

Chapter 8 | Fiscal Assessment

Introduction

This section addresses the costs and revenues associated with the roads and bridge projects (Chapter 6), and public transportation projects (Chapter 7), identified in the 2050 Metropolitan Transportation Plan (MTP). For details on costs of individual projects and activities, please see the associated chapter.

Road Projects - Costs and Revenue Estimation

Costs

The total cost of all obligated road and bridge projects listed in Table 6-2 above is estimated at **\$636,588,664.39** (as of 3/11/2024). This value is based on the most current project cost estimates from GDOT and Macon-Bibb County Engineering Department. It includes an assumption of 2% increase in non-obligated project costs each year over the entire planning and construction duration of the project. This assumption is an average, based on GDOT's historic project management experience with road and bridge projects. While in any specific year this 2% assumption may be high or low, the expectation is that over the operational life of this MTP, individual years will balance out around a 2% inflation rate. This assumption is a continuation of the project cost inflation assumptions applied in the 2050 MTP.

Of the \$636,588,664.39, the amount already obligated to these projects (as of March 11, 2024) is **\$66,202,752.74**. Reducing the total project costs by these expended or obligated amount leaves a net outstanding cost of **\$570,385,911.65**.¹

Revenues

Revenues forecasts for road and bridge projects in the MATS area were provided by Georgia Dept. of Transportation Office of Planning on June 21, 2021. Table 8-1 takes the information provided by Office of Planning, focusing on the years FY 2024 through 2050 (i.e., the beginning year of the current MATS FY 2024 – 2027 TIP through the planning horizon year).

The total available revenue for new roads and bridges projects or cost increases in existing projects, over the operating life of the updated 2050 MTP is **\$753,813,334.55** (as of 3/11/2024). For maintenance projects, the corresponding figure is **\$166,394,154.53**. Table 8-1 further breaks out the anticipated Federal, State and Local shares of each of these funding streams. Based on the data provided by GDOT Office of Planning, the annualized average growth rate in the funding stream is 2.56%

¹ [1] For details on costs and descriptions for individual road and bridge projects, please see Chapter 6.

It should be noted that the estimates of these apportionments are highly generalized. How much of the funding share in any specific year accrues to each level of government is dependent on the specific funding sources used to pay for the individual projects in that year.

Demonstration of Fiscal Constraint

Comparing the net revenue and net cost estimates in Table 8-2 and 8-3 below, the Roads and Bridges project list has identified an anticipated surplus of **\$117,224,670.16 (as of 3/11/2024)** for new projects or cost increases over the operating life of the updated 2050 MTP.

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	New Projects Estimate			Maintenance Estimate			Total Estimate
	Project Cost Total	Federal Share	State & Local Sare	Project Cost Total	Federal Share	State & Local Sare	
2021	\$236,671,629	\$189,337,303	\$47,334,326	\$4,994,003	\$3,995,202	\$998,801	\$241,665,631
2022	\$18,336,085	\$14,668,868	\$3,667,217	\$4,524,994	\$3,619,996	\$904,999	\$22,861,079
2023	\$44,226,028	\$35,380,823	\$8,845,206	\$4,615,494	\$3,692,395	\$923,099	\$48,841,523
2024 ^{a, b}	\$30,285,127	\$24,326,102	\$5,959,025	\$4,707,804	\$3,766,243	\$941,561	\$34,992,931
2025	\$18,800,451	\$15,040,361	\$3,760,090	\$4,801,960	\$3,841,568	\$960,392	\$23,602,411
2026	\$19,176,460	\$15,341,168	\$3,835,292	\$4,897,999	\$3,918,400	\$979,600	\$24,074,459
2027	\$19,559,989	\$15,647,991	\$3,911,998	\$4,995,959	\$3,996,768	\$999,192	\$24,555,948
2028	\$19,951,189	\$15,960,951	\$3,990,238	\$5,095,879	\$4,076,703	\$1,019,176	\$25,047,067
2029 ^a	\$110,850,213	\$88,680,170	\$22,170,043	\$5,197,796	\$4,158,237	\$1,039,559	\$116,048,009
2030	\$20,757,217	\$16,605,773	\$4,151,443	\$5,301,752	\$4,241,402	\$1,060,350	\$26,058,969
2031	\$21,172,361	\$16,937,889	\$4,234,472	\$5,407,787	\$4,326,230	\$1,081,557	\$26,580,148
2032	\$21,595,808	\$17,276,647	\$4,319,162	\$5,515,943	\$4,412,754	\$1,103,189	\$27,111,751
2033	\$22,027,725	\$17,622,180	\$4,405,545	\$5,626,262	\$4,501,009	\$1,125,252	\$27,653,986
2034	\$22,468,279	\$17,974,623	\$4,493,656	\$5,738,787	\$4,591,030	\$1,147,757	\$28,207,066
2035	\$22,917,645	\$18,334,116	\$4,583,529	\$5,853,563	\$4,682,850	\$1,170,713	\$28,771,207
2036	\$23,375,998	\$18,700,798	\$4,675,200	\$5,970,634	\$4,776,507	\$1,194,127	\$29,346,632
2037	\$23,843,517	\$19,074,814	\$4,768,703	\$6,090,047	\$4,872,037	\$1,218,009	\$29,933,564
2038	\$24,320,388	\$19,456,310	\$4,864,078	\$6,211,848	\$4,969,478	\$1,242,370	\$30,532,235
2039	\$24,806,796	\$19,845,436	\$4,961,359	\$6,336,085	\$5,068,868	\$1,267,217	\$31,142,880
2040	\$25,302,932	\$20,242,345	\$5,060,586	\$6,462,806	\$5,170,245	\$1,292,561	\$31,765,738
2041	\$25,808,990	\$20,647,192	\$5,161,798	\$6,592,062	\$5,273,650	\$1,318,412	\$32,401,053
2042	\$26,325,170	\$21,060,136	\$5,265,034	\$6,723,904	\$5,379,123	\$1,344,781	\$33,049,074
2043	\$26,851,673	\$21,481,339	\$5,370,335	\$6,858,382	\$5,486,705	\$1,371,676	\$33,710,055
2044	\$27,388,707	\$21,910,965	\$5,477,741	\$6,995,549	\$5,596,439	\$1,399,110	\$34,384,256
2045	\$27,936,481	\$22,349,185	\$5,587,296	\$7,135,460	\$5,708,368	\$1,427,092	\$35,071,941
2046	\$28,495,211	\$22,796,168	\$5,699,042	\$7,278,170	\$5,822,536	\$1,455,634	\$35,773,380
2047	\$29,065,115	\$23,252,092	\$5,813,023	\$7,423,733	\$5,938,986	\$1,484,747	\$36,488,848
2048	\$29,646,417	\$23,717,134	\$5,929,283	\$7,572,208	\$6,057,766	\$1,514,442	\$37,218,625
2049	\$30,239,345	\$24,191,476	\$6,047,869	\$7,723,652	\$6,178,921	\$1,544,730	\$37,962,997
2050	\$30,844,132	\$24,675,306	\$6,168,826	\$7,878,125	\$6,302,500	\$1,575,625	\$38,722,257
	\$753,813,335	\$603,148,668	\$150,664,667	\$166,394,155	\$133,115,324	\$33,278,831	\$920,207,489

* Projection amounts are YOY \$ - (2 % inflation per year)

^a On 5/1/2024, fiscal years 2024 and 2029 had their estimates increased by \$11,363,312.74 and \$90,500,000, respectively, to accommodate the cost increases associated with revised cost estimates for GDOT PI #0013712, and the amendment of GDOT PI #0019933, 0019934, #0019935, #0019936, #0019945 and #0020056.

^b The Federal and State & Local portion of the FY 2024 line have been adjusted to reflect the fact that GDOT PI #0020056 is 100% under the Federal Lands Access Program (FLAP) grant

Table 8-1: Revenue Projections for MATS Area Roads & Bridges Projects
Source: Georgia Dept. of Transportation – Office of Planning

The corresponding value for the maintenance fund is currently **\$154,902,999.37**. However, that value is for all years FY 2024 through 2050. Using the Maintenance Estimate values from Table 8-1, focusing only on the years FY 2024 – 2027, and comparing them to the anticipated maintenance costs in the FY 2024 – 2027 TIP, the calculation of fiscal constraint for the Maintenance funds in the FY 2024 – 2027 TIP period is:

Net Anticipated Maintenance Revenues (FY 2024 – 2027): \$19,403,723.00

- Net Anticipated Costs: \$11,491,155.16

Anticipated Maintenance Surplus (FY 2024 – 2027): \$7,912,567.84

Highway Capital Projects Revenue Estimates	
	Summed Estimates @ 2% Inflation
Federal	\$ 603,148,667.64
State & Local Match	\$ 150,664,666.91
Total Estimated Revenues	\$ 753,813,334.55
TIP Project Adjustments (as of 5/1/2024)	\$ 66,202,752.74
Net Highway Capital Revenues Available	\$ 687,610,581.81
Outstanding Road & Bridge Projects in MTP	\$ 570,385,911.65
Capital Surplus (deficit) <i>New Estimate (5/1/2024)</i>	<u>\$ 117,224,670.16</u>

Table 8-2: MATS Highway Capital Projects Revenue Estimates: 2021 - 2050

Highway Maintenance Revenue Estimates	
	Summed Estimates @ 2% Inflation
Federal	\$ 133,115,323.62
State & Local Match	\$ 33,278,830.91
Total Estimated Revenues	\$ 166,394,154.53
FY 24-27 TIP Project Adjustments (as of 3/18/2024)	\$ 11,491,155.16
Net Highway Capital Revenues Available	\$ 154,902,999.37
Outstanding Road & Bridge Projects in LRTP	\$ -
Maintenance Surplus (deficit) <i>New Estimate (as of 9/9/2021)</i>	<u>\$ 154,902,999.37</u>

Table 8-3: MATS Highway Maintenance Revenue Estimates: 2024 - 2050

These surpluses are the totals across all Federal, State and Local funding sources. How that surplus accrues to each level of government is dependent on the specific funding sources used to pay for the individual projects.

Public Transportation - Costs and Revenue Estimation

As described in Chapter 7 – Public Transportation, the two transit systems operating in the MATS service area are Jones County Transit System and the Macon Transit Authority. The two systems operate under separate funding programs. For those programs receiving federal assistance, the funding practice has historically been that Federal Transit Administration (FTA) will pay 80% of capital costs, with the requirement that the State and Local partners account for the balance equally (i.e., 10% each). In contrast, operating costs are split 50% federal, and 50% State/Local contribution. In Georgia, the practice has been that the State does not contribute to operating costs, but does allow positive balances in non-State portions of capital funding to be transferred to operating expenses.

Jones County

Jones County Transit System operates under the Coordinated Transportation Program (CTP), and the GDOT 5311 Program.

As described in Chapter 7, the CTP is operated by the Georgia Department of Human Services (DHS), consolidating transportation programs provided by the various agencies under the jurisdiction of DHS. These agencies include Department of Family and Children Services (DFCS), Department of Behavioral Health & Developmental Disabilities (DBHDD), Georgia Vocational Rehabilitation Agency (GVRA) and Area Agency on Aging (Aging). The transportation programs for the agencies are funded by the following federal programs:

- Capital Assistance Program for Elderly Persons
- Rehabilitation Services – Vocational Rehabilitation
- Special Programs for Aging – Supportive Services and Senior Center
- Temporary Assistance for Needy Families
- Social Services Block Grant

CTP services are provided by contract (see Chapter 7 for details), paid from the federal grants at a pre-determined rate. Individual riders are not charged for trips qualifying under the various programs covered by DHS

Since CTP funding is based on specific program ridership and reimbursement, fiscal balancing for this program in future years will depend on negotiated rates with private providers, as well as total funding allocated by the component federal programs.

The GDOT 5311 program for Jones County is also operated by a contract with the Middle Georgia Community Action Agency, although it is a distinct and separate provider from the one responsible for CTP. As such, fiscal balancing will depend upon negotiations of future conditions which, at this time, cannot be predicted accurately.

Macon Transit Authority

The Macon Transit Authority (MTA) operates as sub recipients to GDOT under the FTA 5307 and FTA 5339(a) formula grant program for capital and operating costs. In comparison to Jones County, as a public agency operating under a different transit support program, it is easier to forecast the anticipated revenues and expenses for the MTP period. The gross revenue forecasts are based on the following assumptions:

- The anticipated revenues and expenses for FY 2024 through FY 2027 are accurately reflected in the MATS FY 2024 – 2027 TIP; and
- The FY 2022 base year values for estimating gross revenue was calculated by taking the 10 year average from FY 2011 through 2021 in each revenue category (using data from MTA annual audits)
- Differential growth rates were applied to the various funding categories
 - For Federal transit program revenue streams, passenger fares, and other revenue streams that are not under active management by MTA (i.e., Miscellaneous Income and Investments) these categories were inflated from the base year using the same growth rate as used for roads and bridges (i.e., annualized rate of 2.56% for each year from 2028 through 2050).
 - For the revenue streams that *are* under active management by MTA (i.e., Rents on facilities owned by MTA; Advertising Rates), other than passenger fares, the inflation factor was 3.5%. This rate was determined to be conservative, based on discussions with the MTA Chief Financial Officer.

Tables 8-4 and 8-5 estimate the gross transit revenues and expenses for MTA from 2028 through 2050.

	Operating Revenues					Non-Operation Revenues					Annual Grand Total
	Passenger Fees	Advertising*	Facilities Rental Income*	Miscellaneous	Operating Revenue SubTotal	FTA/Georgia DOT Grants	Local Match	Investments	Other Income	Non-Operating Revenue SubTotal	
2011	\$ 900,686.00	\$ -	\$ -	\$ 14,092.00	\$ 914,778.00	\$ 2,249,021.00	\$ 2,114,646.00	\$ 326.00	\$ -	\$ 4,363,993.00	\$ 5,278,771.00
2012	\$ 1,072,086.00	\$ -	\$ -	\$ 16,163.00	\$ 1,088,249.00	\$ 1,946,333.00	\$ 2,135,208.00	\$ 196.00	\$ -	\$ 4,081,737.00	\$ 5,169,986.00
2013	\$ 1,098,639.00	\$ 21,298.00	\$ 308,591.00	\$ 32,171.00	\$ 1,460,699.00	\$ 1,962,596.00	\$ 2,668,409.00	\$ 269.00	\$ -	\$ 4,631,274.00	\$ 6,091,973.00
2014	\$ 1,074,241.00	\$ 18,985.00	\$ 229,120.00	\$ 87,240.00	\$ 1,409,586.00	\$ 2,905,775.00	\$ 3,205,949.00	\$ 234.00	\$ -	\$ 6,111,958.00	\$ 7,521,544.00
2015	\$ 1,039,182.00	\$ 14,711.00	\$ 261,308.00	\$ 65,760.00	\$ 1,380,961.00	\$ 2,787,533.00	\$ 2,751,000.00	\$ 155.00	\$ -	\$ 5,538,688.00	\$ 6,919,649.00
2016	\$ 951,160.00	\$ 35,390.00	\$ 350,670.00	\$ 78,178.00	\$ 1,415,398.00	\$ 2,446,542.00	\$ 2,966,364.00	\$ 76.00	\$ -	\$ 5,412,982.00	\$ 6,828,380.00
2017	\$ 804,994.00	\$ 29,429.00	\$ 575,781.00	\$ 145,720.00	\$ 1,555,924.00	\$ 2,113,008.00	\$ 2,872,078.00	\$ 3.00	\$ -	\$ 4,985,089.00	\$ 6,541,013.00
2018	\$ 767,736.00	\$ 49,851.00	\$ 638,792.00	\$ 35,808.00	\$ 1,492,187.00	\$ 2,600,907.00	\$ 2,534,656.00	\$ -	\$ -	\$ 5,135,563.00	\$ 6,627,750.00
2019	\$ 608,914.00	\$ 20,645.00	\$ 629,343.00	\$ 75,909.00	\$ 1,334,811.00	\$ 2,488,572.00	\$ 2,506,901.00	\$ 516.00	\$ 22,383.00	\$ 5,018,372.00	\$ 6,353,183.00
2020	\$ 498,426.00	\$ -	\$ 733,357.00	\$ 71,386.00	\$ 1,303,169.00	\$ 3,729,372.00	\$ 3,122,183.00	\$ 550.00	\$ 40,498.00	\$ 6,892,603.00	\$ 8,195,772.00
2021	\$ 400,225.00	\$ -	\$ 722,026.00	\$ 48,772.00	\$ 1,171,023.00	\$ 6,730,132.00	\$ 2,316,500.00	\$ 725.00	\$ 135,938.00	\$ 9,183,295.00	\$ 10,354,318.00
Average	\$ 837,844.45	\$ 17,300.82	\$ 404,453.45	\$ 61,018.09	\$ 1,320,616.82	\$ 2,905,435.55	\$ 2,653,990.36	\$ 277.27	\$ 18,074.45	\$ 5,577,777.64	\$ 6,898,394.45
2022**	\$ 859,293.27	\$ 17,906.35	\$ 418,609.33	\$ 62,580.15	\$ 1,358,389.10	\$ 2,979,814.70	\$ 2,721,932.52	\$ 284.37	\$ 18,537.16	\$ 5,720,568.74	\$ 7,078,957.84
2023**	\$ 881,291.18	\$ 18,533.07	\$ 433,260.65	\$ 64,182.21	\$ 1,397,267.11	\$ 3,056,097.95	\$ 2,791,613.99	\$ 291.65	\$ 19,011.71	\$ 5,867,015.30	\$ 7,264,282.41
2024**	\$ 903,852.23	\$ 19,181.73	\$ 448,424.77	\$ 65,825.27	\$ 1,437,284.01	\$ 3,134,334.06	\$ 2,863,079.31	\$ 299.12	\$ 19,498.41	\$ 6,017,210.90	\$ 7,454,494.90
2025***	\$ 926,990.85	\$ 19,853.09	\$ 464,119.64	\$ 67,510.40	\$ 1,478,473.98	\$ 3,214,573.01	\$ 2,936,374.14	\$ 306.77	\$ 19,997.57	\$ 6,171,251.49	\$ 7,649,725.47
2026***	\$ 950,721.82	\$ 20,547.94	\$ 480,363.83	\$ 69,238.66	\$ 1,520,872.26	\$ 3,296,866.08	\$ 3,011,545.32	\$ 314.63	\$ 20,509.51	\$ 6,329,235.53	\$ 7,850,107.79
2027***	\$ 975,060.30	\$ 21,267.12	\$ 497,176.56	\$ 71,011.17	\$ 1,564,515.16	\$ 3,381,265.85	\$ 3,088,640.88	\$ 322.68	\$ 21,034.55	\$ 6,491,263.96	\$ 8,055,779.12
2028	\$ 1,000,021.84	\$ 22,011.47	\$ 514,577.74	\$ 72,829.06	\$ 1,609,440.11	\$ 3,467,826.26	\$ 3,167,710.08	\$ 330.94	\$ 21,573.04	\$ 6,657,440.32	\$ 8,266,880.43
2029	\$ 1,025,622.40	\$ 22,781.87	\$ 532,587.96	\$ 74,693.48	\$ 1,655,685.72	\$ 3,556,602.61	\$ 3,248,803.46	\$ 339.42	\$ 22,125.31	\$ 6,827,870.79	\$ 8,483,556.51
2030	\$ 1,051,878.33	\$ 23,579.24	\$ 551,228.54	\$ 76,605.64	\$ 1,703,291.75	\$ 3,647,651.64	\$ 3,331,972.83	\$ 348.10	\$ 22,691.71	\$ 7,002,664.28	\$ 8,705,956.03
2031	\$ 1,078,806.42	\$ 24,404.51	\$ 570,521.54	\$ 78,566.74	\$ 1,752,299.21	\$ 3,741,031.52	\$ 3,417,271.33	\$ 357.02	\$ 23,272.62	\$ 7,181,932.49	\$ 8,934,231.70
2032	\$ 1,106,423.86	\$ 25,258.67	\$ 590,489.80	\$ 80,578.05	\$ 1,802,750.38	\$ 3,836,801.93	\$ 3,504,753.48	\$ 366.16	\$ 23,868.40	\$ 7,365,789.96	\$ 9,168,540.34
2033	\$ 1,134,748.31	\$ 26,142.72	\$ 611,156.94	\$ 82,640.85	\$ 1,854,688.82	\$ 3,935,024.05	\$ 3,594,475.17	\$ 375.53	\$ 24,479.43	\$ 7,554,354.18	\$ 9,409,043.01
2034	\$ 1,163,797.87	\$ 27,057.72	\$ 632,547.43	\$ 84,756.45	\$ 1,908,159.47	\$ 4,035,760.67	\$ 3,686,493.73	\$ 385.14	\$ 25,106.11	\$ 7,747,745.65	\$ 9,655,905.13
2035	\$ 1,193,591.09	\$ 28,004.74	\$ 654,686.59	\$ 86,926.22	\$ 1,963,208.64	\$ 4,139,076.14	\$ 3,780,867.97	\$ 395.00	\$ 25,748.82	\$ 7,946,087.94	\$ 9,909,296.58
2036	\$ 1,224,147.03	\$ 28,984.91	\$ 677,600.62	\$ 89,151.53	\$ 2,019,884.08	\$ 4,245,036.49	\$ 3,877,658.19	\$ 405.11	\$ 26,407.99	\$ 8,149,507.79	\$ 10,169,391.88
2037	\$ 1,255,485.19	\$ 29,999.38	\$ 701,316.64	\$ 91,433.81	\$ 2,078,235.02	\$ 4,353,709.43	\$ 3,976,926.24	\$ 415.48	\$ 27,084.04	\$ 8,358,135.19	\$ 10,436,370.21
2038	\$ 1,287,625.61	\$ 31,049.36	\$ 725,862.73	\$ 93,774.51	\$ 2,138,312.21	\$ 4,465,164.39	\$ 4,078,735.55	\$ 426.12	\$ 27,777.39	\$ 8,572,103.45	\$ 10,710,415.66
2039	\$ 1,320,588.83	\$ 32,136.08	\$ 751,267.92	\$ 96,175.14	\$ 2,200,167.97	\$ 4,579,472.60	\$ 4,183,151.18	\$ 437.03	\$ 28,488.49	\$ 8,791,549.30	\$ 10,991,717.27
2040	\$ 1,354,395.90	\$ 33,260.85	\$ 777,562.30	\$ 98,637.23	\$ 2,263,856.27	\$ 4,696,707.10	\$ 4,290,239.85	\$ 448.22	\$ 29,217.79	\$ 9,016,612.96	\$ 11,280,469.23
2041	\$ 1,389,068.44	\$ 34,424.98	\$ 804,776.98	\$ 101,162.34	\$ 2,329,432.73	\$ 4,816,942.80	\$ 4,400,069.99	\$ 459.69	\$ 29,965.77	\$ 9,247,438.25	\$ 11,576,870.98
2042	\$ 1,424,628.59	\$ 35,629.85	\$ 832,944.17	\$ 103,752.09	\$ 2,396,954.71	\$ 4,940,256.53	\$ 4,512,711.79	\$ 471.46	\$ 30,732.89	\$ 9,484,172.67	\$ 11,881,127.38
2043	\$ 1,461,099.08	\$ 36,876.89	\$ 862,097.22	\$ 106,408.15	\$ 2,466,481.34	\$ 5,066,727.10	\$ 4,628,237.21	\$ 483.53	\$ 31,519.66	\$ 9,726,967.49	\$ 12,193,448.84
2044	\$ 1,498,503.22	\$ 38,167.59	\$ 892,270.62	\$ 109,132.20	\$ 2,538,073.62	\$ 5,196,435.31	\$ 4,746,720.08	\$ 495.91	\$ 32,326.56	\$ 9,975,977.86	\$ 12,514,051.48
2045	\$ 1,536,864.90	\$ 39,503.45	\$ 923,500.09	\$ 111,925.98	\$ 2,611,794.43	\$ 5,329,464.06	\$ 4,868,236.12	\$ 508.60	\$ 33,154.12	\$ 10,231,362.90	\$ 12,843,157.32
2046	\$ 1,576,208.64	\$ 40,886.07	\$ 955,822.60	\$ 114,791.29	\$ 2,687,708.60	\$ 5,465,898.34	\$ 4,992,862.96	\$ 521.62	\$ 34,002.86	\$ 10,493,285.79	\$ 13,180,994.38
2047	\$ 1,616,559.58	\$ 42,317.08	\$ 989,276.39	\$ 117,729.94	\$ 2,765,883.00	\$ 5,605,825.33	\$ 5,120,680.25	\$ 534.98	\$ 34,873.34	\$ 10,761,913.90	\$ 13,527,796.90
2048	\$ 1,657,943.51	\$ 43,798.18	\$ 1,023,901.06	\$ 120,743.83	\$ 2,846,386.58	\$ 5,749,334.46	\$ 5,251,769.67	\$ 548.67	\$ 35,766.10	\$ 11,037,418.90	\$ 13,883,805.48
2049	\$ 1,700,386.86	\$ 45,331.12	\$ 1,059,737.60	\$ 123,834.87	\$ 2,929,290.45	\$ 5,896,517.43	\$ 5,386,214.97	\$ 562.72	\$ 36,681.71	\$ 11,319,976.82	\$ 14,249,267.27
2050	\$ 1,743,916.76	\$ 46,917.71	\$ 1,096,828.42	\$ 127,005.04	\$ 3,014,667.93	\$ 6,047,468.27	\$ 5,524,102.07	\$ 577.12	\$ 37,620.76	\$ 11,609,768.23	\$ 14,624,436.16
Anticipated Gross Revenues FY 2028 - 2050	\$ 30,802,312.26	\$ 758,524.44	\$ 17,732,561.92	\$ 2,243,254.44	\$ 51,536,653.05	\$ 106,814,734.45	\$ 97,570,664.19	\$ 10,193.59	\$ 664,484.91	\$ 205,060,077.13	\$ 256,596,730.19

* Growth rate for Advertising and Facilities Rental Income is 3.5%; Growth rate for all other categories is 2.56%. See narrative for full details.

** FYs 2022 through 2024 are projected only for modeling purposes. They are not considered as part of any revenue assessment, because grant revenues and project expenses supported by FTA are already identified in the MATS FY 2021 - 2024 TIP

***The initial MATS 2050 MTP adoption was based on the FY 2021 - 2024 TIP. Subsequently, MATS MPO, at the direction of GDOT, adopted the MATS 2024 - 2027 on September 208, 2023. Due to the adoption of the FY 2024 - 2027 TIP, FYs 2025, 2026 and 2027 are no longer considered as part of the outlying years revenue estimates.

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Fiscal Year	2021 - 2027				2028 - 2050			
	Total	Federal Portion (80%)	State Portion (10%)	Local Portion (10%)	Total	Federal Portion (50%)	State Portion (0%)	Local Portion (including transfers from any Capital Budget surpluses: 50%)
2021	\$ 3,502,547.00	\$ 3,132,547.00	\$ -	\$ 370,000.00	\$ 4,979,569.00	\$ 4,979,569.00	\$ -	\$ -
2022	\$ 1,489,000.00	\$ 1,191,200.00	\$ 73,900.00	\$ 223,900.00	\$ 5,038,000.00	\$ 2,519,000.00	\$ -	\$ 2,519,000.00
2023	\$ 3,082,800.00	\$ 2,640,000.00	\$ 221,400.00	\$ 221,400.00	\$ 5,569,154.00	\$ 2,784,577.00	\$ -	\$ 2,784,577.00
2024	\$ 2,296,878.00	\$ 1,852,380.00	\$ 222,249.00	\$ 222,249.00	\$ 5,680,537.08	\$ 2,840,268.54	\$ -	\$ 2,840,268.54
2025	\$ 2,296,786.38	\$ 1,852,247.08	\$ 222,269.65	\$ 222,269.65	\$ 5,794,147.82	\$ 2,897,073.91	\$ -	\$ 2,897,073.91
2026	\$ 2,779,222.38	\$ 2,223,377.90	\$ 277,922.24	\$ 277,922.24	\$ 5,910,030.78	\$ 2,955,015.39	\$ -	\$ 2,955,015.39
2027	\$ 2,779,111.52	\$ 2,223,289.22	\$ 277,911.15	\$ 277,911.15	\$ 6,028,231.39	\$ 3,014,115.70	\$ -	\$ 3,014,115.70
2028	\$ 2,263,631.16	\$ 1,810,904.93	\$ 226,363.12	\$ 226,363.12	\$ 6,148,796.02	\$ 3,074,398.01	\$ -	\$ 3,074,398.01
2029	\$ 2,286,267.47	\$ 1,829,013.97	\$ 228,626.75	\$ 228,626.75	\$ 6,271,771.94	\$ 3,135,885.97	\$ -	\$ 3,135,885.97
2030	\$ 2,309,130.14	\$ 1,847,304.11	\$ 230,913.01	\$ 230,913.01	\$ 6,397,207.38	\$ 3,198,603.69	\$ -	\$ 3,198,603.69
2031	\$ 2,332,221.44	\$ 1,865,777.16	\$ 233,222.14	\$ 233,222.14	\$ 6,525,151.53	\$ 3,262,575.76	\$ -	\$ 3,262,575.76
2032	\$ 2,355,543.66	\$ 1,884,434.93	\$ 235,554.37	\$ 235,554.37	\$ 6,655,654.56	\$ 3,327,827.28	\$ -	\$ 3,327,827.28
2033	\$ 2,379,099.10	\$ 1,903,279.28	\$ 237,909.91	\$ 237,909.91	\$ 6,788,767.65	\$ 3,394,383.83	\$ -	\$ 3,394,383.83
2034	\$ 2,402,890.09	\$ 1,922,312.07	\$ 240,289.01	\$ 240,289.01	\$ 6,924,543.00	\$ 3,462,271.50	\$ -	\$ 3,462,271.50
2035	\$ 2,426,918.99	\$ 1,941,535.19	\$ 242,691.90	\$ 242,691.90	\$ 7,063,033.86	\$ 3,531,516.93	\$ -	\$ 3,531,516.93
2036	\$ 2,451,188.18	\$ 1,960,950.54	\$ 245,118.82	\$ 245,118.82	\$ 7,204,294.54	\$ 3,602,147.27	\$ -	\$ 3,602,147.27
2037	\$ 2,475,700.06	\$ 1,980,560.05	\$ 247,570.01	\$ 247,570.01	\$ 7,348,380.43	\$ 3,674,190.22	\$ -	\$ 3,674,190.22
2038	\$ 2,500,457.06	\$ 2,000,365.65	\$ 250,045.71	\$ 250,045.71	\$ 7,495,348.04	\$ 3,747,674.02	\$ -	\$ 3,747,674.02
2039	\$ 2,525,461.63	\$ 2,020,369.30	\$ 252,546.16	\$ 252,546.16	\$ 7,645,255.00	\$ 3,822,627.50	\$ -	\$ 3,822,627.50
2040	\$ 2,550,716.25	\$ 2,040,573.00	\$ 255,071.62	\$ 255,071.62	\$ 7,798,160.10	\$ 3,899,080.05	\$ -	\$ 3,899,080.05
2041	\$ 2,576,223.41	\$ 2,060,978.73	\$ 257,622.34	\$ 257,622.34	\$ 8,032,104.90	\$ 4,016,052.45	\$ -	\$ 4,016,052.45
2042	\$ 3,091,468.09	\$ 2,473,174.47	\$ 309,146.81	\$ 309,146.81	\$ 8,273,068.05	\$ 4,136,534.03	\$ -	\$ 4,136,534.03
2043	\$ 3,153,297.45	\$ 2,522,637.96	\$ 315,329.75	\$ 315,329.75	\$ 8,521,260.09	\$ 4,260,630.05	\$ -	\$ 4,260,630.05
2044	\$ 3,216,363.40	\$ 2,573,090.72	\$ 321,636.34	\$ 321,636.34	\$ 8,776,897.90	\$ 4,388,448.95	\$ -	\$ 4,388,448.95
2045	\$ 3,280,690.67	\$ 2,624,552.54	\$ 328,069.07	\$ 328,069.07	\$ 9,040,204.83	\$ 4,520,102.42	\$ -	\$ 4,520,102.42
2046	\$ 3,346,304.48	\$ 2,677,043.59	\$ 334,630.45	\$ 334,630.45	\$ 9,311,410.98	\$ 4,655,705.49	\$ -	\$ 4,655,705.49
2047	\$ 3,413,230.57	\$ 2,730,584.46	\$ 341,323.06	\$ 341,323.06	\$ 9,590,753.31	\$ 4,795,376.65	\$ -	\$ 4,795,376.65
2048	\$ 3,481,495.18	\$ 2,785,196.15	\$ 348,149.52	\$ 348,149.52	\$ 9,878,475.91	\$ 4,939,237.95	\$ -	\$ 4,939,237.95
2049	\$ 3,551,125.09	\$ 2,840,900.07	\$ 355,112.51	\$ 355,112.51	\$ 10,174,830.18	\$ 5,087,415.09	\$ -	\$ 5,087,415.09
2050	\$ 3,551,125.09	\$ 2,840,900.07	\$ 355,112.51	\$ 355,112.51	\$ 10,480,075.09	\$ 5,240,037.54	\$ -	\$ 5,240,037.54
	\$ 63,920,548.64	\$ 51,136,438.91	\$ 6,392,054.86	\$ 6,392,054.86	\$ 182,345,445.29	\$ 91,172,722.65	\$ -	\$ 91,172,722.65
Total MTA Anticipated Expenses FY 2028 - 2050	\$ 246,265,993.94							

***The initial MATS 2050 MTP adoption was based on the FY 2021 - 2024 TIP. Subsequently, MATS MPO, at the direction of GDOT, adopted the MATS 2024 - 2027 on September 208, 2023. Due to the adoption of the FY 2024 - 2027 TIP, FYs 2025, 2026 and 2027 are no longer considered as part of the outlying years revenue estimates.

Table 8-5 Estimated Capital and Operating Expenses (from Macon Transit Authority)

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The results in Table 8-4 and Table 8-5 support the conclusion that MTA expected revenues will exceed anticipated expenses through 2050, by approximately **\$10,330,736.25**.

After additional adjustments to the MATS Transit Programs in **FY 2024 – 2027** (i.e., leaving the **FY 2025 through FY 2027 Capital items for MTA unobligated, subject to future amendment**), applied after the original 2050 MTP adoption, the current estimated surplus (as of 3/18/2024) stands at **\$33,020,776.25**. See Table 8-6 (below) and the **MATS 2024 – 2027 TIP** for full details.

Program Balancing and Future Amendments

Program Balancing and Demonstration of Fiscal Constraint

Table 8-6 provides an overview of the fiscal analysis for the Highway Program and Transit Program for the MATS planning area. Since both programs anticipate revenues from Federal, State and Local sources exceed estimated project costs for the duration of the planning period, the 2050 Metropolitan Transportation Plan continues to meet fiscal constraint requirements.

Transportation Projects Master Balance Sheet			
Highway Program		Transit Program	
Revenues		Revenues	
Highway Capital Funds	\$ 753,813,334.55	FY 2024 - 2027 TIP (As of 9/28/2023)	
<i>Federal Contribution</i>	\$ 603,148,667.64	Small Urban Transit Programs	
<i>State & Local Match</i>	\$ 150,664,666.91	Transit Capital Program	\$ 30,928,620.00
		<i>Federal Contribution</i>	\$ 24,553,296.00
Highway Maintenance Funds	\$ 166,394,154.53	<i>State Match</i>	\$ 1,372,360.00
<i>Federal Contribution</i>	\$ 133,115,323.62	<i>Local Match</i>	\$ 5,002,964.00
<i>State & Local Match</i>	\$ 33,278,830.91	Transit Operating Program	\$ 26,243,560.00
		<i>Federal Contribution</i>	\$ 13,121,780.00
		<i>State Match</i>	\$ -
		<i>Local Match</i>	\$ 13,121,780.00
		Rural Transit Programs	
		Planning (Sec. 5303 & 5304)	\$ 699,571.25
		<i>Federal Contribution</i>	\$ 559,657.00
		<i>State Match</i>	\$ 69,957.12
		<i>Local Match</i>	\$ 69,957.13
		Service Delivery (Sec. 5311)	\$ 206,032.00
		<i>Federal Contribution</i>	\$ 142,268.00
		<i>State Match</i>	\$ 9,836.00
		<i>Local Match</i>	\$ 53,928.00
		FY 2028 - 2050 Projections	
		Transit Capital & Operations Programs	\$ 204,385,398.64
		<i>Federal & State Contribution (Combined)</i>	\$ 106,814,734.45
		<i>Local Match</i>	\$ 97,570,664.19
		Other Transit Revenues	\$ 52,211,331.55
		<i>Passenger Fees</i>	\$ 30,802,312.26
		<i>Advertising</i>	\$ 758,524.44
		<i>Rent</i>	\$ 17,732,561.92
		<i>Investment Income</i>	\$ 10,193.59
		<i>Miscellaneous (Operating and Non-Operating)</i>	\$ 2,907,739.34
Expenditures		Expenditures	
TIP Obligations (FY 2024 - 2027)	\$ 77,693,907.90	TIP Obligations (FY 2024 - 2027)	\$ 35,387,743.25
<i>Capital Obligations</i>	\$ 66,202,752.74	Estimated Capital Costs (FY 2028 - 2050)	\$ 63,920,548.64
<i>Safety & Maintenance Obligations (FY 21-24 TIP)</i>	\$ 11,491,155.16	<i>Federal Contribution</i>	\$ 51,136,438.91
Updated MTP Projects List	\$ 570,385,911.65	<i>State Match</i>	\$ 6,392,054.86
<i>Anticipated Road & Bridge Capital Projects</i>	\$ 570,385,911.65	<i>Local Match</i>	\$ 6,392,054.86
<i>Anticipated Maintenance Projects</i>	\$ 0.00	Estimated Operating Costs (FY 2025 - 2050)	\$ 182,345,445.29
		<i>Federal Contribution</i>	\$ 91,172,722.65
		<i>State Match</i>	\$ 0.00
		<i>Local Match</i>	\$ 91,172,722.65
Highway Funds Summary		Transit Funds Summary	
<i>Total Revenues</i>	\$ 920,207,489.07	<i>Total Revenues</i>	\$ 314,674,513.44
<i>Total TIP Obligations</i>	\$ 77,693,907.90	<i>Total TIP Obligations</i>	\$ 35,387,743.25
<i>Total New Projects</i>	\$ 570,385,911.65	<i>Estimated Capital Cost</i>	\$ 63,920,548.64
		<i>Estimated Operating Costs</i>	\$ 182,345,445.29
Highway Fund Balance	\$ 272,127,669.52	Transit Fund Balance	\$ 33,020,776.25

Table 8-6 Transportation Programs Master Balance Sheet

Cost Sharing and Supplemental Funding Sources

Normal cost-sharing arrangements for federally supported transportation projects involve the federal government paying up to 80% of the total project cost, with the remaining 20% (commonly known as “match”) being the responsibility of the State and Local participants (23 US Code §120(b): <https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>). Since 2015, there have been significant updates to how the State and Local portion are being generated.

Georgia Transportation Funding Act Of 2015

On May 4, 2015 the Governor signed the Georgia Transportation Funding Act of 2015 (GTFA 2015: <http://www.legis.ga.gov/Legislation/en-US/display/20152016/HB/170>). This act provides for a variety of State funding sources (i.e., vehicle registration fees, hotel/motel occupancy taxes, a 1% sales tax on retail motor fuels up to \$3.00 per gallon) which are to be dedicated to funding transportation projects. Since passage of this act, the practical effect has been for GDOT to identify certain transportation projects of statewide significance, which are then fully funded in their 20% match requirement by supplemental state funding. The result is that federally sponsored road and bridge projects which are matched with GTFA 2015 funds require significantly lower budget contributions from the local jurisdictions where the projects are located. In many cases, the local funding component is completely eliminated.

Local Revenue Options

Just as GTFA 2015 provides a mechanism for the State to assume the full match burden of road and bridge projects, there are policies in place by which Local partners can either assume the 20% match portion, or even fully assume the entire cost of the project (which would, effectively remove the project from the MTP project list).

Special Purpose Local Option Sales Tax

The Special Purpose Local Option Sales Tax (SPLOST) is a mechanism under Georgia state law (Title 48, Ch. 8, Article 3, Part 1: <http://www.lexisnexis.com/hottopics/gacode/>), whereby voters within a county can, within certain limits, assign a self-imposed 1% sales tax for the purpose of funding for a variety of capital improvement projects. Originally passed in 1985, the legislation has undergone several legislative updates. The most recent SPLOST in the MATS region passed in the Macon-Bibb County consolidated government on November 8, 2016, authorizing \$35,000,000 for various transportation projects throughout the Macon-Bibb area. For projects already included on the road and bridges projects list for this 2050 MTP, these projects can have their match paid for through SPLOST funds, either in part or all the way up to the full 20% match requirement. Alternatively, if the MATS Policy Committee were to decide to accelerate a project faster than GDOT's timetable, they could use SPLOST funds to remove it from the MTP project list entirely. This strategy would allow the jurisdiction sponsoring the project to proceed at their own pace, but it would also forego any opportunity for State or Federal support for the project.

Georgia Transportation Infrastructure Bank

Another local funding option is the Georgia Transportation Infrastructure Bank (GTIB). GTIB was established to provide a revolving loan fund (and in some cases, grant funding) for qualified infrastructure projects eligible projects, including mass transit and bicycle infrastructure (Title 32, Ch. 10, Article 2: <http://www.lexisnexis.com/hottopics/gacode/>)²[2]. Because the GTIB program allows local units of government to borrow for project costs over the design life of a project, the effect of the GTIB program is to reduce the immediate budget impacts of coming up with local match for large infrastructure and facilities projects. For example, if GTIB financing were used to meet local match requirements for a 5 year construction project for a bridge with a 30 year design life, the local jurisdiction could issue a bond to meet the match requirements and pay it back over a period no longer than 30 years. This has a less intense fiscal impact on the local government than financing the match requirement in each of the 5 budget years over which the bridge is being constructed.

SPLOST and GTIB are not mutually exclusive. A local jurisdiction could elect to use either, both or neither of these funding sources to address local match requirements for transportation projects.

Future Amendments

From time to time it will be necessary to modify the fiscal analysis and the project list to reflect updated project costs, changes in project timetables, or add and remove projects from consideration. These actions require formal amendments to the MTP and possibly the TIP. Both the MTP and TIP can be amended at any time, in accordance with the procedures specified in the MATS Public Participation Plan. The process for amending the MTP project list involves the following steps:

1. Updating and/or creating new project sheets for the current TIP, to reflect changes in any projects currently underway;
2. Updating the project tables in the relevant MTP chapters, to reflect the new projects and associated cost changes;
3. Updating the fiscal analysis in this MTP chapter to continue demonstrating fiscal constraint (i.e., that revenues are sufficient to cover anticipated costs), even with the proposed amendments
4. Soliciting public input in accordance with the approved MATS Public Participation Plan (revised 3/9/2016), which involves;
 - a) Completing a 15 day public review period with drafts of the proposed amended MTP project list and (if necessary) TIP, available for download from the MATS website
 - b) Soliciting comments and recommendations from the MATS Citizen Advisory Committee and MATS Technical Coordinating Committee

² The full list of what is defined as an “eligible project” can be found in Title 32, Ch. 10, Article 2, Part 3, Sec. 122 of the 2016 GA State Code. See <http://www.lexisnexis.com/hottopics/gacode/> for specific definitions.

5. After close of public comment period, formal adoption of the amended MTP project list and (if necessary) TIP by the MATS Policy Committee

In accordance with these procedures, the following project list amendments have been made to the MTP Projects List:

Amendment Date

Amendment #1 (6/13/2022) – On March 24, 2022, Georgia Dept. of Transportation requested the following amendments to the MATS 2050 MTP Roads and Bridges Project List, so that it might also be included as a new project in the MATS FY 2021 – 2024 TIP:

- GDOT Project #0019107 (Truck Parking Expansion – Region 2)

The project has been added to the Roads and Bridges Project list (Table 6-2) as Priority #46, in the amount of \$100,000. The MATS 2050 MTP Roads and Project list still maintains fiscal balance as required under 23 CFR 450.324(f)(11)

Amendment #2 (6/13/2022) – On March 31, 2022, Georgia Dept. of Transportation requested the following amendments be applied to the revenue projections for the MATS 2050 MTP Roads and Bridges chapter, as a result of State of Georgia allocations under the Infrastructure Investment & Jobs Act of 2021 (See Chapter 12 – Plan Considerations for additional details)

- \$620,000 in Carbon Reduction Program funding
- \$26,055,622 in PROTECT Grant program funding

Interagency Coordinating Committee has determined this amendment is “Exempt” from air quality analysis for Ozone.

Amendment #3 (6/13/2022) – Between February 3 and May 20, 2022, Georgia Dept. of Transportation – Intermodal Division (GDOT Intermodal) advised MATS that there were updates required in the MATS FY 2021 – 2024 TIP in order for Macon-Bibb County Transit Authority (MTA) to obtain sub-recipient funding for projects covered under the FTA 5307 and 5339(a) formula funding program for FY 2022 and FY 2023. Those amendments have been reflected in Table 8-6, to arrive at an updated fiscal balancing for the MATS Transit Program portfolio. After reflecting these amendments, the MATS 2050 MTP Transit Program continues to have a positive fund balance of **\$7,733,143.36**. Therefore, this 2050 MTP continues maintain fiscal balance, as required by 23 CFR 450.324(f)

A full listing of all Amendments and Administrative Modifications to the MATS FY 2021 – 2024 TIP can be found in that document.

Amendment #4 (5/1/2024) – On September 28, 2023, in consultation with, and at the direction of, the Georgia Department of Transportation (GDOT), the MATS MPO adopted a new FY 2024 – 2027 TIP. Pursuant to fulfilling the requirements of 23 CFR 450.326(i) and 23 CFR

450.324(f)(11), this change in TIP necessarily required an update to the MATS 2050 MTP Fiscal Balance chapter, to continue the ability to amend the FY 2024 – 2027 TIP.

Tables 8-1 through 8-6 above have been updated as of this date to incorporate the FY 2024 – 2027 TIP, demonstrating continued fiscal constraint.

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