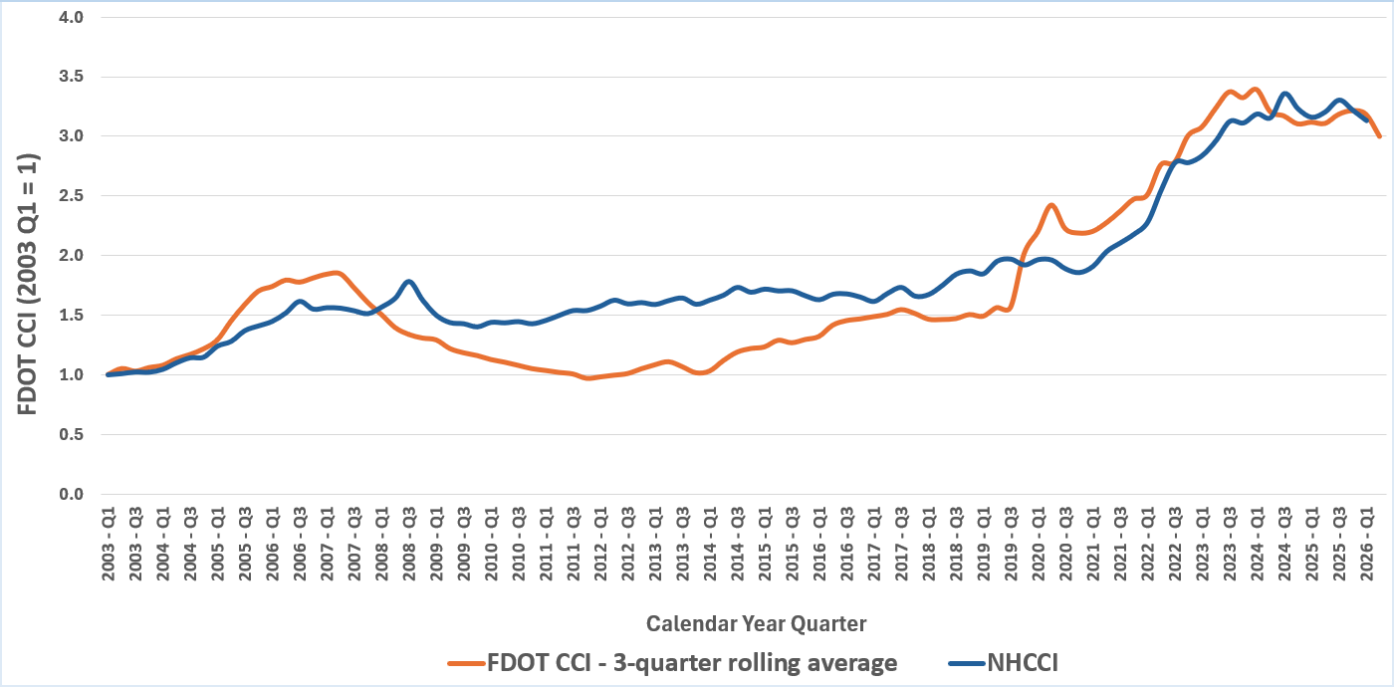
September 2026: FDOT CCI Declines in 2026 Q2

Updating the FDOT CCI with complete bid data through June 2026, the FDOT index decreased from 3.18 in 2026 Q1 (January – March 2026) to 3.00 in 2026 Q2 (April – June 2026). Additional data show that FDOT's costs have declined 6% quarter-over-quarter and 4% year-over-year. The most recent quarter of NHCCI data (January – March 2026) shows a decline in pricing nationally as well, albeit lagged due to data availability (**Figure 1**). The NHCCI declined 3% quarter-over-quarter and 1% year-over-year. **Table 1** shows the number of new bids added to the dataset after filters were applied.

Figure 1. Quarterly FDOT CCI, Updated to Calendar Year 2026 Q2 (FY 2026 Q4)



Source: TBG calculated from data provided by FDOT Office of Forecasting and Project Cost.

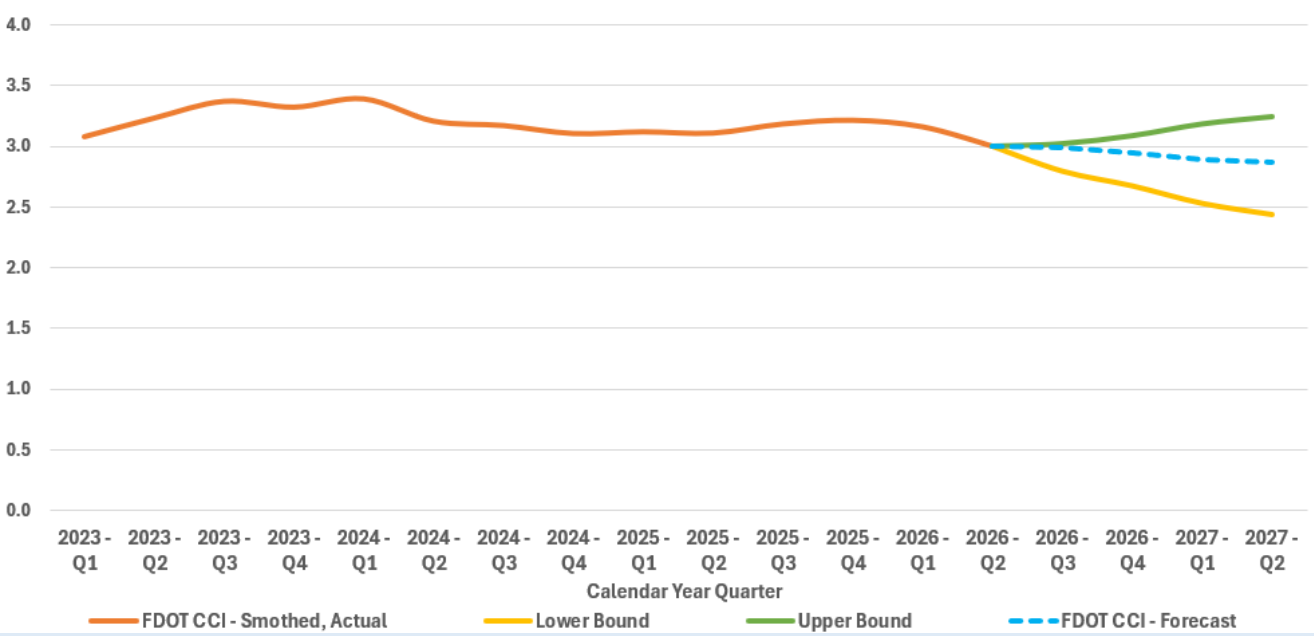
Table 1. Summary of Filter Application and Bid Counts

Number of Bids	Unfiltered Count	LS Removed	<1% Share Removed	Outliers Removed	Final Count
FDOT CCI – 2026 Q1 Update (published June 2026)	520,790	34,220	124,314	6,661	355,595
FDOT CCI – 2026 Q2 Update (published September 2026)	528,409	34,605	126,613	6,727	360,464
Difference	7,619	385	2,249	73	4,912

Source: TBG calculated from data provided by FDOT Office of Forecasting and Project Cost. This table includes data through calendar year 2026 Q2 (April - June 2026).

The updated forecast shows a continued decline of the CCI over the next four quarters (see FDOT CCI – Forecast in **Figure 2** below). Regression modeling and forecasting results were compared to results from time series analysis and forecasting methods, producing an upper and lower bound of the estimate (**Table 2**). Preliminary runs of the CCI with limited 2026 Q3 data show the CCI tracking between the baseline and lower bound at this time.

Figure 2. FDOT CCI Forecast



Source: TBG calculated from data provided by FDOT Office of Forecasting and Project Cost.

Table 2. FDOT CCI Forecast

Index (Calendar Year)	2026 Q3	2026 Q4	2027 Q1	2027 Q2
FDOT CCI Forecast*	2.99	2.95	2.89	2.87
ARIMA Baseline Forecast	2.91	2.88	2.86	2.84
Lower Bound	2.80	2.68	2.53	2.44
Upper Bound	3.02	3.08	3.18	3.24

Source: TBG calculated from data provided by FDOT Office of Forecasting and Project Cost.

*Linear Regression; upper and lower bounds use ARIMA models. ARIMA Baseline provided for context. This quarter all independent variables of the linear regression model are forecast using industry sources except for the index of rail carloads, which uses time series analysis and forecasting (ARIMA models). See the FDOT CCI Forecast technical memo for more details.