

## Introduction

A transportation plan is meaningless if available resources will not allow it to be implemented. Through effective public participation and information, good plans build consensus around an achievable vision for a better quality of life.

The financial plan for GPATS predicts the 23-year revenue stream that will be produced by current revenue sources — such as state and federal motor fuels taxes — and accounts for continued increases in the cost of highway construction. Potential sources of additional revenue — such as increased motor fuel taxes, vehicle registration fees, and sales taxes — also are discussed as strategies to fund the unmet needs for highway, transit, bicycle, and pedestrian improvements identified in this plan.

One of the hard realities of planning in the GPATS region is that funding for transportation improvements is extremely limited. If current growth and travel trends continue as forecasted, transportation improvements in the GPATS region will not keep pace with rising traffic congestion. Funding in the form of higher gas taxes or other fees on users of the transportation system will not account for the necessary projects. As illustrated in **Chapter 4 – Highway Element - Future**, without a significant increase in funding, the traffic congestion in the GPATS region will increase dramatically in the coming decades. Current funds simply are inadequate to keep pace with the projected growth in the GPATS region.

To ensure realistic, feasible plans are developed, FHWA planning rules require GPATS to produce a “financially constrained” transportation plan. The *GPATS 2030 Long Range Transportation Plan* has recognized the limited funding available from the outset of the planning process. Relatively few major widening projects and new roads are proposed. Instead, the financially-constrained plan emphasizes minor traffic-flow related improvements and intersection improvement projects. The plan also includes a Vision Plan for unfunded needs, which identifies the projects that would be undertaken if additional funding becomes available.

## Funding Sources

GPATS receives three dedicated sources of funding for transportation projects: SCDOT Guideshare funds, Transportation Enhancement funds, and Federal Transit Administration (FTA) Section 5307 funds.

- **Guideshare** funds are directed primarily toward street and highway improvements, but also may fund intersection upgrades, sidewalks and bike lanes, and safety improvements.
- **Transportation Enhancement** funds can only be spent on a list of 12 eligible categories of projects — generally bicycle and pedestrian projects, transportation-related historic preservation, landscaping and scenic beautification projects, and environmental mitigation projects.
- **FTA Section 5307** funds can be spent on capital projects such as purchase of new buses, construction of passenger facilities, and major maintenance projects.

These funding sources are discussed in greater detail below.

### Guideshare

The Guideshare program provides \$12.3 million annually to GPATS for highway system improvements. While \$12.3 million is a lot of money, widening a mile of highway normally costs between \$5 and \$10 million.

GPATS financial capacity is reduced by the requirement to continue paying for many projects that have been previously built. In 1996, state and local officials opted to address transportation needs by borrowing against future revenues with a statewide bond issue. Many valuable highway improvement projects were funded as a result. However, GPATS will continue making debt service payments until 2022 on the projects that were built between 1999 and 2007. About one-third of GPATS annual share of federal and state highway improvement funds are required for debt payments.

**Table 9.1** presents the estimated Guideshare revenue stream that is predicted to be available to GPATS through 2030, given four key assumptions:

- **Revenue** in the statewide Guideshare Program is assumed to increase by 20 percent in 2015 and by 20 percent in 2025 as a result of new state and federal revenue sources or an increase in the motor fuels tax rates
- **Population growth** in South Carolina will continue to be focused on urban areas, and as a result GPATS Guideshare funding will increase by 4.1 percent in 2013 and by 3.5 percent in 2023, based on the GPATS forecast population compared with statewide population forecasts

### Key Terms

- **C-Funds** – Funds allocated to each County by South Carolina Department of Transportation for minor local transportation projects, typically a mixture of sidewalks, paving local streets, intersection improvements, and school-related road improvements. Improvements are limited to public streets, and 25 percent of the funds are spent on maintenance of state roads.
- **Federal Highway Administration (FHWA)** – A division of the U.S. Department of Transportation, which administers the federal-aid highway program.
- **Federal Transit Administration (FTA)** – A division of the U.S. Department of Transportation, which administers federal transit grants.
- **Guideshare** – Funding apportioned by SCDOT to each of the Metropolitan Planning Organizations (MPOs) and Councils of Government (COGs) for highway improvement projects. Funding is proportional to population and vehicle miles of travel within the area. Statewide, \$114 million is distributed among 20 MPOs and COGs; GPATS receives \$12.3 million annually.
- **ISTEA** – Intermodal Surface Transportation Efficiency Act of 1991, a landmark transportation authorization bill that established several new programs and provided greater authority and control of federal transportation funding to MPOs. Replaced by TEA-21.
- **Metropolitan Planning Organization (MPO)** – A federally-mandated regional governing body charged with conducting the federal transportation planning process within a census-defined Urbanized Area. All Urban Areas with more than 50,000 persons must form an MPO in order to receive and program FTA and FHWA funds.
- **SAFETEA-LU** – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. SAFETEA-LU is the current authorization bill for FHWA and FTA programs for the five-year period from 2005-2009. A new transportation authorization bill is passed every six to seven years, and defines the programs and funding levels available for annual appropriation bills. SAFETEA-LU replaced TEA-21.

- **Statewide VMT Growth** associated with the Census-predicted 35 percent growth in South Carolina’s population will be partially offset by increased fuel economy of future new vehicles, increased use of alternative fuels not subject to motor fuels taxes, and increased use of hybrid-electric and electric vehicles, resulting in a net 10 percent increase in motor fuel tax revenues as a result of increased miles of travel in the state by 2030
- **Construction costs** for highways will increase 46% by 2030

| Table 9.1 - GPATS Guideshare Funding Estimate, 2007 to 2030 |                                |                     |                      |                      |                          |
|---|--------------------------------|---------------------|----------------------|----------------------|--------------------------|
| Year  | Estimated Guideshare Funds [1] | Debt Service        | Net Available Funds  | Inflation Factor [2] | Inflation Adjusted Funds |
| 2007  | \$12,307,000                   | \$4,008,346         | \$0                  | 1.00                 | \$0                      |
| 2008  | \$12,307,000                   | \$4,083,197         | \$8,223,803          | 1.03                 | \$7,984,391              |
| 2009  | \$12,307,000                   | \$4,069,773         | \$8,237,227          | 1.06                 | \$7,771,189              |
| 2010  | \$12,307,000                   | \$4,039,996         | \$8,267,004          | 1.09                 | \$7,584,721              |
| 2011  | \$12,307,000                   | \$4,010,458         | \$8,296,542          | 1.12                 | \$7,408,023              |
| 2012  | \$12,799,280                   | \$3,983,073         | \$8,816,207          | 1.15                 | \$7,666,767              |
| 2013  | \$13,321,261                   | \$3,990,442         | \$9,330,819          | 1.18                 | \$7,908,077              |
| 2014  | \$13,321,261                   | \$3,974,743         | \$9,346,518          | 1.21                 | \$7,725,066              |
| 2015  | \$15,985,514                   | \$3,960,997         | \$12,024,516         | 1.24                 | \$9,698,130              |
| 2016  | \$15,985,514                   | \$3,949,640         | \$12,035,874         | 1.27                 | \$9,478,074              |
| 2017  | \$15,985,514                   | \$3,928,192         | \$12,057,322         | 1.30                 | \$9,275,934              |
| 2018  | \$15,985,514                   | \$3,908,195         | \$12,077,319         | 1.33                 | \$9,081,818              |
| 2019  | \$15,985,514                   | \$3,888,537         | \$12,096,976         | 1.36                 | \$8,896,013              |
| 2020  | \$15,985,514                   | \$3,516,985         | \$12,468,528         | 1.39                 | \$8,971,424              |
| 2021  | \$15,985,514                   | \$2,959,912         | \$13,025,601         | 1.42                 | \$9,174,316              |
| 2022  | \$16,624,934                   | \$0                 | \$16,624,934         | 1.45                 | \$11,467,252             |
| 2023  | \$17,198,528                   | \$0                 | \$17,198,528         | 1.48                 | \$11,622,513             |
| 2024  | \$17,198,528                   | \$0                 | \$17,198,528         | 1.51                 | \$11,391,679             |
| 2025  | \$20,638,234                   | \$0                 | \$20,638,234         | 1.54                 | \$13,403,802             |
| 2026  | \$20,638,234                   | \$0                 | \$20,638,234         | 1.57                 | \$13,147,760             |
| 2027  | \$20,638,234                   | \$0                 | \$20,638,234         | 1.60                 | \$12,901,316             |
| 2028  | \$20,638,234                   | \$0                 | \$20,638,234         | 1.63                 | \$12,663,942             |
| 2029  | \$20,638,234                   | \$0                 | \$20,638,234         | 1.66                 | \$12,435,144             |
| 2030  | \$20,638,234                   | \$0                 | \$20,638,234         | 1.69                 | \$12,214,468             |
| <b>Totals</b>   | <b>\$387,726,792</b>           | <b>\$58,272,486</b> | <b>\$321,155,652</b> |                      | <b>\$229,871,820</b>     |

[1] Guideshare estimate assumes state and federal revenues increase by 20 percent in 2015 and 2025, and GPATS share of statewide Guideshare funds increases in 2013 and 2023 in proportion to the increase in GPATS share of state population

[2] Inflation factor derived from linear regression analysis of FHWA Highway Construction Cost Index data, 1975 to 2010

The combined effect of these assumptions results in an estimated \$229.9 million available in 2007 dollars. By deflating the revenue stream to account for inflation, cost estimates for projects can be left in 2007 dollars.

Each of the four assumptions used to estimate the financial constraint for the GPATS LRTP is discussed in more detail below.

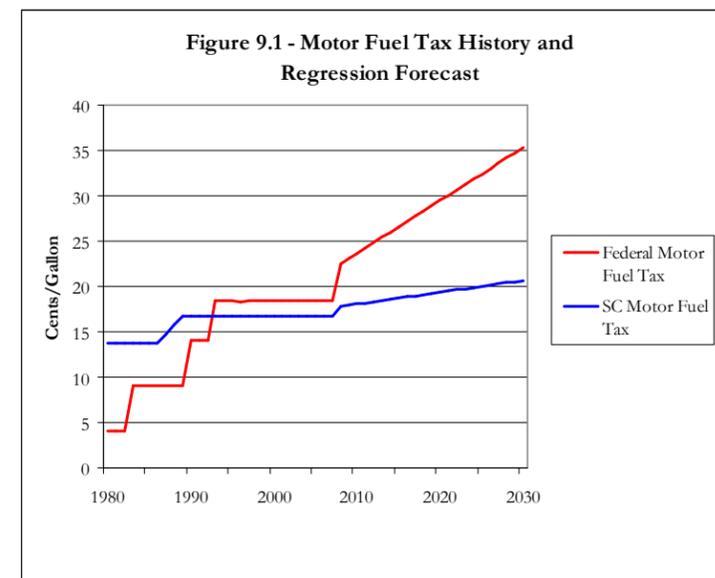
**Revenue**

While both the U.S. Congress and South Carolina General Assembly have been reluctant to increase motor fuel taxes, the inadequacy of current transportation funding is increasingly recognized as a critical problem at both the state and national level. Most analysts recognize that current revenues will barely maintain the transportation system in good repair, much less provide capacity for future travel desires.

A linear regression analysis of motor fuel tax rates from 1980 through 2006 suggests that by 2030, the combined state and federal motor fuel taxes will increase by about 59 percent, or nearly 21 cents per gallon if past trends continue into the future.

Figure 9.1 illustrates the historic fuel tax rates and trend forecast. The chart also illustrates that sharp reversal in state and federal roles in transportation funding. The assumed increases in Guideshare funding — 20 percent in 2015 and 20 percent in 2025 — are slightly more conservative than the trend forecast.

The GPATS plan assumes that these revenue increases also will fund improvements to I-85 and I-385 in the GPATS region. Priorities for Interstate highway improvements are set by SCDOT based on analysis of statewide needs, and not directly controlled by GPATS. Historically, improvements to the Interstate system in the GPATS area have, in general, kept pace with traffic demands. Without improvements to the Interstates, congestion on the arterial highway system will be much more severe.



**Key Terms (continued)**

- **State Infrastructure Bank (SIB)** – Created by the South Carolina General Assembly to select and assist in financing major transportation projects. Financing may include loans or bonds. Loans and other financial assistance are provided for constructing and improving highway and transportation facilities. A dedicated, multi-year stream of revenue is required to pay off the loans and bonds issued by the SIB.
- **Statewide Transportation Improvement Program (STIP)** – The statewide multi-year listing of specific transportation projects that will be funded with federal assistance over a specified period. The current STIP covers the years 2007 through 2012. Federal transportation dollars cannot be spent on a project unless it is included in the approved STIP. Metropolitan TIPs, approved by MPO policy boards in consultation with and concurrence from SCDOT, are incorporated in the STIP without modification.
- **Transportation Improvement Program (TIP)** – The multi-year listing of specific transportation projects for an MPO Area that will be funded with federal assistance over a specified period. The current GPATS TIP covers the years 2007 through 2012. Federal transportation dollars cannot be spent on a project unless it is included in the approved TIP. Metropolitan TIPs, approved by MPO policy boards in consultation with and concurrence from SCDOT, are incorporated in the STIP without modification.
- **TEA-21** – Transportation Equity Act for the 21<sup>st</sup> Century. The 1997 transportation authorization act that replaced ISTEA and continued nearly all of the new programs and policies established in the 1991 act. Replaced by SAFETEA-LU.
- **Transportation Enhancements** – A broad group of “green” transportation improvements that provide facilities for bicycles and pedestrians, add landscaping to transportation corridors, preserve historic sites or scenic areas related to transportation, or mitigate environmental impacts of the transportation system. See sidebar below for full description of the 12 eligible types of projects. All projects must have a clear relationship to transportation, and the list of 12 eligible activities is exclusive, not illustrative. Projects that do not fit one of the 12 categories are not eligible for funding. GPATS currently receives approximately \$650,000 per year through the SCDOT Transportation Enhancement Program.

### Population Growth

The effect of the population growth in the GPATS area on GPATS funding is based on the forecast population for the study area compared to population forecasts for the state. As **Table 9.2** reveals, the GPATS area contained 11.6 percent of South Carolina's population in 2000. That share is forecast to increase to 12.8 percent in 2030.

Currently, Guideshare funds are apportioned based on vehicle miles traveled (VMT) and population. VMT growth and population growth are closely, but not necessarily precisely, related. Estimating the impact of regional population shifts on funding is made more difficult because SCDOT uses Census-defined Urbanized Area population in the apportionment formula, and much of the GPATS area is defined as rural by the Census. Urbanized Area population may grow at a somewhat different rate than overall population. For the sake of realistically projecting growth for this implementation plan, the change in GPATS' share of the future Guideshare Program is assumed to be the same as the change in GPATS' share of statewide population.

|                                | 2000      | 2010      | 2020      | 2030      |
|--------------------------------|-----------|-----------|-----------|-----------|
| GPATS Population               | 465,052   | 541,290   | 617,669   | 694,047   |
| South Carolina Population      | 4,012,012 | 4,486,740 | 4,949,090 | 5,407,890 |
| GPATS Share of S.C. Population | 11.6%     | 12.1%     | 12.5%     | 12.8%     |
| Change in GPATS Share          |           | 4.1%      | 3.5%      | 2.8%      |

Sources: GPATS Population Forecast  
South Carolina Budget and Control Board, Office of Research and Statistics  
U.S. Census Bureau

### Statewide VMT Growth

An advantage of the per-gallon fuel tax is that the revenue stream generally increases as miles of travel increase. Revenues per mile of travel can decline if consumers choose more fuel efficient vehicles, however, as occurred between the 1973 oil crisis and the late 1980s. During the 1990s and 2000s, vehicle fuel economy remained virtually unchanged, but as fuel prices have again reached historic highs, vehicle fuel economy may once again increase dramatically and erode gas tax revenues as a result.

As more highway travel occurs in South Carolina, motor fuel tax revenue will increase if vehicles do not become more fuel efficient. However, good reasons exist to believe vehicles will become more fuel efficient in the coming years.

Adjusted for inflation, gasoline prices reached all-time highs in 2007. Nationwide, gasoline prices averaged \$3.18 in May 2007, according to the Lundberg Survey, a bi-weekly gas price tracking service. The previous high occurred in 1981 during the Iran-Iraq War, as supplies from both nations were disrupted. The \$1.35 pump price in 1981 equates to \$3.15 in 2007 currency.

Following the price spikes and supply disruptions of the 1973 Arab Oil Embargo and the Iran-Iraq War, Americans began buying more fuel efficient cars. By 1980, *fuel economy* (defined as miles per gallon) of new vehicles had increased by 47 percent. By 1990, fuel economy was 64 percent above 1975 levels, but as prices stabilized through the 1990s, fuel economy gains stalled.

*Fuel efficiency* (defined as ton-miles per gallon) of new vehicles has continued to improve, as automotive technology has continued to advance. The fuel efficiency improvements produced by new technology between 1990 and 2006 have been used to make vehicles larger, heavier, and more powerful, while maintaining fuel economy of about 21 miles per gallon. These trends are illustrated in **Table 9.3**.

At the bottom of the **Table 9.3** are two forecasts of fuel economy for the average 2030 gasoline-powered vehicle. The "Lighter Weight Vehicle Forecast" assumes a 20 percent decline in average vehicle weight (comparable to the weight reductions of the 1975 to 1985) while fuel efficiency continues to improve, resulting in a 36 percent increase in miles per gallon. The "Weight and Efficiency Trend Forecast" assumes continuation of the trend toward heavier vehicles and continued improvements in fuel efficiency, resulting in 15 percent higher miles per gallon.

Based on these scenarios, a 25 percent increase in average vehicle fuel economy is assumed. Assuming population growth generates a 35 percent increase in VMT, fuel tax revenues (all else being equal) will increase by  $(1.35/1.25 = 1.08)$  roughly eight percent. This statewide revenue growth is reflected in the assumed Guideshare funding increases of four percent in 2012 and in 2022.

| Model Year  | Vehicle Weight (lbs) | Miles Per Gallon | Ton-Miles Per Gallon | Vehicle Weight (lbs) | Miles Per Gallon | Ton-Miles Per Gallon |
|---|----------------------|------------------|----------------------|----------------------|------------------|----------------------|
| <i>Change Compared to 1975</i>                      |                      |                  |                      |                      |                  |                      |
| 1975  | 4,060                | 13.1             | 26.9                 | 0%                   | 0%               | 0%                   |
| 1980  | 3,228                | 19.2             | 31.2                 | -20%                 | 47%              | 16%                  |
| 1985  | 3,271                | 21.3             | 35.3                 | -19%                 | 63%              | 31%                  |
| 1990  | 3,426                | 21.5             | 37.1                 | -16%                 | 64%              | 38%                  |
| 1995  | 3,613                | 21.1             | 38.6                 | -11%                 | 61%              | 43%                  |
| 2000  | 3,821                | 20.7             | 39.9                 | -6%                  | 58%              | 48%                  |
| 2001  | 3,879                | 20.7             | 40.4                 | -4%                  | 58%              | 50%                  |
| 2002  | 3,951                | 20.6             | 40.9                 | -3%                  | 57%              | 52%                  |
| 2003  | 3,999                | 20.8             | 41.8                 | -2%                  | 59%              | 55%                  |
| 2004  | 4,111                | 20.5             | 42.4                 | 1%                   | 56%              | 58%                  |
| 2005  | 4,101                | 21.0             | 43.5                 | 1%                   | 60%              | 62%                  |
| 2006  | 4,142                | 21.0             | 44.0                 | 2%                   | 60%              | 64%                  |
| <i>Change Compared to 2006</i>                      |                      |                  |                      |                      |                  |                      |
| <b>Lighter Weight Vehicle Forecast [1,2,3]</b>      |                      |                  |                      |                      |                  |                      |
| 2030  | 3,300                | 33.0             | 54.5                 | -20%                 | 36.4%            | 24%                  |
| <b>Weight and Efficiency Trend Forecast [1,3,4]</b> |                      |                  |                      |                      |                  |                      |
| 2030  | 4,221                | 25.8             | 54.5                 | 2%                   | 14.5%            | 24%                  |

- [1] Linear regression is used to forecast 2030 ton-miles per gallon
- [2] Assumes fuel prices produce 20 percent lighter vehicles
- [3] Miles per gallon calculated based on vehicle weight and ton-miles per gallon
- [4] Linear regression is used to forecast 2030 vehicle weight

Sources: "Light-Duty Automotive Technology and Fuel Economy Trends: 1975 through 2006," Advanced Technology Division, Office of Transportation and Air Quality, U.S. Environmental Protection Agency, July 2006.  
2030 forecast scenarios by GPATS

| Year | Source   | Composite Cost Index | Percent of 2007 Index |
|------|----------|----------------------|-----------------------|
| 1975 | FHWA     | 58.1                 | 32%                   |
| 1980 | FHWA     | 97.2                 | 54%                   |
| 1985 | FHWA     | 102                  | 57%                   |
| 1990 | FHWA     | 108.5                | 61%                   |
| 1995 | FHWA     | 121.9                | 68%                   |
| 2000 | FHWA     | 145.6                | 81%                   |
| 2005 | FHWA     | 183.6                | 103%                  |
| 2010 | Forecast | 195.0                | 109%                  |
| 2015 | Forecast | 221.8                | 124%                  |
| 2020 | Forecast | 248.6                | 139%                  |
| 2025 | Forecast | 275.5                | 154%                  |
| 2030 | Forecast | 302.3                | 169%                  |

Sources: "Price Trends for Federal-Aid Highway Construction,"  
Federal Highway Administration  
Linear Regression Forecast by GPATS

### Construction Costs

A key disadvantage of the per-unit fuel tax is that the revenue stream does not increase as the cost of building, repairing, and improving transportation facilities increases. So while the cost of highway construction has increased by more than 80 percent since 1987, revenues from South Carolina's motor fuel tax have grown much more slowly. The result has been a steady erosion of the purchasing power of state and federal fuel tax revenue.

Highway construction costs have risen dramatically since 2000, as a result of higher oil prices (for example, asphalt is a petroleum product) and rapid increases in steel and concrete prices, due in part to a construction boom in China.

Federal Highway Administration produces a Highway Construction Cost index, which tracks changes in the price of highway construction across the U.S. The composite index from this FHWA report is used in **Table 9.4** to illustrate the changes in prices since the 1970s and to predict inflation for future highway construction. This trend analysis suggests that highway construction costs will increase by nearly 70 percent by 2030.

### Transportation Enhancement Funds

Transportation Enhancement Funds currently are apportioned among the jurisdictions on the GPATS area using a population-based formula. A five-year funding program was approved in 2005, which apportions funds among 3 counties and 9 cities using a population-based formula. For fiscal year 2007, GPATS received an allocation from SCDOT of \$643,639. **Table 9.5** presents the funding anticipated in the full five-year program.

GPATS funding is currently programmed at the discretion of local jurisdictions. No competitive region-wide program exists, nor is funding designated for specific priorities, such as construction of sidewalks, bicycle lanes, or greenway trails. In Greenville County, the large majority of funds are designated for sidewalks on county-maintained roads. Cities have funded a variety of projects, but have generally focused on downtown streetscape and landscape projects. Recently, the City of Greenville has focused more of its funding on implementation of a greenway trail along the Reedy River.

While all of these enhancement efforts are both eligible and worthwhile, they have limited impact on expanding the pedestrian bicycle network as envisioned in the plans presented in **Chapter 6**.

To begin implementing regional bicycle and pedestrian network improvements, the GPATS Policy Committee should consider making the changes identified below. Regionally, funding for these sidewalk and bicycle lane projects should be distributed equitably based on population.

- Reduce the formula-based apportionment of enhancement funds among the GPATS cities and counties to a flat \$400,000 (about 60 percent of current funding)

| Jurisdiction              | Fiscal Year (\$) |           |           |           |           | Total       |
|---------------------------|------------------|-----------|-----------|-----------|-----------|-------------|
|                           | 2006             | 2007      | 2008      | 2009      | 2010      |             |
| <b>Greenville County</b>  |                  |           |           |           |           |             |
| Fountain Inn              | -                | -         | -         | -         | \$67,052  | \$67,052    |
| Greenville                | \$249,000        | \$100,000 | \$140,000 | -         | \$135,074 | \$624,074   |
| Greer                     | -                | \$84,000  | -         | \$103,695 | -         | \$187,695   |
| Mauldin                   | -                | -         | \$169,653 | -         | -         | \$169,653   |
| Simpsonville              | -                | -         | -         | \$159,936 | -         | \$159,936   |
| Travelers Rest            | -                | -         | -         | -         | \$45,678  | \$45,678    |
| Greenville County         | \$282,000        | \$200,392 | \$300,454 | \$310,161 | \$291,850 | \$1,384,860 |
| <b>Pickens County</b>     |                  |           |           |           |           |             |
| Easley                    | \$128,000        | -         | -         | \$69,847  | -         | \$197,847   |
| Liberty                   | -                | -         | \$33,532  | -         | -         | \$33,532    |
| Pickens                   | -                | \$33,565  | -         | -         | -         | \$33,565    |
| Pickens County            | -                | \$122,000 | -         | -         | \$103,985 | \$225,985   |
| <b>Anderson County</b>    |                  |           |           |           |           |             |
| Anderson County           | -                | \$103,682 | -         | -         | -         | \$103,682   |
| <b>Subtotal by County</b> |                  |           |           |           |           |             |
| Greenville                | \$531,000        | \$384,392 | \$610,107 | \$573,792 | \$539,654 | \$2,638,947 |
| Pickens                   | \$128,000        | \$155,565 | \$33,532  | \$69,847  | \$103,985 | \$490,928   |
| Anderson                  | -                | \$103,682 | -         | -         | -         | \$103,682   |
| <b>Grand Total</b>        | \$659,000        | \$643,639 | \$643,639 | \$643,639 | \$643,639 | \$3,233,557 |

- Divide the remaining funds equally between bicycle and pedestrian improvements on federal-aid eligible roads that are not identified for other road improvements, such as the following:
  - Adding 4’ paved shoulder bicycle lanes to roads included in the GPATS bicycle lane network, the next time those roads are resurfaced. Example projects include:
    - SC 93 between Pickens and Liberty
    - Saluda Dam Road from east of downtown Easley to White Horse Road (US 25)
    - Locust Hill Road (SC 290) from SC 101 to SC 253
    - West Georgia Road, from Neely Ferry Road to Fork Shoals Road
    - Fork Shoals Road, from West Georgia Road to Old Augusta Road
    - Miller Road, from Woodruff Road to US 267 (Mauldin)
    - Woodbine Road, Liberty
    - Jones Avenue, Pickens
  - Constructing sidewalks on roads included in the GPATS regional sidewalk network, giving priority to roads that have curb and gutter but no sidewalks. Examples include:
    - Woodruff Road (SC 146) from I-385 to Laurens Road (US 276)
    - Verdae Blvd. from Woodruff Road to Laurens Road
    - Haywood Road, from Laurens Road to I-385
    - Pelham Road, Haywood Road to Roper Mountain Ext.
    - Wade Hampton Blvd., northeastward from Pine Knoll Drive
    - Grandview Drive (I-385 frontage road), Simpsonville
    - Portions of SC 14, Simpsonville and Fountain Inn
    - Faris Road, Grove Road to east of Greenville Memorial Hospital
    - South Buncombe Road, Greer
    - Dacusville Highway (SC 135), Easley
    - In Pickens and Anderson County, few high-priority roads exist that have curb and gutter but no sidewalk; some example projects include:
      - 2<sup>nd</sup> Street, Easley
      - Pearson Road, Easley
      - LEC Road, Pickens
      - Jones Avenue, Pickens
      - Sangamo Road in Pickens
      - Summit Drive, Liberty
      - Odell Street, Liberty

## Transportation Enhancement Program Eligibility

To be eligible for TE funds, a project must be one of the following 12 TE activities and relate to surface transportation. More information is available at <http://www.enhancements.org>

### Bicycle and Pedestrian Travel

1. **Pedestrian and bicycle facilities** — Sidewalks, walkways, or curb ramps; bike lane striping, wide paved shoulders, bike parking, and bus racks; off-road trails; bike and pedestrian bridges and underpasses.
2. **Pedestrian and bicycle safety and educational activities** — Campaigns promoting safety awareness; safety training activities and classes; training materials.
3. **Conversion of abandoned railway corridors to trails** — Acquisition of railroad rights-of-way; planning, design and construction of multi-use trails and rail-with-trail projects.

### Preserving Scenic or Historic Places

4. **Acquisition of scenic or historic easements and sites** — Acquisition of scenic lands or easements; purchase of historic properties or buildings in historic districts, including historic battlefields.
5. **Scenic or historic highway programs including tourist and welcome centers** — Construction of turnouts and overlooks; visitor centers and viewing areas; designation signs and markers.
6. **Landscaping and scenic beautification** — Improvements such as street furniture, lighting, public art, and landscaping along travel corridors.
7. **Inventory, control, and removal of outdoor advertising** — Billboard inventories and removal of illegal and nonconforming billboards.
8. **Historic preservation** — Preservation of buildings and facades in historic districts; restoration of historic buildings for transportation-related purposes; access improvements to historic sites.
9. **Rehabilitation and operation of historic transportation buildings, structures, or facilities** — Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels, bridges and canals.
10. **Establishment of transportation museums** — Conversion of railroad stations or historic properties into museums with transportation themes; construction of new museums; purchase of exhibit materials.

### Environmental Mitigation

11. **Archaeological planning and research** — Research, preservation planning, and interpretation; developing interpretive signs, exhibits, and guides; inventories and surveys.
12. **Environmental mitigation of runoff pollution and provision of wildlife connectivity** — Runoff pollution studies; soil erosion controls; detention and sediment basins; river clean-ups; wildlife underpasses.
  - **State Infrastructure Bank (SIB)** — Created by the South Carolina General Assembly to select and assist in financing major transportation projects. Financing may include loans or bonds. Loans and other financial assistance are provided for constructing and improving highway and transportation facilities. A dedicated, multi-year stream of revenue is required to pay off the loans and bonds issued by the SIB.
  - **Statewide Transportation Improvement Program (STIP)** — The statewide multi-year listing of specific transportation projects that will be funded with federal assistance over a specified period. The current STIP covers the years 2007 through 2012. Federal transportation dollars cannot be spent on a project unless it is included in the approved STIP. Metropolitan TIPs, approved by MPO policy boards in consultation with and concurrence from SCDOT, are incorporated in the STIP without modification.
  - **Transportation Improvement Program (TIP)** — The multi-year listing of specific transportation projects for an MPO Area that will be funded with federal assistance over a specified period. The current GPATS TIP covers the years 2007 through 2012. Federal transportation dollars cannot be spent on a project unless it is included in the approved TIP. Metropolitan TIPs, approved by MPO policy boards in consultation with and concurrence from SCDOT, are incorporated in the STIP without modification.
  - **TEA-21** — Transportation Equity Act for the 21<sup>st</sup> Century. The 1997 transportation authorization act that replaced ISTEA and continued nearly all of the new programs and policies established in the 1991 act. Replaced by SAFETEA-LU.
  - **Transportation Enhancements** — A broad group of “green” transportation improvements that provide facilities for bicycles and pedestrians, add landscaping to transportation corridors, preserve historic sites or scenic areas related to transportation, or mitigate environmental impacts of the transportation system. See sidebar below for full description of the 12 eligible types of projects. All projects must have a clear relationship to transportation, and the list of 12 eligible activities is exclusive, not illustrative. Projects that do not fit one of the 12 categories are not eligible for funding. GPATS currently receives approximately \$650,000 per year through the SCDOT Transportation Enhancement Program.

## Transit Funding

The financial plan for transit is addressed in **Chapter 7**, which presents an ambitious but feasible program for developing a regional transit system to serve GPATS. To date, the critical issue has been local funding for transit operating expenses. Greenville Transit Authority (GTA), the only public transit operator in the GPATS area, receives limited local support. Federal funding available for the Mauldin-Simpsonville urbanized area, which can be used to support transit operating expenses, is annually redistributed to other areas of the state because local matching funds for transit have not been made available. The City of Easley is currently conducting a transit feasibility study, and evaluating options for funding the system.

A stable, growing source of local and/or state funding will be essential if a viable, attractive transit service is to be provided. Revenue options include local property tax (the primary funding source currently), local sales tax, local vehicle registration fees, and state motor fuel tax. Contracts with community institutions, including hospitals and colleges, could also be a mechanism for expanding transit services, but are not examined in detail.

## Additional Funding Sources

Three additional funding sources are evaluated as potential strategies for funding unmet needs in the GPATS region:

- **State Motor Fuels Tax:** — In 2005, the state’s 16 cents per gallon tax on gasoline and diesel fuel generated approximately \$30 million annually per penny of tax per gallon. For each additional penny of gas tax directed to the Guideshare program, GPATS could receive approximately \$3.3 to \$3.6 million annually (11 to 12 percent of the total increase in the Guideshare), depending upon the method used to apportion the funds. Growth in revenues over time are dependent upon future vehicle fuel economy; this analysis assumes a 10 percent growth in revenues from fuel taxes, as growth in travel is partially offset by fuel economy improvements in new vehicles. Inflation erodes the buying power of fuel tax receipts over time unless the tax rate is indexed to some measure of construction costs.
- **Vehicle Registration Fees** — In Greenville County, vehicle registration fees generate more than \$297,000 per dollar of registration fee. In Pickens County, vehicle registration fees generate about \$76,000 per dollar of fee. As the population in both counties is expected to increase by approximately 35 percent between 2007 and 2030, gross receipts from vehicle registration fees also should increase by a similar amount. This tax should grow in proportion to population, but inflation also erodes the value of the revenue stream over time.

- **Local Option Sales Tax:** — In Greenville County, one penny of general sales tax generates approximately \$55 million per year. In Pickens County, a sales tax should generate roughly \$11.6 million per year (estimated based on retail employees in Pickens County compared to statewide retail employees). The revenue stream should grow in proportion to population growth, and will keep pace with inflation because the tax is a set percentage of the price of goods sold.

**Table 9.6** presents the 2007 and 2030 revenue estimates for these three revenue sources.

## Financially Constrained Plan

**Tables 9.7a** and **9.7b** present the list of highway projects that can be built by 2030 with GPATS Guideshare funds, given the assumption that funding increases by 20 percent in 2015 and 2025. Other than the assumed Guideshare funding increase, no other funding levels or sources are projected to increase to construct the projects shown in these tables. These tables include a listing of projects that would produce significant traffic benefits, but cannot be built within current budget constraints. These projects are the highest priority unmet needs for the region.

**Table 9.7a** provides a list of the new location and widening projects of the highest priority to the region. **Table 9.7b** provides a list of potential intersection improvements to consider during the life of this plan, projected to be funded within current funding levels.

**Table 9.6 - Additional Funding Sources**

| Local Revenue Options              | 2007 Tax Rate | Units            | 2007 Revenue (\$) | 2007 Revenue per Unit (\$) | 2030 Revenue per Unit (\$) |
|------------------------------------|---------------|------------------|-------------------|----------------------------|----------------------------|
| <b>Vehicle Registration Fees</b>   |               |                  |                   |                            |                            |
| Greenville Reg Fee                 | 15            | \$ per vehicle   | 4,458,125         | 297,208                    | 401,231                    |
| Pickens Reg Fee                    | 20            | \$ per vehicle   | 1,900,000         | 95,000                     | 128,250                    |
| <b>Sales Tax</b>                   |               |                  |                   |                            |                            |
| SC Sales Tax                       | 5.5           | percent          | 2,495,765,000     |                            | 453,775,455                |
| Greenville sales tax (10.6% of SC) | 0             | percent          | 55,000,000        | 55,000,000                 | 74,250,000                 |
| Pickens sales tax (2.6% of SC) [1] | 0             | percent          | 11,625,696        | 55,000,000                 | 15,694,691                 |
| <b>S.C. Motor Fuels Tax</b>        |               |                  |                   |                            |                            |
| Statewide                          | 16            | cents per gallon | 500,051,000       | 31,253,188                 | 34,378,506                 |
| Estimated GPATS Share [2]          |               |                  |                   | 3,375,344                  | 3,636,714                  |

[1] Pickens sales tax is estimated in proportion to the County's share of statewide retail employees, using Employment Security Commission data

[2] Based on current GPATS apportionment of 10.8 percent of statewide Guideshare programs funds and projected population growth

| Table 9.7a - Street and Highway Corridor Improvement Projects |                          |                 |  |   |                      |                      |                |                         |
|---|--------------------------|-----------------|--|---|----------------------|----------------------|----------------|-------------------------|
| Priority  | Project Name             | Route Number(s) | Termini                                      | Project Scope                               | Bicycle facilities   | Sidewalk             | Length (Miles) | Est. Project Cost (Mil) |
| High  | N. Buncombe St./SC 101   | SC 101/290      | Wade Hampton (US 29) to Locust Hill (SC 290) | 5 lane                                      | Bike lane            | Commercial area      | 0.51           | \$3.9                   |
| High  | Roper Mountain Road      | S-548           | Garlington Road to Feaster Road              | 4 lane with median                          | Bike lane            | Both sides           | 0.60           | \$5.6                   |
| High  | SC 14                    | SC 14           | Bethel Road to Five Forks Road (SC 296)      | 5 lane                                      | Wide outside lane    | Both sides           | 0.19           | \$1.5                   |
| High  | US 123                   | US 123          | SC 93 to SC 8                                | 6 lane with median                          |                      | Existing             | 1.96           | \$1.0                   |
| High  | Woodruff Road            | SC 146          | Scuffletown Road to Bennetts Bridge (SC 296) | 5 lane                                      | Wide outside lane    | Both sides           | 0.58           | \$4.5                   |
| High  | Roper Mountain Road Ext. | S-547           | Pelham Road to Roper Mountain Road           | 3 lane                                      | Bike lane            | One side             | 0.95           | \$7.3                   |
| High  | Roper Mountain Road      | S-548           | Roper Mountain Road Ext. to Garlington Road  | 3 lane                                      | Bike lane            | One side             | 1.79           | \$11.8                  |
| High  | Butler Road              | S-107           | Bridges Road to Main Street (US 276)         | 4 lane                                      |                      | Both sides           | 1.60           | \$12.3                  |
| High  | Salters Road             | City            | Sulfur Springs Road to Verdae Blvd.          | 4 lane with median                          | Bike lane            | Both sides           | 0.42           | \$2.9                   |
| High  | Butler Road              | S-107           | Mauldin HS to Bridges Road                   | 5 lane                                      | Bike lane            | Both sides           | 0.31           | \$2.4                   |
| High  | Batesville Road          | S-164           | The Parkway to Pelham Road                   | 3 lane                                      | Wide outside lane    | One side             | 1.90           | \$8.6                   |
| High  | Salters Road             | City            | Millennium Pkwy. to Sulfur Springs Road      | 4 lane with median, new I-85 overpass       | Bike lane            | Both sides           | 0.30           | \$5.4                   |
| High  | Miller Road              | S-564           | Woodruff Road to Old Mill Road               | Improved 2 lane                             | Bike lane            | One side             | 2.55           | \$6.2                   |
| High  | US 123                   | US 123          | SC 93 to SC 153                              | 6 lane divided                              | 4' paved shoulder    | West of Prince Perry | 2.13           | \$14.9                  |
| Medium  | Hudson Road              | S-347           | Pelham Road to Devenger Road                 | 3 lane                                      |                      | One side             | 1.19           | \$5.4                   |
| Medium  | Powdersville Road        | S-28            | SC 153 to US 123                             | Improved 2 lane                             | Bike lane            | One side             | 3.26           | \$14.7                  |
| Medium  | Batesville Road          | S-164           | SC 14 to Anderson Ridge                      | 4 lane with median                          | Wide outside lane    | Commercial area      | 1.25           | \$13.8                  |
| Medium  | Saluda Dam/Olive         | S-21/221/36     | SC 8 to Prince Perry                         | 3 lane                                      | Bike lane            | One side             | 3.91           | \$17.6                  |
| Medium  | US 178                   | US 178          | Edgemont Ave. to Carolina Drive              | 3 lane                                      | Wide outside lane    | Both sides           | 0.24           | \$1.1                   |
| Medium  | Forrester Drive          | S-326           | Bi-Lo Drive to Millenuium Parkway            | 4 lane with median                          | Bike lane            | Both sides           | 1.32           | \$2.6                   |
| Medium  | Pelham St. Ext.          | New             | SC 14 to I-385 Frontage Road                 | New 2 lane Secondary                        | Bike lane            | One Side             | 0.80           | \$10.0                  |
| Medium  | East Washington St. Ext. | New             | US 276 to Lowndes Hill Road                  | New 2 lane Secondary                        | Bike lane            | One Side             | 1.04           | \$4.7                   |
| Medium  | Garlington Road          | S-564           | Woodruff Rd to Roper Mountain Road           | Multilane                                   | Wide outside lane    | One side             | 1.30           | \$5.9                   |
| Medium  | SC 153                   | SC 153          | I-85 to I-185                                | 4 lane divided                              | 2' shoulder          |                      | 1.13           | \$10.6                  |
| ACOG funds  | Farrs Bridge Road        | SC 183          | Hamburg Road to SC 135                       | LT lanes at Jim Hunt Road and Jameson Road  | Existing 2' shoulder |                      | 4.11           | \$0.8                   |
| Earmarked   | West Georgia Road        | S-541           | Neely Ferry Road to E. Standing Springs Road | LT lanes McCall Road, realign Stenhouse     | 2' paved shoulder    |                      | 0.98           | \$1.5                   |
| Low   | SC 153 Ext.              | New             | Prince Perry to Saluda Dam                   | New 2 lane Primary                          | 2' shoulder          |                      | 1.33           | \$6.0                   |
| Low   | Valley View Drive        | New             | SC 14 to I-385 Frontage                      | 2 lane Secondary                            | 2' shoulder          |                      | 0.86           | \$3.9                   |
| ACOG funds  | Farrs Bridge Road        | SC 183          | Groce Road to Hamburg Road                   | LT lanes at Alex Road (two locations)       | 2' paved shoulder    |                      | 3.46           | \$0.8                   |
| Low   | SC 153 Ext.              | New             | US 123 to Prince Perry                       | New 2 lane Primary                          | 2' shoulder          |                      | 1.48           | \$10.8                  |
| Low   | LEC Road Ext.            | New             | McDaniel Ave. to Secona Road                 | New 2 lane Secondary                        | Wide outside lane    | One Side             | 0.31           | \$1.4                   |
| Earmarked   | Fairforest Way           | S-434/Local     | US 276 to Mauldin Road                       | Widen and reconstruct to 4 lane with median | Bike lane            | Both sides           | 2.10           | \$10.6                  |
| Earmarked   | West Georgia Road        | S-541           | E. Standing Springs to Rocky Creek Road      | LT lanes N. Moore, Barker, Calgary          | 2' paved shoulder    |                      | 1.34           | \$1.5                   |
| Earmarked   | West Georgia Road        | S-541           | Rivereen Way to Fork Shoals Road             | LT lanes Sullivan, Holcombe, Longstaff      | 2' paved shoulder    |                      | 1.03           | \$1.5                   |

**Table 9.7b - Intersection Projects**

| Project Name                                       | Action                    | County      | Project Name                                  | Action           | County     |
|--|---------------------------|-------------|---|------------------|------------|
| Farrs Bridge (SC 183)/Hunts Bridge/Sulphur Springs | Traffic Engineering Study | Greenville  | SC 418 and Fork Shoals                        | L RTP            | Greenville |
| Farrs Bridge (SC 183)/BlueFlame                    | TIP                       | Pickens     | Main Street (SC 93) and Pendleton St.         | L RTP            | Pickens    |
| Wade Hampton (US 29) and Suber                     | TIP                       | Greenville  | 5th St. and 2nd St.                           | L RTP            | Pickens    |
| Locust Hill (SC 290) and Mountain View (SC 253)    | TIP                       | Greenville  | Moorefield Memorial (US 178) and Mauldin Lake | L RTP            | Pickens    |
| Woodruff (SC 146) and Bennetts Bridge (SC 296)     | TIP                       | Greenville  | Main (Liberty) and Summit                     | L RTP            | Pickens    |
| Reid School and Edwards Mill                       | Traffic Engineering Study | Greenville  | Moorefield Memorial (US 178) and Rices Creek  | L RTP            | Pickens    |
| Wade Hampton and SC 101                            | Traffic Engineering Study | Greenville  | Saluda Dam and Prince Perry                   | L RTP            | Pickens    |
| Brushy Creek and Strange                           | TIP                       | Greenville  | Ashmore Bridge and Fowler Circle              | L RTP            | Greenville |
| Brushy Creek and Pearson                           | TIP                       | Pickens     | Main Street (SC 14) and Howard Dr.            | L RTP            | Greenville |
| Brushy Creek and Crestview                         | Traffic Engineering Study | Pickens     | Buncombe and Brushy Creek                     | L RTP            | Greenville |
| Jewel St. (SC 183) and Jones                       | TIP                       | Pickens     | Fork Shoals and Conestee                      | L RTP            | Greenville |
| Main St. (SC 93) and Pickens St. (US 178)          | TIP Corridor Project      | Pickens     | Butler and Murray                             | Corridor project | Greenville |
| Farrs Bridge (SC 183) and Hamburg                  | Traffic Engineering Study | Pickens     | Mauldin and Fairforest                        | Corridor project | Greenville |
| SC 418 and Fairview Road                           | Funded by CTC             | Greenville  | SC 8 and Garrison                             | L RTP            | Greenville |
| SC 14 and Loma St.                                 | Traffic Engineering Study | Greenville  | State Park and E. Mountain Creek              | L RTP            | Greenville |
| Blue Ridge (SC 253) and Perry                      | Traffic Engineering Study | Greenville  | Tigerville and Jackson Grove                  | L RTP            | Greenville |
| Locust Hill (SC 290) and N. Rutherford             | L RTP                     | Greenville  | SC 20 and Main Street (SC 86)                 | L RTP            | Greenville |
| Ann St. (US 178) and Jones St.                     | TIP                       | Pickens     | Liberty St. (SC 93) and Ross Road             | L RTP            | Pickens    |
| SC 8 and St. Paul Road/Three and Twenty Road       | Funded by CTC             | Anderson    | Moorefield Memorial (US 178) and LEC Road     | L RTP            | Pickens    |
| Farrs Bridge (SC 183) and Jameson                  | TIP Corridor Project      | Pickens     | Moorefield Memorial (US 178) and Belle Shoals | L RTP            | Pickens    |
| Wade Hampton (US 29) and Gap Creek Road            | L RTP                     | Spartanburg | Batesville Road at Roper Mountain Road        | L RTP            | Greenville |
| Main St. (Greer) and Brushy Creek                  | L RTP                     | Greenville  | Batesville Road at Anderson Ridge Road        | Corridor project | Greenville |
| Harrison Bridge and Neely Ferry                    | Funded by CTC             | Greenville  | Three Bridges Road at Powdersville Main       | L RTP            | Anderson   |
| Blue Ridge (SC 253) and N. Franklin                | L RTP                     | Greenville  | SC 81 at Circle Road                          | L RTP            | Anderson   |
| SC 101 and Fews Chapel                             | TIP                       | Greenville  | New Easley Highway (US 123) at Rison Road     | L RTP            | Greenville |
| SC 14 and Taylor                                   | Funded by CTC             | Greenville  | Locust Hill (SC 290) at Sandy Flat (SC 253)   | L RTP            | Greenville |
| Sandy Flat (SC 253) and Jackson Grove              | L RTP                     | Greenville  | Farrs Bridge (SC 183) and Dacusville Highway  | L RTP            | Pickens    |
| Lee Vaughn (SC 417) and Scuffletown                | L RTP                     | Greenville  | Bethel and Bridges                            | TIP              | Greenville |
| State Park (SC 253) and Altamont                   | L RTP                     | Greenville  | Bethel and Tanner                             | TIP              | Greenville |

## Vision Plan

### Project Costs

Tables 9.8a, 9.8b, and 9.8c show the projects that have been identified as unfunded needs. These projects will be covered by the vision plan, assuming that funding does not increase other than the projected Guideshare increase outlined in the previous section. If a project on the funded list becomes outdated or is no longer feasible, projects from the unfunded vision plan should be considered to replace it. Table 9.8a lists the widening and new location projects currently projected to be unfunded during the planning horizon. Table 9.8b lists those roadways in the region that are being considered for a “road diet” project. These projects are mostly assumed to have no significant cost associated, since many only involve restriping a road when it is being resurfaced. However, projects at E. Washington Street and SC 14 will require additional funding that is not currently dedicated. Table 9.8c lists the anticipated needs on the interstate highway system. These needs will likely be fulfilled using a combination of federal, state, and local funds. Further study will need to be conducted on these projects in order to determine their positive and negative impacts and prioritize them appropriately. Ultimately, SCDOT will determine state funding priority for interstate projects.

### Revenue

Tables 9.9a, 9.9b, 9.10a, and 9.10b present two scenarios for funding unmet highway and transit improvement needs.

Tables 9.9a and 9.9b are the “high alternative funding” scenario, which assumes:

- An additional one-cent increase in the state motor fuels tax, distributed through the Guideshare program
- A ½ cent sales tax in Greenville County, with 60 percent of the revenues directed to highway improvements and 40 percent of the revenues directed to implementation of the regional bus rapid transit system proposed in Chapter 7
- A ¼ cent sales tax in Pickens County, with 60 percent of the revenues directed to highway improvements and 40 percent of the revenues directed to implementation of the regional bus rapid transit system proposed in Chapter 7

This scenario would fund all of the highway improvements and transit improvements identified by this plan, providing a total of \$1.1 billion for highway improvements and \$560 million for transit over the next 23 years.

| Table 9.8c - Miles of Interstate Widening Assumed (2008 to 2030) |   |                |                        |                         |
|--|---|----------------|------------------------|-------------------------|
| Route  | Section   | Length (miles) | Cost/Mile (million \$) | Total Cost (million \$) |
| I-85   | Reedy River to GSP Drive, widen to eight lanes        | \$10.3         | \$19.5                 | \$200.9                 |
| I-85   | GSP Drive to SC 101, widen to eight lanes             | \$3.1          | \$19.5                 | -                       |
| I-85   | I-185 to SC 153, add one southbound lane              | \$1.0          | \$10.0                 | \$10.0                  |
| I-85   | New Interchange at Batesville Road                    | -              | -                      | \$30.0                  |
| I-85   | Modify US 276 interchange, partial cloverleaf         | -              | -                      | \$2.0                   |
| I-85   | Upgrade Woodruff Road Interchange, single point urban | -              | -                      | \$25.0                  |
| I-385  | Upgrade Woodruff Road Interchange, single point urban | -              | -                      | \$25.0                  |
| I-385  | Upgrade Fairview Street Interchange                   | -              | -                      | \$20.0                  |
| I-385  | I-85 to Butler Road, widen to six lanes               | \$2.9          | \$12.0                 | \$34.8                  |
| Total  |   | \$17.3         |                        | \$347.7                 |

Tables 9.10a and 9.10b address the “moderate alternative funding” scenario, which assumes:

- No additional increase in the state motor fuels tax, beyond that assumed in the financially constrained scenario
- A ¼ cent sales tax in Greenville County, with 60 percent of the revenues directed to highway improvements and 40 percent of the revenues directed the regional bus system proposed in Chapter 7
- An additional \$3 vehicle registration fee in Greenville County, dedicated to transit
- A 1/8 cent sales tax in Pickens County, with 60 percent of the revenues directed to highway improvements and 40 percent of the revenues directed to implementation of the regional bus system proposed in Chapter 7

This scenario would fund only the highest priority highway improvements and would provide a good basic regional transit system, providing a total of \$674 million for highway improvements and \$326 million for transit over the next 23 years.

| Table 9.8a - Unfunded Vision Street and Highway Corridor Improvement Needs |                       |                 |   |                      |                      |            |                |                         |
|--|-----------------------|-----------------|---|----------------------|----------------------|------------|----------------|-------------------------|
| Priority or Funding Source   | Project Name          | Route Number(s) | Termini   | Project Scope        | Bicycle Facilities   | Sidewalk   | Length (Miles) | Est. Project Cost (Mil) |
| High   | Park Woodruff Ext     | new             | Carolina Point to Miller Rd                     | New 2 lane Secondary | Bike lane            | Both Sides | 0.60           | 2.7                     |
| High   | Grove Road            | SC 20           | White Horse Rd. (US 25) to Faris Rd.            | 3 lane and 5 lane    | Bike lane            | One side   | 0.90           | 4.1                     |
| High   | Verdae Point Drive    | new             | Verdae to Carolina Point                        | New 2 lane Secondary | Bike lane            | Both Sides | 0.90           | 9.5                     |
| High   | SC 8                  | SC 8            | St Paul Rd to SC 135                            | 3 lane               | Wide outside lane    | One side   | 2.80           | 12.6                    |
| Medium   | Woodruff Road         | SC 146          | Woodruff Industrial to Smith Hines              | 7 lane               | Wide outside lane    | Both sides | 1.43           | 11.4                    |
| Medium   | Blacksnake/Adger/135  | S-73/186        | SC 93 to SC 8                                   | Improved 2 lane      |                      |            | 2.40           | 5.8                     |
| Medium   | Woodruff Road         | SC 146          | Bennetts Bridge (SC 296) to Lee Vaughn (SC 417) | Improved 2 lane      | 2' Paved Shoulder    |            | 2.60           | 2.6                     |
| Medium   | Conestee Road         | S-221           | Mauldin Rd to Fork Shoals                       | 3 lane               | Bike lane            | One side   | 1.00           | 4.5                     |
| Medium   | Fairview Street       | S-418           | N. Nelson to SC 14                              | 3 lane               | Wide outside lane    | One side   | 1.40           | 5.5                     |
| Medium   | Brushy Creek Road     | S-29            | US 123 to Laurel Drive                          | 3 lane               | Wide outside lane    | One side   | 0.60           | 2.7                     |
| Medium   | Bridges Road          | S-941           | Butler Road to I-385                            | 4 lane               | Bike lane            | One side   | 0.40           | 2.8                     |
| Medium   | SC 153                | SC 153          | Three Bridges Road to I-85                      | 6 lane divided       |                      |            | 1.70           | 11.9                    |
| Medium   | SC 86                 | SC 86           | SC 20 to SC 81                                  | Improved 2 lane      | 2' Paved Shoulder    | Urban only | 5.00           | 12.1                    |
| Medium   | Pine Knoll/Waddell    | S-165           | Rutherford Rd to Wade Hampton Blvd              | Improved 2 lane      |                      | Future     | 1.50           | 3.6                     |
| Medium   | Bennetts Bridge Road  | SC 296          | Woodruff to Brockman McClimon                   | 4 lane with median   | Wide Outside Lane    | Future     | 3.00           | 18.0                    |
| Low  | Fairview Road         | S-55            | Harrison Bridge to SC 418                       | Improved 2 lane      | 2' Paved Shoulder    | Future     | 2.90           | 7.0                     |
| Low  | Farrs Bridge Road     | SC 183          | Groce Road to Hamburg Road                      | 4 lane with median   | 2' Paved Shoulder    | Future     | 3.50           | 21.0                    |
| Low  | Boiling Springs Road  | S-447           | Pelham to Phillips                              | Improved 2 lane      |                      | One side   | 1.00           | 2.4                     |
| Low  | US 178                | US 178          | Carolina Drive to US 123                        | 3 lane               | 2' Paved Shoulder    | One side   | 1.40           | 5.6                     |
| Low  | Prince Perry Road     | S-135           | US 123 to Saluda Dam Rd                         | 3 lane               | Wide Outside Lane    | One side   | 1.60           | 7.2                     |
| Low  | Farrs Bridge Road     | SC 183          | Hamburg Road to SC 135                          | Improved 2 lane      | Existing 2' shoulder |            | 4.00           | 9.6                     |
| Low  | SC 8 US 178 Connector | new             | SC 8 to US 178                                  | New 2 lane Primary   | 2' shoulder          |            | 6.00           | 27.0                    |
| Low  | St. Mark Road         | S-261           | Wade Hampton to SC 290                          | Improved 2 lane      | 2' Paved Shoulder    | One side   | 2.00           | 8.0                     |
| Low  | Roper Mountain Road   | S-548           | Feaster Rd to SC 14                             | Improved 2 lane      | Bike lane            |            | 0.90           | 2.2                     |
| Low  | Batesville Road       | S-164           | Anderson Ridge to Woodruff                      | 3 lane               | 2' Paved Shoulder    |            | 1.90           | 8.6                     |
| Low  | Butler Road           | S-107           | Holland to Woodruff                             | 3 lane               | Wide Outside Lane    | One side   | 0.50           | 2.3                     |
| Low  | Ben Hamby Ext         | new             | Pelham to Batesville                            | New 4 lane Parkway   | Wide outside lane    | Both Sides | 0.60           | 2.7                     |
| Low  | Brushy Creek Road     | S-29            | Crestview Drive to St. Paul Road                | Improved 2 lane      | 2' Paved Shoulder    |            | 2.50           | 6.0                     |
| Low  | Howard Drive Ext      | new             | SC 417 to Jonesville Rd                         | New 2 lane Secondary | 2' shoulder          |            | 1.20           | 5.4                     |

| Table 9.8a - Unfunded Vision Street and Highway Corridor Improvement Needs (continued) |                                |                 |  |                     |                    |                  |                |                         |
|--|--------------------------------|-----------------|--|---------------------|--------------------|------------------|----------------|-------------------------|
| Priority or Funding Source   | Project Name                   | Route Number(s) | Termini                                    | Project Scope       | Bicycle Facilities | Sidewalk         | Length (Miles) | Est. Project Cost (Mil) |
| Low  | Anderson Road                  | SC 81           | Near US 25 to SC 153                       | 4 lane with median  | Wide outside lane  | Commercial areas | 1.9            | 11.4                    |
| Low  | SC 101                         | SC 101          | SC 290 to Milford Church                   | Widen to 3 lanes    | 2' shoulder        |                  | 2.6            | 10.4                    |
| Low  | West Georgia                   | S-543           | College St to I-385 frontage               | 2 lane, b/l and s/w | Wide outside lane  | Both Sides       | 0.8            | 3.2                     |
| Low  | SC 290                         | SC 290          | SC 101 to SC 253                           | Widen to 3 lanes    | Bike lane          |                  | 6.1            | 24.4                    |
| Low  | Ashmore Bridge Rd              | S-48            | Butler Road to Fork Shoals                 | Improved 2 lane     | Bike lane          |                  | 3.6            | 9.0                     |
| Low  | Garlington Rd                  | S-546           | Roper Mtn to Honbarrier                    | Improved 2 lane     | Wide outside lane  |                  | 1.9            | 4.8                     |
| Low  | Bridges Road                   | S-941           | Butler Road to Holland Road                | 4 lanes             | Bike lane          | One side         | 0.7            | 4.2                     |
| Low  | East Georgia                   | SC 417          | Hunter Rd to Lee Vaughn Rd                 | 4 lane with median  | Bike lane          | Both Sides       | 1.0            | 6.0                     |
| Low  | Rocky Creek Rd/Harrison Bridge | S-453           | West Georgia to Fairview Rd                | Improved 2 lane     | Wide outside lane  | One side         | 3.2            | 8.0                     |
| Low  | Scuffletown Road               | S-145           | Woodruff to Jonesville                     | Improved 2 lane     | Bike lane          |                  | 2.0            | 5.0                     |
| Low  | SC 81                          | SC 81           | End of existing 5L to Old Williamston Road | 5 lanes             | Bike lane          | Both Sides       | 2.3            | 13.8                    |
| Low  | SC 253                         | SC 253          | Lynn Rd to Jackson Grove Rd                | 5 lanes             | 2' shoulder        |                  | 0.2            | 1.2                     |
| Low  | Anderson Ridge                 | County Rd       | Roper Mtn to SC 296                        | 5 lanes             | 2' shoulder        |                  | 0.3            | 1.8                     |
| Low  | SC 253                         | SC 253          | Reid School to State Park                  | 5 lanes             | 2' shoulder        |                  | 0.5            | 3.0                     |
| Low  | Fork Shoals Road               | S-50            | Ashmore Bridge to US 25                    | 3 lane/5 lane       | Bike lane          |                  | 2.9            | 14.5                    |
| Low  | Fork Shoals Road               | S-50            | West Georgia to Ashmore Bridge             | 3 lane              | Bike lane          |                  | 3.9            | 15.6                    |
| Low  | N Rutherford Rd                | S-171           | Wade Hampton to SC 290                     | Improved 2 lane     | 2' shoulder        |                  | 1.5            | 3.8                     |
| Low  | LEC Road                       | S-90            | McDaniel Ave to SC 8                       | 3 lanes             | 2' shoulder        | One side         | 0.7            | 2.8                     |
| Low  | Hammett Bridge                 | S-94            | Suber to Buncombe                          | 3 lane              | 2' shoulder        |                  | 1.3            | 5.4                     |

| Table 9.8b - Unfunded Road Diet Projects |                          |                                    |  |                        |                |
|--|--------------------------|------------------------------------|--|------------------------|----------------|
| Priority                                 | Project Name             | Termini                            | Project Scope                                    | Bicycle Accommodations | Sidewalk       |
| High                                     | East Washington St.      | McBee to US 276                    | Convert substandard width 4 lane road to 3 lanes | Bike lane              | Add curb ramps |
| High                                     | SC 14/Main St. FI        | SC 418 to Quillen Drive            | Convert substandard width 4 lane road to 3 lanes |                        | Add curb ramps |
| Medium                                   | Augusta St.              | Vardry St. to Church St.           | Convert substandard width 4 lane road to 3 lanes | Bike lane              | Add curb ramps |
| Medium                                   | Grove Road               | Henrydale Ave. to Augusta Road     | Convert substandard width 4 lane road to 3 lanes | Bike lane              | Add curb ramps |
| Low                                      | US 276                   | McElhaney to US 25                 | Convert 4 lane road to 3 lanes                   | Bike lane              | Add curb ramps |
| Low                                      | Smythe St./Woodside Ave. | SC 183 to SC 124                   | Convert substandard width 4 lane road to 3 lanes | Bike lane              | Add curb ramps |
| Possible                                 | West Washington St.      | Butler Ave. to Norfolk Southern RR | Convert 4 lane road to 3 lanes                   | Bike lane              | Add curb ramps |
| Possible                                 | Ann Street (Pickens)     | Main St. to Jones St.              | Convert 4 lane road to 3 lanes                   | Bike lane              | Add curb ramps |

| Table 9.9a - Enhanced GPATS Highway Funding Estimate, 2007 to 2030<br>"High Alternative Funding" Scenario (Additional Fuel Tax and Local Option Sales Taxes) |                          |                     |                            |  |   |                                    |                              |                      |                          |                                     |
|--|--------------------------|---------------------|----------------------------|--|---|------------------------------------|------------------------------|----------------------|--------------------------|-------------------------------------|
| Year   | Estimated Guideshare [2] | Debt Service        | Available Guideshare Funds | Additional State 1 cent/gal Fuel Tax Revenue [3] | Greenville Sales Tax Revenue [4] 1/2 cent | Pickens Sales Tax Revenue 1/4 cent | Total Road Improvement Funds | Inflation Factor [1] | Inflation Adjusted Funds | Cumulative Inflation Adjusted Funds |
| 2007   | \$12,307,000             | \$4,008,346         | \$0                        | \$0  | \$0                                       | \$0                                | \$0                          | 1.00                 | \$0                      | \$0                                 |
| 2008   | \$12,307,000             | \$4,083,197         | \$8,223,803                | \$0  | \$0                                       | \$0                                | \$8,223,803                  | 1.03                 | \$7,984,391              | \$7,984,391                         |
| 2009   | \$12,307,000             | \$4,069,773         | \$8,237,227                | \$0  | \$0                                       | \$0                                | \$8,237,227                  | 1.06                 | \$7,771,189              | \$15,755,581                        |
| 2010   | \$12,307,000             | \$4,039,996         | \$8,267,004                | \$3,375,344                                      | \$17,984,257                              | \$2,528,696                        | \$32,155,301                 | 1.09                 | \$29,501,494             | \$45,257,075                        |
| 2011   | \$12,307,000             | \$4,010,458         | \$8,296,542                | \$3,375,344                                      | \$19,136,179                              | \$2,690,663                        | \$33,498,728                 | 1.12                 | \$29,911,182             | \$75,168,257                        |
| 2012   | \$12,799,280             | \$3,983,073         | \$8,816,207                | \$3,513,733                                      | \$20,288,102                              | \$2,852,630                        | \$35,470,672                 | 1.15                 | \$30,846,075             | \$106,014,332                       |
| 2013   | \$13,321,261             | \$3,990,442         | \$9,330,819                | \$3,513,733                                      | \$21,440,024                              | \$3,014,597                        | \$37,299,173                 | 1.18                 | \$31,611,881             | \$137,626,213                       |
| 2014   | \$13,321,261             | \$3,974,743         | \$9,346,518                | \$3,513,733                                      | \$22,591,946                              | \$3,176,565                        | \$38,628,762                 | 1.21                 | \$31,927,369             | \$169,553,581                       |
| 2015   | \$15,985,514             | \$3,960,997         | \$12,024,516               | \$3,513,733                                      | \$23,743,868                              | \$3,338,532                        | \$42,620,650                 | 1.24                 | \$34,374,820             | \$203,928,401                       |
| 2016   | \$15,985,514             | \$3,949,640         | \$12,035,874               | \$3,513,733                                      | \$24,895,791                              | \$3,500,499                        | \$43,945,897                 | 1.27                 | \$34,606,749             | \$238,535,150                       |
| 2017   | \$15,985,514             | \$3,928,192         | \$12,057,322               | \$3,513,733                                      | \$26,047,713                              | \$3,662,466                        | \$45,281,234                 | 1.30                 | \$34,835,740             | \$273,370,890                       |
| 2018   | \$15,985,514             | \$3,908,195         | \$12,077,319               | \$3,513,733                                      | \$27,199,635                              | \$3,824,434                        | \$46,615,121                 | 1.33                 | \$35,053,314             | \$308,424,204                       |
| 2019   | \$15,985,514             | \$3,888,537         | \$12,096,976               | \$3,513,733                                      | \$28,351,557                              | \$3,986,401                        | \$47,948,667                 | 1.36                 | \$35,261,042             | \$343,685,247                       |
| 2020   | \$15,985,514             | \$3,516,985         | \$12,468,528               | \$3,513,733                                      | \$29,503,480                              | \$4,148,368                        | \$49,634,109                 | 1.39                 | \$35,713,005             | \$379,398,252                       |
| 2021   | \$15,985,514             | \$2,959,912         | \$13,025,601               | \$3,513,733                                      | \$30,655,402                              | \$4,310,335                        | \$51,505,072                 | 1.42                 | \$36,276,545             | \$415,674,796                       |
| 2022   | \$16,545,007             | \$0                 | \$16,545,007               | \$3,636,714                                      | \$31,807,324                              | \$4,472,303                        | \$56,461,347                 | 1.45                 | \$38,944,906             | \$454,619,703                       |
| 2023   | \$17,115,843             | \$0                 | \$17,115,843               | \$3,636,714                                      | \$32,959,246                              | \$4,634,270                        | \$58,346,073                 | 1.48                 | \$39,429,420             | \$494,049,122                       |
| 2024   | \$17,115,843             | \$0                 | \$17,115,843               | \$3,636,714                                      | \$34,111,169                              | \$4,796,237                        | \$59,659,963                 | 1.51                 | \$39,516,586             | \$533,565,708                       |
| 2025   | \$20,539,012             | \$0                 | \$20,539,012               | \$3,636,714                                      | \$35,263,091                              | \$4,958,204                        | \$64,397,021                 | 1.54                 | \$41,823,584             | \$575,389,292                       |
| 2026   | \$20,539,012             | \$0                 | \$20,539,012               | \$3,636,714                                      | \$36,415,013                              | \$5,120,172                        | \$65,710,910                 | 1.57                 | \$41,861,686             | \$617,250,978                       |
| 2027   | \$20,539,012             | \$0                 | \$20,539,012               | \$3,636,714                                      | \$37,566,935                              | \$5,282,139                        | \$67,024,800                 | 1.60                 | \$41,898,360             | \$659,149,337                       |
| 2028   | \$20,539,012             | \$0                 | \$20,539,012               | \$3,636,714                                      | \$38,718,858                              | \$5,444,106                        | \$68,338,689                 | 1.63                 | \$41,933,684             | \$701,083,021                       |
| 2029   | \$20,539,012             | \$0                 | \$20,539,012               | \$3,636,714                                      | \$39,870,780                              | \$5,606,073                        | \$69,652,579                 | 1.66                 | \$41,967,732             | \$743,050,753                       |
| 2030   | \$20,539,012             | \$0                 | \$20,539,012               | \$3,636,714                                      | \$41,022,702                              | \$5,768,041                        | \$70,966,468                 | 1.69                 | \$42,000,571             | \$785,051,325                       |
| <b>Totals</b>  | <b>\$386,886,160</b>     | <b>\$58,272,486</b> | <b>\$320,315,020</b>       | <b>\$74,618,443</b>                              | <b>\$619,573,072</b>                      | <b>\$87,115,729</b>                | <b>\$1,101,622,264</b>       |                      | <b>\$785,051,325</b>     |                                     |

[1] Inflation factor derived from linear regression analysis of FHWA Highway Construction Cost Index data, 1975 to 2005

[2] Guideshare estimate assumes: state and federal revenues increase by 20 percent in 2015 and 2025, and

GPATS share of statewide Guideshare funds increases in 2013 and 2023 in proportion the increase in GPATS share of state population

[3] Assumes additional one cent increase in motor fuel tax, distributed by through Guideshare Program

[4] Assumes sales tax for highway improvements of 0.3 cents in Greenville, .2 cents in Pickens

| Table 9.9b - Enhanced GPATS Mass Transit Funding Estimate, 2007 to 2030<br>"High Alternative Funding" Scenario (Additional Fuel Tax, Vehicle Fee, and Sales Tax Revenues) |                                |   |   |                                     |                                     |                      |                       |                                   |                      |                          |
|---|--------------------------------|---|---|-------------------------------------|-------------------------------------|----------------------|-----------------------|-----------------------------------|----------------------|--------------------------|
| Year  | Estimated FTA Section 5307 [2] | State Fuel Tax Revenue [3]<br>1 cents/gal | Greenville Sales Tax Revenue [4]<br>2/10 cent | Greenville Vehicle Registration Fee | Pickens Sales Tax Revenue 1/20 cent | Total Transit Funds  | Total Capital Funding | Operating Funds (in 2007 dollars) | Inflation Factor [1] | Inflation Adjusted Funds |
| 2007  | \$1,949,452                    |   |   |                                     |                                     | \$1,949,452          |                       |                                   | 1.00                 |                          |
| 2008  | \$1,949,452                    |   |   |                                     |                                     | \$1,949,452          |                       |                                   | 1.03                 | \$1,892,699              |
| 2009  | \$1,949,452                    |   |   |                                     |                                     | \$1,949,452          |                       |                                   | 1.06                 | \$1,839,158              |
| 2010  | \$1,949,452                    | \$3,300,000                               | \$11,989,505                                  | \$0                                 | \$632,174                           | \$17,871,131         | \$14,250,000          | \$3,322,275                       | 1.09                 | \$16,396,210             |
| 2011  | \$1,949,452                    | \$3,300,000                               | \$12,757,453                                  | \$0                                 | \$672,666                           | \$18,679,571         | \$14,250,000          | \$3,955,186                       | 1.12                 | \$16,679,082             |
| 2012  | \$2,027,430                    | \$3,466,320                               | \$13,525,401                                  | \$0                                 | \$713,158                           | \$19,732,309         | \$14,250,000          | \$4,767,536                       | 1.15                 | \$17,159,649             |
| 2013  | \$2,027,430                    | \$3,466,320                               | \$14,293,349                                  | \$0                                 | \$753,649                           | \$20,540,749         | \$14,250,000          | \$5,331,550                       | 1.18                 | \$17,408,743             |
| 2014  | \$2,027,430                    | \$3,466,320                               | \$15,061,297                                  | \$0                                 | \$794,141                           | \$21,349,189         | \$14,250,000          | \$5,867,607                       | 1.21                 | \$17,645,490             |
| 2015  | \$2,027,430                    | \$3,466,320                               | \$15,829,246                                  | \$0                                 | \$834,633                           | \$22,157,629         | \$12,250,000          | \$7,990,797                       | 1.24                 | \$17,870,786             |
| 2016  | \$2,027,430                    | \$3,466,320                               | \$16,597,194                                  | \$0                                 | \$875,125                           | \$22,966,069         | \$12,250,000          | \$8,438,747                       | 1.27                 | \$18,085,442             |
| 2017  | \$2,027,430                    | \$3,466,320                               | \$17,365,142                                  | \$0                                 | \$915,617                           | \$23,774,509         | \$12,250,000          | \$8,866,030                       | 1.30                 | \$18,290,195             |
| 2018  | \$2,027,430                    | \$3,466,320                               | \$18,133,090                                  | \$0                                 | \$956,108                           | \$24,582,949         | \$12,250,000          | \$9,274,045                       | 1.33                 | \$18,485,714             |
| 2019  | \$2,027,430                    | \$3,466,320                               | \$18,901,038                                  | \$0                                 | \$996,600                           | \$25,391,389         | \$12,250,000          | \$9,664,065                       | 1.36                 | \$18,672,611             |
| 2020  | \$2,027,430                    | \$3,466,320                               | \$19,668,986                                  | \$0                                 | \$1,037,092                         | \$26,199,829         | \$8,250,000           | \$12,915,358                      | 1.39                 | \$18,851,443             |
| 2021  | \$2,027,430                    | \$3,466,320                               | \$20,436,935                                  | \$0                                 | \$1,077,584                         | \$27,008,268         | \$8,250,000           | \$13,212,003                      | 1.42                 | \$19,022,722             |
| 2022  | \$2,098,390                    | \$3,802,900                               | \$21,204,883                                  | \$0                                 | \$1,118,076                         | \$28,224,248         | \$8,250,000           | \$13,777,483                      | 1.45                 | \$19,468,021             |
| 2023  | \$2,098,390                    | \$3,802,900                               | \$21,972,831                                  | \$0                                 | \$1,158,567                         | \$29,032,688         | \$8,250,000           | \$14,044,636                      | 1.48                 | \$19,619,864             |
| 2024  | \$2,098,390                    | \$3,802,900                               | \$22,740,779                                  | \$0                                 | \$1,199,059                         | \$29,841,128         | \$8,250,000           | \$14,301,177                      | 1.51                 | \$19,765,676             |
| 2025  | \$2,098,390                    | \$3,802,900                               | \$23,508,727                                  | \$0                                 | \$1,239,551                         | \$30,649,568         | \$8,250,000           | \$14,547,726                      | 1.54                 | \$19,905,809             |
| 2026  | \$2,098,390                    | \$3,802,900                               | \$24,276,675                                  | \$0                                 | \$1,280,043                         | \$31,458,008         | \$8,250,000           | \$14,784,856                      | 1.57                 | \$20,040,588             |
| 2027  | \$2,098,390                    | \$3,802,900                               | \$25,044,624                                  | \$0                                 | \$1,320,535                         | \$32,266,448         | \$8,250,000           | \$15,013,096                      | 1.60                 | \$20,170,314             |
| 2028  | \$2,098,390                    | \$3,802,900                               | \$25,812,572                                  | \$0                                 | \$1,361,027                         | \$33,074,888         | \$8,250,000           | \$15,232,938                      | 1.63                 | \$20,295,266             |
| 2029  | \$2,098,390                    | \$3,802,900                               | \$26,580,520                                  | \$0                                 | \$1,401,518                         | \$33,883,328         | \$8,250,000           | \$15,444,836                      | 1.66                 | \$20,415,704             |
| 2030  | \$2,098,390                    | \$3,802,900                               | \$27,348,468                                  | \$0                                 | \$1,442,010                         | \$34,691,768         | \$8,250,000           | \$15,649,213                      | 1.69                 | \$20,531,867             |
| <b>Totals</b>   | <b>\$48,907,072</b>            | <b>\$75,489,297</b>                       | <b>\$413,048,715</b>                          |                                     | <b>\$21,778,932</b>                 | <b>\$559,224,016</b> |                       |                                   |                      | <b>\$398,513,054</b>     |

[1] Inflation factor derived from linear regression analysis of FHWA Highway Construction Cost Index data, 1975 to 2005

[2] Guideshare estimate assumes: state and federal revenues increase by 20 percent in 2015 and 2025, and

GPATS share of statewide Guideshare funds increases in 2013 and 2023 in proportion the increase in GPATS share of state population

[3] Assumes that one cent of the state motor fuel tax, is earmarked for transit (compared to 1/4 cent currently)

[4] Assumes sales tax for highway improvements of 0.35 cents in Greenville, .45 cents in Pickens

| Table 9.10a - Enhanced GPATS Highway Funding Estimate, 2007 to 2030<br>"Moderate Alternative Funding" Scenario (Additional Fuel Tax and Local Option Sales Taxes) |                          |                     |                            |                                       |   |                                    |                              |                      |                          |                                     |
|---|--------------------------|---------------------|----------------------------|---------------------------------------|---|------------------------------------|------------------------------|----------------------|--------------------------|-------------------------------------|
| Year  | Estimated Guideshare [2] | Debt Service        | Available Guideshare Funds | Additional State Fuel Tax Revenue [3] | Greenville Sales Tax Revenue 1/4 cent [4] | Pickens Sales Tax Revenue 1/8 cent | Total Road Improvement Funds | Inflation Factor [1] | Inflation Adjusted Funds | Cumulative Inflation Adjusted Funds |
| 2007  | \$12,307,000             | \$4,008,346         | \$0                        |                                       |   |                                    | \$0                          | 1.00                 |                          |                                     |
| 2008  | \$12,307,000             | \$4,083,197         | \$8,223,803                |                                       |   |                                    | \$8,223,803                  | 1.03                 | \$7,984,391              | \$7,984,391                         |
| 2009  | \$12,307,000             | \$4,069,773         | \$8,237,227                |                                       |   |                                    | \$8,237,227                  | 1.06                 | \$7,771,189              | \$15,755,581                        |
| 2010  | \$12,307,000             | \$4,039,996         | \$8,267,004                | \$0                                   | \$8,992,129                               | \$1,264,348                        | \$18,523,480                 | 1.09                 | \$16,994,721             | \$32,750,301                        |
| 2011  | \$12,307,000             | \$4,010,458         | \$8,296,542                | \$0                                   | \$9,568,090                               | \$1,345,331                        | \$19,209,963                 | 1.12                 | \$17,152,672             | \$49,902,973                        |
| 2012  | \$12,799,280             | \$3,983,073         | \$8,816,207                | \$0                                   | \$10,144,051                              | \$1,426,315                        | \$20,386,573                 | 1.15                 | \$17,728,611             | \$67,631,584                        |
| 2013  | \$13,321,261             | \$3,990,442         | \$9,330,819                | \$0                                   | \$10,720,012                              | \$1,507,299                        | \$21,558,129                 | 1.18                 | \$18,270,996             | \$85,902,580                        |
| 2014  | \$13,321,261             | \$3,974,743         | \$9,346,518                | \$0                                   | \$11,295,973                              | \$1,588,282                        | \$22,230,773                 | 1.21                 | \$18,374,135             | \$104,276,715                       |
| 2015  | \$15,985,514             | \$3,960,997         | \$12,024,516               | \$0                                   | \$11,871,934                              | \$1,669,266                        | \$25,565,717                 | 1.24                 | \$20,619,510             | \$124,896,225                       |
| 2016  | \$15,985,514             | \$3,949,640         | \$12,035,874               | \$0                                   | \$12,447,895                              | \$1,750,250                        | \$26,234,019                 | 1.27                 | \$20,658,905             | \$145,555,130                       |
| 2017  | \$15,985,514             | \$3,928,192         | \$12,057,322               | \$0                                   | \$13,023,856                              | \$1,831,233                        | \$26,912,411                 | 1.30                 | \$20,704,245             | \$166,259,375                       |
| 2018  | \$15,985,514             | \$3,908,195         | \$12,077,319               | \$0                                   | \$13,599,818                              | \$1,912,217                        | \$27,589,353                 | 1.33                 | \$20,746,450             | \$187,005,825                       |
| 2019  | \$15,985,514             | \$3,888,537         | \$12,096,976               | \$0                                   | \$14,175,779                              | \$1,993,200                        | \$28,265,955                 | 1.36                 | \$20,786,543             | \$207,792,368                       |
| 2020  | \$15,985,514             | \$3,516,985         | \$12,468,528               | \$0                                   | \$14,751,740                              | \$2,074,184                        | \$29,294,452                 | 1.39                 | \$21,078,104             | \$228,870,472                       |
| 2021  | \$15,985,514             | \$2,959,912         | \$13,025,601               | \$0                                   | \$15,327,701                              | \$2,155,168                        | \$30,508,470                 | 1.42                 | \$21,488,018             | \$250,358,489                       |
| 2022  | \$16,545,007             | \$0                 | \$16,545,007               | \$0                                   | \$15,903,662                              | \$2,236,151                        | \$34,684,820                 | 1.45                 | \$23,924,280             | \$274,282,769                       |
| 2023  | \$17,115,843             | \$0                 | \$17,115,843               | \$0                                   | \$16,479,623                              | \$2,317,135                        | \$35,912,601                 | 1.48                 | \$24,269,209             | \$298,551,978                       |
| 2024  | \$17,115,843             | \$0                 | \$17,115,843               | \$0                                   | \$17,055,584                              | \$2,398,119                        | \$36,569,546                 | 1.51                 | \$24,222,335             | \$322,774,313                       |
| 2025  | \$20,539,012             | \$0                 | \$20,539,012               | \$0                                   | \$17,631,545                              | \$2,479,102                        | \$40,649,659                 | 1.54                 | \$26,400,514             | \$349,174,827                       |
| 2026  | \$20,539,012             | \$0                 | \$20,539,012               | \$0                                   | \$18,207,507                              | \$2,560,086                        | \$41,306,604                 | 1.57                 | \$26,314,718             | \$375,489,545                       |
| 2027  | \$20,539,012             | \$0                 | \$20,539,012               | \$0                                   | \$18,783,468                              | \$2,641,069                        | \$41,963,549                 | 1.60                 | \$26,232,139             | \$401,721,684                       |
| 2028  | \$20,539,012             | \$0                 | \$20,539,012               | \$0                                   | \$19,359,429                              | \$2,722,053                        | \$42,620,494                 | 1.63                 | \$26,152,599             | \$427,874,282                       |
| 2029  | \$20,539,012             | \$0                 | \$20,539,012               | \$0                                   | \$19,935,390                              | \$2,803,037                        | \$43,277,438                 | 1.66                 | \$26,075,932             | \$453,950,215                       |
| 2030  | \$20,539,012             | \$0                 | \$20,539,012               | \$0                                   | \$20,511,351                              | \$2,884,020                        | \$43,934,383                 | 1.69                 | \$26,001,987             | \$479,952,202                       |
| <b>Totals</b>   | <b>\$386,886,160</b>     | <b>\$58,272,486</b> | <b>\$320,315,020</b>       |                                       | <b>\$309,786,536</b>                      | <b>\$43,557,864</b>                | <b>\$673,659,421</b>         |                      | <b>\$479,952,202</b>     |                                     |

[1] Inflation factor derived from linear regression analysis of FHWA Highway Construction Cost Index data, 1975 to 2005

[2] Guideshare estimate assumes: state and federal revenues increase by 20 percent in 2015 and 2025, and

GPATS share of statewide Guideshare funds increases in 2013 and 2023 in proportion the increase in GPATS share of state population

[3] Assumes additional one cent increase in motor fuel tax, distributed by through Guideshare Program

[4] Assumes sales tax for highway improvements of 0.15 cents in Greenville, .10 cents in Pickens

| Table 9.10b - Enhanced GPATS Transit Funding Estimate, 2007 to 2030                                |                                |   |   |   |                                     |                      |                       |                                   |                     |                          |
|--|--------------------------------|---|---|---|-------------------------------------|----------------------|-----------------------|-----------------------------------|---------------------|--------------------------|
| "Moderate Alternative Funding" Scenario (Additional Fuel Tax, Vehicle Fee, and Sales Tax Revenues) |                                |   |   |   |                                     |                      |                       |                                   |                     |                          |
| Year   | Estimated FTA Section 5307 [2] | State Fuel Tax Revenue [3]<br>1/2 cents/gal | Greenville Sales Tax Revenue [4]<br>1/10 cent | Greenville \$3 Vehicle Registration Fee | Pickens Sales Tax Revenue 1/40 cent | Total Transit Funds  | Total Capital Funding | Operating Funds (in 2007 dollars) | Inflation Factor[1] | Inflation Adjusted Funds |
| 2007   | \$1,949,452                    |   |   |   |                                     | \$1,949,452          |                       |                                   | 1.00                |                          |
| 2008   | \$1,949,452                    |   |   |   |                                     | \$1,949,452          |                       |                                   | 1.03                | \$1,892,699              |
| 2009   | \$1,949,452                    |   |   |   |                                     | \$1,949,452          |                       |                                   | 1.06                | \$1,839,158              |
| 2010   | \$1,949,452                    | \$1,650,000                                 | \$5,994,752                                   | \$891,624                               | \$316,087                           | \$10,801,915         | \$8,200,000           | \$2,387,177                       | 1.09                | \$9,910,423              |
| 2011   | \$1,949,452                    | \$1,650,000                                 | \$6,378,726                                   | \$907,227                               | \$336,333                           | \$11,221,739         | \$8,200,000           | \$2,698,126                       | 1.12                | \$10,019,947             |
| 2012   | \$2,027,430                    | \$1,733,160                                 | \$6,762,701                                   | \$922,831                               | \$356,579                           | \$11,802,700         | \$7,200,000           | \$4,002,609                       | 1.15                | \$10,263,887             |
| 2013   | \$2,027,430                    | \$1,733,160                                 | \$7,146,675                                   | \$938,434                               | \$376,825                           | \$12,222,524         | \$6,200,000           | \$5,104,223                       | 1.18                | \$10,358,861             |
| 2014   | \$2,027,430                    | \$1,733,160                                 | \$7,530,649                                   | \$954,038                               | \$397,071                           | \$12,642,347         | \$5,200,000           | \$6,151,234                       | 1.21                | \$10,449,128             |
| 2015   | \$2,027,430                    | \$1,733,160                                 | \$7,914,623                                   | \$969,641                               | \$417,316                           | \$13,062,170         | \$4,200,000           | \$7,147,604                       | 1.24                | \$10,535,028             |
| 2016   | \$2,027,430                    | \$1,733,160                                 | \$8,298,597                                   | \$985,245                               | \$437,562                           | \$13,481,994         | \$4,200,000           | \$7,309,434                       | 1.27                | \$10,616,872             |
| 2017   | \$2,027,430                    | \$1,733,160                                 | \$8,682,571                                   | \$1,000,848                             | \$457,808                           | \$13,901,817         | \$4,200,000           | \$7,463,798                       | 1.30                | \$10,694,940             |
| 2018   | \$2,027,430                    | \$1,733,160                                 | \$9,066,545                                   | \$1,016,451                             | \$478,054                           | \$14,321,641         | \$4,200,000           | \$7,611,201                       | 1.33                | \$10,769,488             |
| 2019   | \$2,027,430                    | \$1,733,160                                 | \$9,450,519                                   | \$1,032,055                             | \$498,300                           | \$14,741,464         | \$4,200,000           | \$7,752,103                       | 1.36                | \$10,840,747             |
| 2020   | \$2,027,430                    | \$1,733,160                                 | \$9,834,493                                   | \$1,047,658                             | \$518,546                           | \$15,161,287         | \$4,200,000           | \$7,886,925                       | 1.39                | \$10,908,932             |
| 2021   | \$2,027,430                    | \$1,733,160                                 | \$10,218,467                                  | \$1,063,262                             | \$538,792                           | \$15,581,111         | \$4,200,000           | \$8,016,053                       | 1.42                | \$10,974,237             |
| 2022   | \$2,098,390                    | \$1,901,450                                 | \$10,602,441                                  | \$1,078,865                             | \$559,038                           | \$16,240,184         | \$4,200,000           | \$8,304,865                       | 1.45                | \$11,201,866             |
| 2023   | \$2,098,390                    | \$1,901,450                                 | \$10,986,415                                  | \$1,094,468                             | \$579,284                           | \$16,660,008         | \$4,200,000           | \$8,420,290                       | 1.48                | \$11,258,589             |
| 2024   | \$2,098,390                    | \$1,901,450                                 | \$11,370,390                                  | \$1,110,072                             | \$599,530                           | \$17,079,831         | \$4,200,000           | \$8,531,131                       | 1.51                | \$11,313,058             |
| 2025   | \$2,098,390                    | \$1,901,450                                 | \$11,754,364                                  | \$1,125,675                             | \$619,776                           | \$17,499,654         | \$4,200,000           | \$8,637,654                       | 1.54                | \$11,365,406             |
| 2026   | \$2,098,390                    | \$1,901,450                                 | \$12,138,338                                  | \$1,141,279                             | \$640,021                           | \$17,919,478         | \$4,200,000           | \$8,740,108                       | 1.57                | \$11,415,754             |
| 2027   | \$2,098,390                    | \$1,901,450                                 | \$12,522,312                                  | \$1,156,882                             | \$660,267                           | \$18,339,301         | \$4,200,000           | \$8,838,721                       | 1.60                | \$11,464,214             |
| 2028   | \$2,098,390                    | \$1,901,450                                 | \$12,906,286                                  | \$1,172,486                             | \$680,513                           | \$18,759,125         | \$4,200,000           | \$8,933,706                       | 1.63                | \$11,510,891             |
| 2029   | \$2,098,390                    | \$1,901,450                                 | \$13,290,260                                  | \$1,188,089                             | \$700,759                           | \$19,178,948         | \$4,200,000           | \$9,025,258                       | 1.66                | \$11,555,882             |
| 2030   | \$2,098,390                    | \$1,901,450                                 | \$13,674,234                                  | \$1,203,692                             | \$721,005                           | \$19,598,771         | \$4,200,000           | \$9,113,561                       | 1.69                | \$11,599,275             |
| <b>Totals</b>  | <b>\$48,907,072</b>            | <b>\$37,744,649</b>                         | <b>\$206,524,357</b>                          | <b>\$22,000,822</b>                     | <b>\$10,889,466</b>                 | <b>\$326,066,366</b> |                       |                                   |                     | <b>\$232,759,283</b>     |

[1] Inflation factor derived from linear regression analysis of FHWA Highway Construction Cost Index data, 1975 to 2005

[2] Guideshare estimate assumes: state and federal revenues increase by 20 percent in 2015 and 2025, and

GPATS share of statewide Guideshare funds increases in 2013 and 2023 in proportion the increase in GPATS share of state population

[3] Assumes that one cent of the state motor fuel tax, is earmarked for transit (compared to 1/4 cent currently)

[4] Assumes sales tax for highway improvements of 0.35 cents in Greenville, 0.45 cents in Pickens