

2030 LRTP Update

Appendix C ***Financial Plan***



**Gainesville - Hall Metropolitan Planning Organization
Draft 2030 Long Range Transportation Plan**

Financial Plan

Federal law requires transportation plans to be fiscally constrained. In other words, the total cost of all the projects have to be balanced against the total amount of revenue available to fund projects through 2030. In this section of the plan, there is an examination of general estimated revenues for the 20 plus year program. Anticipated revenues are based on the best available information, and will need to be updated as project information is refined and revenue sources are re-authorized or modified. Determining the amount of revenue is critical for the limitation that it puts on the number and magnitude of projects considered in this plan.

Revenue Estimates

Hall County and its jurisdictions are eligible for many types of federal and state funding for transportation improvements. Local sources of funding are often necessary to match state or federal funds, and identifying state and local sources to match potential federal revenues is a challenge. Following are a list of the available funding sources for this plan.

**Table C-1
Projected State and Federal Road Funding to Hall County**

Year	Estimated Programmed Funds	Estimated Maintenance Costs	Estimated Project Costs
2008	\$20,547,000	\$3,059,000	\$17,488,000
2009	\$53,067,000	\$3,119,000	\$49,948,000
2010	\$69,024,210	\$3,181,000	\$65,843,210
2011	\$7,343,000	\$3,243,000	\$4,100,000
2012	\$91,742,000	\$3,307,000	\$88,435,000
2013	\$45,813,000	\$3,373,000	\$42,440,000
2014	\$46,715,000	\$3,439,000	\$43,276,000
2015	\$47,636,000	\$3,507,000	\$44,129,000
2016	\$48,574,000	\$3,576,000	\$44,998,000
2017	\$49,530,000	\$3,646,000	\$45,884,000
2018	\$50,506,322	\$3,718,000	\$46,788,322
2019	\$51,501,000	\$3,791,000	\$47,710,000
2020	\$52,516,000	\$3,866,000	\$48,650,000
2021	\$53,550,000	\$3,942,000	\$49,608,000
2022	\$54,606,000	\$4,020,000	\$50,586,000
2023	\$55,681,000	\$4,099,000	\$51,582,000
2024	\$56,778,000	\$4,180,000	\$52,598,000
2025	\$57,897,000	\$4,262,000	\$53,635,000
2026	\$59,037,000	\$4,346,000	\$54,691,000
2027	\$60,201,000	\$4,432,000	\$55,769,000
2028	\$61,386,000	\$4,519,000	\$56,867,000
2029	\$62,595,000	\$4,608,000	\$57,987,000
2030	\$63,829,000	\$4,699,000	\$59,130,000
TOTALS	\$1,220,074,532	\$87,932,000	\$1,132,142,532

Source: Georgia Department of Transportation



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State and Federal Road Funding

The estimated amount of revenue for state and federal road funding shown in Table 1 was developed by the Georgia Department of Transportation based on regression analysis of the historical funding to Hall County. The projections in Table 1 account for both capital and maintenance dollars, and provide an estimated amount for total new projects through 2030, based on past funding levels in Hall County. This analysis examined programmed projects through 2013, at which point a compounded factor of approximately 2% was used to estimate funding per year through 2030.

State and Federal Transit Dollars

Funding for local transit is projected using the dollar amounts reflected the current dollar amounts slated through 2011 and then projecting operating assistance and capital dollars out to the year 2030, with a 2% annual increase based on projected population increases. The overall dollars are reflected in Table 2 below.

**Table C-2
Projected Transit Funding**

YEAR	PROJECTED TRANSIT FUNDING
2005	\$1,100,000
2006	\$1,650,728
2007	\$2,123,453
2008	\$2,156,748
2009	\$2,141,730
2010	\$2,137,759
2011	\$2,395,034
2012	\$2,442,935
2013	\$2,491,793
2014	\$2,541,629
2015	\$2,592,462
2016	\$2,644,311
2017	\$2,697,197
2018	\$2,751,141
2019	\$2,806,164
2020	\$2,862,287
2021	\$2,919,533
2022	\$2,977,924
2023	\$3,037,482
2024	\$3,098,232
2025	\$3,160,196
2026	\$3,223,400
2027	\$3,287,868
2028	\$3,353,626
2029	\$3,420,698
2030	\$3,489,112

Source: Gainesville-Hall MPO and Hall Area Transit



Local Road Dollars

Local Road funding is primarily provided through Special Local Option Sales Taxes (SPLOST). Hall County has a strong track record of supporting such taxes, the latest program being approved with an affirmative vote of greater than 70%. The most recently adopted Hall County SPLOST V has budgeted \$16.2 million for transportation plan projects. It is anticipated that four additional SPLOST taxes will be implemented during the plan period. In addition, road maintenance dollars of \$7,250,000 were budgeted in SPLOST V. The projections assume a similar level of transportation funding in each SPLOST, with a 10% increase in each successive SPLOST based on increases in sales tax due to population growth in the period. This equates to a very conservative 2% revenue growth rate, significantly less than population growth projected in the rest of the Plan. The local revenues are summarized in Table 3 below.

**Table C-3
Projected Local Revenues through 2030**

Timeframe	Projects	Maintenance	Total
2008-2030	\$99,000,000	\$44,250,000	\$143,250,000

Source: Gainesville-Hall MPO

Total Estimated Revenues

Total estimated revenues available from all sources for the program of roadway projects in 2007 dollars is \$1,231,142,000, as reflected in Table 4 below. The share of total estimated state and federal funding available to the year 2030 for the GHMPO area is \$1,132,142,000. The projection for local dollars, primarily through Special Purpose Local Option Sales Taxes (SPLOST) is \$99.0 million. Most of these funds will be required as local match on projects that can not be fully funded by outside sources.

**Table C-4
Revenue Summary**

Source	Projects	Maintenance	Transit	Total
Federal/State	\$1,132,142,000	\$87,932,000	\$50,712,000	\$1,270,786,000
Local	\$99,000,000	\$44,250,000	\$16,904,000	\$160,154,000
Total	\$1,231,142,000	\$132,182,000	\$67,616,000	\$1,430,940,000

Source: Gainesville-Hall MPO and Georgia DOT



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Financing the GHMPO 2030 Plan

Facing continued and likely increasing growth in the foreseeable future, Hall County and its Cities will have great challenges in providing for the community's transportation needs. Forecasting future transportation revenue is not an exact science and political, social and economic factors currently unknown can greatly impact the level of transportation revenue in the upcoming years. Still with an analysis of historical patterns and making assumptions on future trends, it is possible to develop a forecast that is a useful tool to guide this regional transportation plan.