

2050 STATEWIDE REVENUE FORECAST WEBINAR

QUESTIONS AND ANSWERS FROM JUNE 8, 2023

GENERAL

Q: When will the 2050 Statewide Revenue Forecast be available to the MPOs?

A: The 2050 Revenue Forecast is available now via the [2050 Revenue Forecast Handbook](#).

Q: What are the main differences between the 2050 Statewide Revenue Forecast and the previous 2045 Statewide Revenue Forecast?

A: The main differences between the 2050 Statewide Revenue Forecast and the 2045 Revenue Forecast include reporting for non-SIS roads; estimates for STBG, TA, and CRP; non-SIS transit discretionary and formula; and Highway Safety Improvement Program funds.

	Previous 2045 Revenue Forecast	Current 2050 Revenue Forecast
Reporting for non-SIS roads		
<ul style="list-style-type: none"> ➤ State Highway System facilities <ul style="list-style-type: none"> ➤ Non-TMA MPOs ➤ TMA MPOs ➤ Other Roads for off-system facilities <ul style="list-style-type: none"> ➤ All MPOs ➤ Non-MPOs 	<ul style="list-style-type: none"> ➤ Combined total provided as "Other Roads" in <i>Table 5 County Level Capacity Program Estimates</i> for each MPO with guidance on the estimating for off-system facilities 	<ul style="list-style-type: none"> ➤ Provided at Districtwide level ➤ Provided at MPO level
		<ul style="list-style-type: none"> ➤ All MPOs at MPO level ➤ Non-MPO at Districtwide level
Estimates for Surface Transportation Block Grant		
<ul style="list-style-type: none"> ➤ Non-TMA MPOs 	<ul style="list-style-type: none"> ➤ SN, SM, SL not provided 	<ul style="list-style-type: none"> ➤ SA, SN, SM, SL provided at Districtwide level
<ul style="list-style-type: none"> ➤ TMA MPOs 	<ul style="list-style-type: none"> ➤ SU provided in <i>Table 6 TMA Funds Estimate</i> for applicable MPOs 	<ul style="list-style-type: none"> ➤ SU provided for each TMA MPO
Estimates for Transportation Alternatives		
<ul style="list-style-type: none"> ➤ Non-TMA MPOs 	<ul style="list-style-type: none"> ➤ TALT, TALL provided in <i>Table 9 TA Funds Estimates</i> for applicable MPOs; TALN, TALM not provided 	<ul style="list-style-type: none"> ➤ TALT, TALN, TALM, TALL provided at Districtwide level
<ul style="list-style-type: none"> ➤ TMA MPOs 	<ul style="list-style-type: none"> ➤ TALU provided in <i>Table 9 TA Funds Estimates</i> for applicable MPOs 	<ul style="list-style-type: none"> ➤ TALU provided for each TMA MPO

Estimates for Carbon Reduction Program		
<ul style="list-style-type: none"> Non-TMA MPOs 	<ul style="list-style-type: none"> Program did not exist 	<ul style="list-style-type: none"> CARB, CARN, CARM, CARL provided at Districtwide level
<ul style="list-style-type: none"> TMA MPOs 	<ul style="list-style-type: none"> Program did not exist 	<ul style="list-style-type: none"> CARU provided for each TMA MPO
Non-SIS Transit discretionary and formula funds		
<ul style="list-style-type: none"> Discretionary 	<ul style="list-style-type: none"> Combined total provided in <i>Table 5 County Level Capacity Program Estimates</i> for each MPO 	<ul style="list-style-type: none"> Provided at Districtwide level
<ul style="list-style-type: none"> Formula 		<ul style="list-style-type: none"> Provided at MPO level
Highway Safety Improvement Program funds		
<ul style="list-style-type: none"> All MPOs 	<ul style="list-style-type: none"> Part of Statewide Non-capacity table only 	<ul style="list-style-type: none"> Provided at Districtwide level

Q: The 2050 Revenue Forecast document is very large. Can MPOs extract the information relevant to their MPO when providing information to their governing board and members?

A: Extracting the relevant information that is most useful for the MPO is acceptable. All statewide and districtwide tables are in the body of the handbook so they would/should be included by reference.

Q: Can you provide a list of the funding codes that went into each funding category?

A: It has not historically been, nor is it current, FDOT policy to provide estimates for specific fund codes in the Revenue Forecast. This is to ensure the estimates are used for planning purposes only and not interpreted as any part of the programming process or misrepresented as a commitment of funding.

Q: Does the 2050 Revenue Forecast include future federal discretionary grants?

A: Federal discretionary funds and the match funding for these grants are not included.

SUN TRAIL

Q: How were the recent legislative changes for SUN Trail accommodated in the 2050 Revenue Forecast? Will the MPO program funds for SUN Trail be doubled in the 2050 Revenue Forecast and, if so, will an addendum be produced to reflect the changes to the SUN Trail funding before the MPOs have to adopt their Long Range Transportation Plans (LRTP)?

A: Senate Bill 106, providing additional funding for SUN Trail, was reviewed. SUN Trail is shown at the statewide level in the revenue forecast for informational purposes and will reflect the recent legislative action. It will not necessarily result in twice as much SUN Trail funding for an MPO because the forecast for SUN Trail is only at the statewide level. MPOs are encouraged to work with their District Liaisons in coordination with the SUN Trail Coordinator on the use of this funding.

Q: Does FDOT expect to see SUN Trail projects that are cost feasible, needs based, or both? Do SUN Trail projects have to be located on state corridors or can they also be on local roads?

A: Both types of projects are expected. SUN Trail projects can be located on state corridors or local roads.

DISTRICT COORDINATION

Q: Some forecasts are provided at the Districtwide level which is different than previous revenue forecasts. Will the Districts be providing guidance on how much the funds are available to the MPOs and how to use them in their LRTP?

A: In producing this revenue forecast, we wanted to encourage and promote consistency as much as possible. The framework of statewide, districtwide, and MPO level forecasts allows for that but requires the Districts and MPOs to work together. OPP will provide the District MPO Liaisons guidance for breakdown of the districtwide forecasts. The MPO Liaisons will work with the Districts in the same way.

Q: In previous LRTP update cycles, the Transit Development Plan (TDP) produced by the local transit agency was used to influence transit decisions. Will FDOT Central Office provide guidance to the Districts on how those two documents should interact and will a deadline be set on when this would be available?

A: FDOT's OPP staff will coordinate with the CO Transit Office to determine what would be most useful to the Districts.

Q: Will the Work Program Instructions reflect that the FDOT District Work Program offices and the District Liaisons will work together with the MPOs?

A: FDOT's OPP staff will coordinate with Work Program staff on this matter.

URBAN FUNDS

Q: What methodology was used to break out the funds for TMA MPOs?

A: For urban funds, programmed amounts for 2024 were used by TMA distribution area; however, because there are 3 new TMAs due to the 2020 Census, years 2025-2028 were redistributed by population across 18 TMAs instead of 15 TMAs as shown in the current Work Program. Information confirming FHWA's approval of the 3 additional TMAs was not official when that latest version of the Work Program was developed but will be reflected in future year Work Programs. For other estimates for TMA MPOs, the funding programmed by county in the 2023/24-2027/28 Tentative Work Program was used as the basis to grow these funds to the 2050 horizon year. Applicable growth rates can be found in Appendix E of the 2050 Revenue Forecast Handbook.

Q: If a TMA MPO includes an urban area >200,000 and another urban area of <200,000, does the MPO estimate include amounts for both areas, or does the MPO need to coordinate with the District Liaison for determining amounts of the districtwide estimates to include?

A: MPO level estimates for urban funds (SU, TALU, and CARU) are for the >200,000 population area. Urban funds for areas <200,000 are rolled into the districtwide estimate. MPOs should consult with their FDOT District Liaison to determine the estimates for the different urban population categories (less than 5,000; from 5,000 to 49,999; and from 50,000 to 200,000).

Q: If there is a discrepancy between what is shown in the 2050 Revenue Forecast Handbook and what is shown in the Work Program, will this be resolved in next year's Work Program?

A: There will be some differences in what is shown in the 2023/24-2027/28 Work Program for urban funds. For example, STBG (SU) funds for 2024 are from the Work Program; however, because there are 3 new TMAs due to the 2020 Census, years 2024/25-2027/28 were redistributed by population across 18 TMAs instead of 15 TMAs as shown in the current Work Program. Information confirming FHWA's approval of the 3 additional TMAs was not official when that latest version of the Work Program was developed but will be reflected in future year Work Programs. TALU and CARU funds were redistributed similarly.

SIS

Q: Will estimates related to the SIS facilities be provided?

A: SIS revenues and projects are identified in the 2050 SIS Cost Feasible Plan and are provided to MPOs via that plan. It is anticipated the SIS Cost Feasible Plan will be available in the summer of 2023. FDOT staff will provide notice to the MPOs and District Liaisons when this Plan is available.

NON-SIS

Q: Is there a cap for the off-system funding under the Other Road category. Does a MPO have to spend that money on off-system projects?

A: Other Roads is provided differently than in previous forecasts. The 2050 Revenue Forecast describes Other Roads estimates as "federal and state funds that may be used off-system." MPOs should work with their District Liaisons to determine the eligibility requirements for individual programs in this category.

Q: Can you explain why the 2050 Revenue Forecast tables for some MPOs for Other Roads, Non-State Highways, and Transit appeared to be significantly less than in the previous 2045 Revenue Forecast but the overall funding for all MPOs was generally the same?

A: The estimates for some categories are shown differently in the 2050 Revenue Forecast because of the adjustment for the statewide, districtwide, and MPO level framework. If there is a question for a specific MPO, please reach out directly to Mike Neidhart at (850) 414-4905.