

## **Appendix H**

### Financial Balancing Tables

## H-1: FINANCIALLY CONSTRAINED ENVISION6 RTP

### All Project, Maintenance, & Operational COSTS

Project Types	2008 - 2013	2014 - 2020	2021 - 2030	Totals
<b>Bicycle and Pedestrian</b>	\$399,609,431	\$302,526,715	\$315,744,143	\$1,017,880,289
<b>Road, Bridge, Interchange Capacity</b>	\$2,486,578,118	\$3,707,770,947	\$5,728,456,269	\$11,922,805,334
<b>Managed Lanes</b>	\$3,330,996,365	\$1,443,388,656	\$4,457,839,451	\$9,232,224,471
<b>Roadway, Interchange, ITS Upgrades</b>	\$1,028,110,411	\$918,254,738	\$939,244,583	\$2,885,609,732
<b>Roadway Maintenance and Operations</b>	\$3,254,155,732	\$4,484,848,384	\$8,057,995,884	\$15,797,000,000
<b>Transit Facilities</b>	\$6,075,864,386	\$6,698,487,780	\$12,896,178,084	\$25,670,530,251
Expansion	\$ 1,286,516,811	\$ 1,060,251,504	\$ 2,304,026,743	\$4,650,795,058
Operations, Rehab, Reconst, Replacement	\$ 4,789,347,575	\$ 5,638,236,276	\$ 10,592,151,342	\$21,019,735,193
<b>LCI</b>	\$117,536,948	\$129,825,000	\$188,000,000	\$435,361,948
<b>Transportation Demand Management/Air Quality</b>	\$40,400,000	\$61,300,000	\$102,700,000	\$204,400,000
<b>Other</b>	\$339,347,622	\$54,353,175	\$75,612,500	\$469,313,297
<b>TOTAL COSTS:</b>	\$17,072,599,013	\$17,800,755,395	\$32,761,770,914	\$67,635,125,322

### All REVENUES

Fund Sources	2005 - 2010	2011 - 2020	2021 - 2030	Totals
<b>FHWA</b>	\$3,382,881,107	\$4,440,700,221	\$9,407,060,307	\$17,230,641,636
<b>FTA</b>	\$859,709,347	\$1,141,016,114	\$1,930,442,730	\$3,931,168,191
<b>State</b>	\$1,753,284,826	\$2,734,293,085	\$5,562,924,900	\$10,050,502,811
<b>Local</b>	\$7,254,682,383	\$8,335,157,276	\$15,569,342,977	\$31,159,182,635
<b>Bond</b>	\$3,822,041,350	\$1,149,588,699	\$292,000,000	\$5,263,630,049
<b>TOTAL REVENUES:</b>	\$17,072,599,013	\$17,800,755,395	\$32,761,770,914	\$67,635,125,322

## H-2: FINANCIALLY CONSTRAINED ENVISION6 RTP

### Federal COSTS

Project Type Costs	2008 - 2013	2014 - 2020	2021 - 2030	Totals
Bicycle and Pedestrian	\$255,614,919	\$203,094,324	\$252,595,315	\$711,304,558
Road, Bridge, Interchange Capacity	\$1,025,163,824	\$2,111,401,070	\$3,463,698,421	\$6,600,263,315
Managed Lanes	\$303,411,603	\$545,465,082	\$3,823,765,342	\$4,672,642,028
Roadway, Interchange, ITS Upgrades	\$497,973,125	\$684,933,658	\$686,163,166	\$1,869,069,949
Roadway Maintenance and Operations	\$620,024,250	\$653,012,858	\$873,225,036	\$2,146,262,144
Transit Project Capital and Operations	\$884,762,043	\$1,301,677,942	\$1,940,672,588	\$4,127,112,573
LCI	\$90,544,100	\$103,860,000	\$150,400,000	\$344,804,100
Transportation Demand Management/Air Quality	\$34,540,000	\$51,700,000	\$87,500,000	\$173,740,000
Other	\$233,077,984	\$43,482,540	\$60,490,000	\$337,050,524
<b>TOTALS</b>	<b>\$3,945,111,848</b>	<b>\$5,698,627,475</b>	<b>\$11,338,509,869</b>	<b>\$20,982,249,191</b>

### Federal REVENUES

Fund Sources	2008 - 2013	2014 - 2020	2021 - 2030	Totals
FHWA	\$3,382,881,107	\$4,440,700,221	\$9,407,060,307	\$17,230,641,636
FTA	\$859,709,347	\$1,141,016,114	\$1,930,442,730	\$3,931,168,191
<b>TOTALS</b>	<b>\$4,242,590,454</b>	<b>\$5,581,716,336</b>	<b>\$11,337,503,037</b>	<b>\$21,161,809,827</b>

## H-3: GARVEE Bonds

### Principal

	Total Bonded Amount	Federal (Direct) Portion
Statewide	\$3,004,000,000	\$2,403,145,339

### Debt Service \*

Statewide

Fiscal Year	Total Payback Amount	Federal (Direct) Portion
2007	\$45,508,390	\$36,406,712
2008	\$62,197,166	\$49,757,733
2009	\$129,602,246	\$103,681,797
2010	\$208,373,181	\$166,698,545
2011	\$284,666,772	\$227,733,418
2012	\$338,935,640	\$271,148,512
2013	\$338,924,197	\$271,139,358
2014	\$338,942,389	\$271,153,911
2015	\$338,944,856	\$271,155,885
2016	\$338,937,248	\$271,149,798
2017	\$338,945,287	\$271,156,230
2018	\$338,938,414	\$271,150,731
2019	\$287,592,530	\$230,074,024
2020	\$282,060,500	\$225,648,400
2021	\$218,420,000	\$174,736,000
2022	\$136,485,750	\$109,188,600
2023	\$56,358,750	\$45,087,000
2024	\$34,458,200	\$27,566,560
<b>TOTAL</b>	<b>\$4,118,291,516</b>	<b>\$3,294,633,213</b>

Source: Georgia Department of Transportation/ State Road and Tollway Authority

\* Includes principal and interest

## H-4: Forecast Atlanta Regional Share of FEDERAL HIGHWAY FUNDING

METHODOLOGY	NOTES/ COMMENTS
<b>1</b> Actual Total Obligated Amount or Limit: sum of the formula obligation limit, equity bonus obligation limit, Appalachian obligation limit, and redistribution from other states.	This excludes HPP funds. The Atlanta SAFETEA-LU HPP funds are tracked separately excluding what is already programmed for 2006 and 2007.
<b>2</b> Estimates of future total obligated amount (limit) are based on FY 2007 obligation limits.	N 4520.191 released on March 19, 2007.
<b>3</b> FY2007 Redistribution from other states estimated as average of 2003 - 2005 actual obligations.	The 2003-2005 average is \$29.9 million. The actual FY 2005 redistribution was \$40 million.
<b>4</b> 2008 - 2030 total obligated amount grown at an annual growth rate of 2%. 2% represents an average expected growth for HTF <u>revenues</u> .	Reference: U.S. Treasury Department Office of Public Affairs, April 4, 2006, and CBO Testimony: CBO Projections of Revenues for the Highway Trust Fund. The assumed growth rate (2%) represents an average of the projected growth rate of the U.S. Treasury's Office of Tax Analysis for all of their forecast years. The Treasury projections were used as they were more conservative than the CBO projections.
<b>5</b> Annual existing and anticipated State bond payback (principal and interest) is subtracted from the estimated total obligated amount (annually). The bond payback schedule was provided by GDOT and SRTA based on the latest data available.	
<b>6</b> Atlanta region (18-county) population shares for 2008 - 2013, 2014 - 2021, and 2022 - 2030 are used to estimate the portion of federal highway program funds allocated to the Atlanta region.	The population shares are based on a historical review of Census data from 1980 to 2007.

## H-5: Forecast Atlanta Regional Share of FEDERAL HIGHWAY FUNDING - 18 Counties

Atlanta 18-county region share of Georgia population	2008-2013	2014-2021	2022-2030
	54.00%	57.00%	60.00%

Year	Forecast State Total (BEFORE bond payments)	Forecast State Total (AFTER bond payments)	ARC Share (After GARVEE, excluding HPP)
2008	\$1,146,912,282	\$1,097,154,550	\$592,463,457
2009	\$1,169,850,528	\$1,066,168,731	\$575,731,115
2010	\$1,193,247,539	\$1,026,548,994	\$554,336,457
2011	\$1,217,112,489	\$989,379,072	\$534,264,699
2012	\$1,241,454,739	\$970,306,227	\$523,965,363
2013	\$1,266,283,834	\$995,144,476	\$537,378,017
2014	\$1,291,609,511	\$1,020,455,599	\$581,659,692
2015	\$1,317,441,701	\$1,046,285,816	\$596,382,915
2016	\$1,343,790,535	\$1,072,640,737	\$611,405,220
2017	\$1,370,666,346	\$1,099,510,116	\$626,720,766
2018	\$1,398,079,673	\$1,126,928,941	\$642,349,497
2019	\$1,426,041,266	\$1,195,967,242	\$681,701,328
2020	\$1,454,562,091	\$1,228,913,691	\$700,480,804
2021	\$1,483,653,333	\$1,308,917,333	\$746,082,880
2022	\$1,513,326,400	\$1,404,137,800	\$800,358,546
2023	\$1,543,592,928	\$1,498,505,928	\$854,148,379
2024	\$1,574,464,786	\$1,546,898,226	\$928,138,936
2025	\$1,605,954,082	\$1,605,954,082	\$963,572,449
2026	\$1,638,073,164	\$1,638,073,164	\$982,843,898
2027	\$1,670,834,627	\$1,670,834,627	\$1,002,500,776
2028	\$1,704,251,320	\$1,704,251,320	\$1,022,550,792
2029	\$1,738,336,346	\$1,738,336,346	\$1,043,001,808
2030	\$1,773,103,073	\$1,773,103,073	\$1,063,861,844
<b>Total (2008 - 2030)</b>	<b>\$33,082,642,592</b>	<b>\$29,824,416,091</b>	<b>\$17,165,899,636</b>

<b>ARC Share (After GARVEE, including HPP)</b>	<b>\$17,230,641,636</b>
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## H-6: Forecast Atlanta Regional Share of FEDERAL TRANSIT FUNDING

METHODOLOGY	NOTES/ COMMENTS
<p><b>1</b> Atlanta FY2007 formula apportioned federal transit funds (non-discretionary) are used as the base year.</p>	<p>Federal Register Vol. 72, No. 56. Released on March 23, 2007.</p>
<p><b>2</b> <i>Estimated</i> Atlanta discretionary FY2007 are used as the base year. Discretionary funds are estimated as a long term average of funds received in the Atlanta region over the past 12-years. This applies to section 5309 New Starts and section 5309 Bus only</p>	<p>The 12-year average for section 5309 New Starts is \$31,909,407. The 12-year average for section 5309 Bus is \$10,771,422.</p>
<p><b>3</b> 2008 - 2030 total obligated amount grown at an annual growth rate of 2%. 2% represents an average expected growth for HTF <u>revenues</u>.</p>	<p>Reference: U.S. Treasury Department Office of Public Affairs, April 4, 2006, AND CBO Testimony: CBO Projections of Revenues for the Highway Trust Fund. The assumed growth rate (2%) represents an average of the projected growth rate of the U.S. Treasury's Office of Tax Analysis for all of their forecast years. The Treasury projections were used as they were more conservative than the CBO projections.</p>

**H-7: Forecast Atlanta Regional Share of FEDERAL TRANSIT FUNDING**

Year	Federal Transit Formula Grants						Total Transit Formula	Discretionary Federal Transit			Total Federal Transit Funds
	Sec. 5307 UZA	Sec. 5309 Rail Modernization	JARC	New Freedom	5310	5311		Sec. 5309 Bus**	Sec. 5309 New Starts**	Total Transit Discretionary	
2008	\$56,876,852	\$32,132,476	\$1,443,996	\$906,750	\$723,369	\$668,170	\$92,751,613	\$10,986,851	\$32,547,659	\$43,534,510	\$136,286,123
2009	\$58,014,389	\$32,775,125	\$1,472,876	\$924,885	\$737,836	\$681,534	\$94,606,645	\$11,206,588	\$33,198,612	\$44,405,200	\$139,011,845
2010	\$59,174,677	\$33,430,628	\$1,502,333	\$943,383	\$752,593	\$695,164	\$96,498,778	\$11,430,719	\$33,862,584	\$45,293,304	\$141,792,082
2011	\$60,358,171	\$34,099,240	\$1,532,380	\$962,251	\$767,644	\$709,068	\$98,428,754	\$11,659,334	\$34,539,836	\$46,199,170	\$144,627,924
2012	\$61,565,334	\$34,781,225	\$1,563,027	\$981,496	\$782,997	\$723,249	\$100,397,329	\$11,892,520	\$35,230,633	\$47,123,153	\$147,520,482
2013	\$62,796,641	\$35,476,849	\$1,594,288	\$1,001,126	\$798,657	\$737,714	\$102,405,275	\$12,130,371	\$35,935,246	\$48,065,616	\$150,470,892
2014	\$64,052,574	\$36,186,386	\$1,626,174	\$1,021,148	\$814,630	\$752,468	\$104,453,381	\$12,372,978	\$36,653,950	\$49,026,929	\$153,480,309
2015	\$65,333,625	\$36,910,114	\$1,658,697	\$1,041,571	\$830,923	\$767,518	\$106,542,448	\$12,620,438	\$37,387,029	\$50,007,467	\$156,549,916
2016	\$66,640,298	\$37,648,316	\$1,691,871	\$1,062,403	\$847,542		\$108,673,297	\$12,872,847	\$38,134,770	\$51,007,617	\$159,680,914
2017	\$67,973,104	\$38,401,283	\$1,725,708	\$1,083,651	\$864,492	\$798,525	\$110,846,763	\$13,130,304	\$38,897,465	\$52,027,769	\$162,874,532
2018	\$69,332,566	\$39,169,308	\$1,760,223	\$1,105,324	\$881,782	\$814,496	\$113,063,699	\$13,392,910	\$39,675,415	\$53,068,324	\$166,132,023
2019	\$70,719,217	\$39,952,695	\$1,795,427	\$1,127,430	\$899,418	\$830,786	\$115,324,973	\$13,660,768	\$40,468,923	\$54,129,691	\$169,454,663
2020	\$72,133,601	\$40,751,748	\$1,831,336	\$1,149,979	\$917,406	\$847,402	\$117,631,472	\$13,933,983	\$41,278,301	\$55,212,285	\$172,843,757
2021	\$73,576,273	\$41,566,783	\$1,867,962	\$1,172,978	\$935,754	\$864,350	\$119,984,101	\$14,212,663	\$42,103,868	\$56,316,530	\$176,300,632
2022	\$75,047,799	\$42,398,119	\$1,905,322	\$1,196,438	\$954,469	\$881,637	\$122,383,783	\$14,496,916	\$42,945,945	\$57,442,861	\$179,826,644
2023	\$76,548,755	\$43,246,081	\$1,943,428	\$1,220,367	\$973,559	\$899,269	\$124,831,459	\$14,786,854	\$43,804,864	\$58,591,718	\$183,423,177
2024	\$78,079,730	\$44,111,003	\$1,982,297	\$1,244,774	\$993,030	\$917,255	\$127,328,088	\$15,082,591	\$44,680,961	\$59,763,552	\$187,091,641
2025	\$79,641,325	\$44,993,223	\$2,021,943	\$1,269,669	\$1,012,891	\$935,600	\$129,874,650	\$15,384,243	\$45,574,580	\$60,958,824	\$190,833,474
2026	\$81,234,151	\$45,893,088	\$2,062,381	\$1,295,063	\$1,033,148	\$954,312	\$132,472,143	\$15,691,928	\$46,486,072	\$62,178,000	\$194,650,143
2027	\$82,858,834	\$46,810,949	\$2,103,629	\$1,320,964	\$1,053,811	\$973,398	\$135,121,586	\$16,005,767	\$47,415,793	\$63,421,560	\$198,543,146
2028	\$84,516,011	\$47,747,168	\$2,145,702	\$1,347,383	\$1,074,888	\$992,866	\$137,824,018	\$16,325,882	\$48,364,109	\$64,689,991	\$202,514,009
2029	\$86,206,331	\$48,702,112	\$2,188,616	\$1,374,331	\$1,096,385	\$1,012,723	\$140,580,498	\$16,652,400	\$49,331,391	\$65,983,791	\$206,564,289
2030	\$87,930,458	\$49,676,154	\$2,232,388	\$1,401,818	\$1,118,313	\$1,032,978	\$143,392,108	\$16,985,448	\$50,318,019	\$67,303,467	\$210,695,575
<b>Total (2008-2030)</b>	<b>\$1,640,610,715</b>	<b>\$926,860,075</b>	<b>\$41,652,001</b>	<b>\$26,155,183</b>	<b>\$20,865,539</b>	<b>\$19,273,350</b>	<b>\$2,675,416,862</b>	<b>\$316,915,301</b>	<b>\$938,836,027</b>	<b>\$1,255,751,329</b>	<b>\$3,931,168,191</b>

## H-8: Forecast Atlanta Regional Share of STATE MOTOR FUEL FUNDING

	METHODOLOGY	NOTES/ COMMENTS
1	Annual estimates of Georgia state motor fuel fund receipts are estimated as the total of the 7.5 cents/gallon excise tax receipts plus the 3% prepaid motor fuel tax receipts,	As a conservative estimate, interest earned on motor fuel funds and state general fund expenditures for transportation is not included.
2	Annual expenses from motor fuel tax receipts include debt service for existing and planned bond releases (annual principal and interest payments).	The annual payback schedule for all existing debt service was provided by GDOT and SRTA. In addition, an estimated payback schedule for proposed or anticipated debt service was provided by GDOT.
3	Motor fuel tax receipts were forecast using the methodology presented in the GA Statewide Transportation Plan (SWTP).	The GA SWTP was released in January 2006. Historical data on motor fuel tax receipts was updated with the latest available data and reviewed by the GDOT for accuracy.
4	To estimate the amount of motor fuel funds available to fund capital transportation projects, operation and maintenance and other non-capital annual expenditures are deducted from the annual motor fuel fund revenue forecasts.	Operation and maintenance and other non-capital expenditure forecasts are based on a historical review of Georgia Annual budgets Reports and Highway Statistics Reports (table SF-2).
5	Atlanta region (18-county) population shares for 2008 - 2013, 2014 - 2021, and 2022 - 2030 are used to estimate the portion of federal highway program funds allocated to the Atlanta region.	The population shares are based on a historical review of Census data from 1980 to 2007.

## H-9: Forecast Atlanta Regional Share of STATE MOTOR FUEL FUNDING

Fiscal YEAR	GEORGIA State Motor Fuel Funds <i>(net annual bond payments)</i>	ATLANTA State Motor Fuel Funds <i>(net annual bond payments)</i>
2008	\$530,873,649	\$271,223,347
2009	\$529,610,327	\$270,577,916
2010	\$524,114,481	\$267,770,089
2011	\$530,535,861	\$271,050,772
2012	\$550,739,251	\$281,372,683
2013	\$580,950,183	\$296,807,448
2014	\$619,826,016	\$327,516,067
2015	\$636,366,595	\$336,256,109
2016	\$671,089,338	\$354,603,606
2017	\$685,327,312	\$362,126,952
2018	\$699,329,866	\$369,525,901
2019	\$733,176,689	\$387,410,562
2020	\$751,889,596	\$397,298,462
2021	\$784,732,543	\$414,652,676
2022	\$842,289,930	\$445,065,999
2023	\$890,399,658	\$470,487,179
2024	\$933,978,228	\$507,243,576
2025	\$957,019,564	\$519,757,325
2026	\$970,357,980	\$527,001,419
2027	\$983,885,276	\$534,348,093
2028	\$997,604,171	\$541,798,825
2029	\$1,011,517,424	\$549,355,113
2030	\$1,025,627,833	\$557,018,476
<b>Total (2008 -2030)</b>	<b>\$17,441,241,771</b>	<b>\$9,260,268,596</b>