast for FFY 2023-2032
 - 2010 Urban Boundaries with 2020 population count (Updated FHWA boundaries not available until 2024)

Guidelines for LRTP *Needs Plan and Cost Feasible Plan*

- Prepared consistent with Federal and State law
- Project cost estimates used in LRTP presented in present day costs (PDC) and converted to year of expenditure (YOE)
 - FDOT will provide estimates of inflation factors through 2050 via the Revenue Forecast Guidebook
 - If alternative inflation factors are used, MPO should justify methodology and assumptions

Key changes to Revenue Concept

- Bipartisan Infrastructure Law
 - Analyzing details of new federal programs (formula and discretionary) and how they will impact the revenue forecast
 - Will adjust the forecast to include as appropriate
- SIS Policy Plan
 - Incorporating changes as a result of the draft SIS Policy Plan (i.e., flexibility for funding off-SIS)
- Restructuring 'Other Roads'
 - Itemizing components of 'Other Roads' category to provide more detail

Revenue Forecast Reporting Concept

Table 5

County Level Capacity Program Estimates

State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Estimates for the Capital Region Transportation Planning Agency

Capacity Programs*	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Other Roads Construction & ROW	12.93	104.37	130.94	142.80	209.71	600.81
Transit	6.94	38.59	48.66	53.28	111.01	258.48
Total - Main Programs	19.93	142.95	179.59	196.09	409.72	948.29

* Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.
 # Other Roads estimates do not include projected funding for the TRIP program of the Federal TMA program (SU Fund Code).
 ^ Transit estimates do not include projected funding for the Florida New Starts program.

Improvement Programs	Level
SHS – non-SIS not in TMA	District
SA (Federal)	District
SHS non-SIS in TMA (Federal/SU)	MPO
SHS non-SIS in TMA (State)	MPO
Other Roads- non-SIS not on SHS	MPO

Revenue Forecast Reporting Concept

Statewide Estimates

- Strategic Intermodal System – all modes (SIS)
- Non-highway modes (non-SIS)
- Non-capacity programs
 - Safety (HSP)
 - Bridge
 - Resurfacing

Districtwide Estimates

- TRIP (State)
- SHS – not SIS/not in TMA
- SA (Federal)
- TA (Federal)
 - TALT, TALN, and TALL
- Non-capacity programs
 - Safety (HSIP)
 - O&M

MPO Estimates

- SHS- not SIS/in TMA (State)
- TMA/SU (Federal)
- TA/TALU (Federal)
- Other Roads- not SIS/not on SHS
- Transit by formula (excluding Florida New Starts)

Defined in statute

Statewide- Informational

- SIS estimates:
 - In consultation between MPOs and SIS Coordinators
 - Available forecasts provided for development of the SIS Cost Feasible Plan
- Aviation, Rail, Intermodal Access, Seaport Development, SUN Trail (Not SIS)
- Florida New Starts
- Non-capacity programs:
 - Safety (HSP), resurfacing, bridge, product support, O&M, and administration

Districtwide

- Transportation Regional Incentive Program (TRIP)
 - Districts, in consultation with MPO, identify potentially eligible projects
- SHS – not SIS/not in TMA
- SA (Federal)
- TA (Federal)
 - TALT, TALN, and TALL

Districtwide

- Non-capacity programs:
 - Safety – Highway Safety Improvement Program (HSIP)
 - Starting FY 24, HSIP funding levels to be distributed by District
 - Resurfacing, bridge, and O&M

MPO (Estimates delineated by MPO)

- SHS – not SIS-State (in a TMA)
- TMA/SU (Federal):
 - Distributed based on current statutory formula of 50% population and 50% motor fuel tax collections
- TA/TALU (Federal):
 - Distributed based on TMA status and population

MPO (All estimates delineated by MPO)

- Other Roads – not SIS/not on SHS:
 - Generally distributed based on statutory formula
- Transit by formula (excluding Florida New Starts):
 - Distributed between districts and counties by formula



PUT IT DOWN

FOCUS ON DRIVING



Questions?

Jennifer Fortunas, P.E.
Forecasting and Trends Office
Manager

605 Suwannee Street
Tallahassee, FL 32399
Phone: 850-414-5396
jennifer.fortunas@dot.state.fl.us

Strategic
development