

## 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.

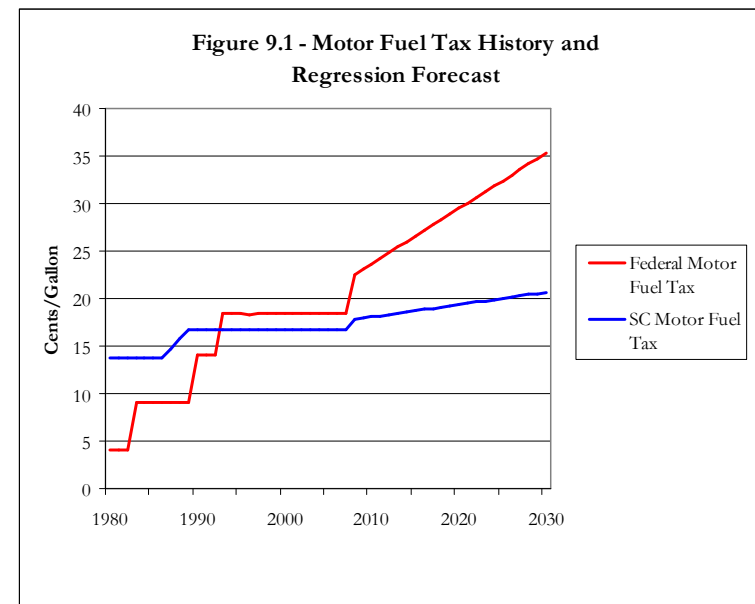
**Revenue**

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.
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  - **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.
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## 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 - 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 9.6** 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 9.7a - 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	LRTTP	Greenville
Farrs Bridge (SC 183)/BlueFlame	TIP	Pickens	Main Street (SC 93) and Pendleton St.	LRTTP	Pickens
Wade Hampton (US 29) and Suber	TIP	Greenville	5th St. and 2nd St.	LRTTP	Pickens
Locust Hill (SC 290) and Mountain View (SC 253)	TIP	Greenville	Moorefield Memorial (US 178) and Mauldin Lake	LRTTP	Pickens
Woodruff (SC 146) and Bennetts Bridge (SC 296)	TIP	Greenville	Main (Liberty) and Summit	LRTTP	Pickens
Reid School and Edwards Mill	Traffic Engineering Study	Greenville	Moorefield Memorial (US 178) and Rices Creek	LRTTP	Pickens
Wade Hampton and SC 101	Traffic Engineering Study	Greenville	Saluda Dam and Prince Perry	LRTTP	Pickens
Brushy Creek and Strange	TIP	Greenville	Ashmore Bridge and Fowler Circle	LRTTP	Greenville
Brushy Creek and Pearson	TIP	Pickens	Main Street (SC 14) and Howard Dr.	LRTTP	Greenville
Brushy Creek and Crestview	Traffic Engineering Study	Pickens	Buncombe and Brushy Creek	LRTTP	Greenville
Jewel St. (SC 183) and Jones	TIP	Pickens	Fork Shoals and Conestee	LRTTP	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	LRTTP	Greenville
SC 14 and Loma St.	Traffic Engineering Study	Greenville	State Park and E. Mountain Creek	LRTTP	Greenville
Blue Ridge (SC 253) and Perry	Traffic Engineering Study	Greenville	Tigerville and Jackson Grove	LRTTP	Greenville
Locust Hill (SC 290) and N. Rutherford	LRTTP	Greenville	SC 20 and Main Street (SC 86)	LRTTP	Greenville
Ann St. (US 178) and Jones St.	TIP	Pickens	Liberty St. (SC 93) and Ross Road	LRTTP	Pickens
SC 8 and St. Paul Road/Three and Twenty Road	Funded by CTC	Anderson	Moorefield Memorial (US 178) and LEC Road	LRTTP	Pickens
Farrs Bridge (SC 183) and Jameson	TIP Corridor Project	Pickens	Moorefield Memorial (US 178) and Belle Shoals	LRTTP	Pickens
Wade Hampton (US 29) and Gap Creek Road	LRTTP	Spartanburg	Batesville Road at Roper Mountain Road	LRTTP	Greenville
Main St. (Greer) and Brushy Creek	LRTTP	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	LRTTP	Anderson
Blue Ridge (SC 253) and N. Franklin	LRTTP	Greenville	SC 81 at Circle Road	LRTTP	Anderson
SC 101 and Fews Chapel	TIP	Greenville	New Easley Highway (US 123) at Rison Road	LRTTP	Greenville
SC 14 and Taylor	Funded by CTC	Greenville	Locust Hill (SC 290) at Sandy Flat (SC 253)	LRTTP	Greenville
Sandy Flat (SC 253) and Jackson Grove	LRTTP	Greenville	Farrs Bridge (SC 183) and Dacusville Highway	LRTTP	Pickens
Lee Vaughn (SC 417) and Scuffletown	LRTTP	Greenville	Bethel and Bridges	TIP	Greenville
State Park (SC 253) and Altamont	LRTTP	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/1 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 "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 "High Alternative Funding" Scenario (Additional Fuel Tax, Vehicle Fee, and Sales Tax Revenues)										
Year	Estimated FTA Section 5307 [2]	State Fuel Tax Revenue [3] 1 cents/gal	Greenville Sales Tax Revenue [4] 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 "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] 1/2 cents/gal	Greenville Sales Tax Revenue [4] 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