Introduction

Federal MAP-21 legislation requires a financial plan be performed as a part of a Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan. The financial plan shows proposed investments that are realistic in the context of reasonably anticipated future revenues over the life of the plan and for future network years, set for the purpose of the *2010-2040 SUATS Long Range Transportation Plan* as 2018, 2030, and 2040. Meeting this test is referred to as "financial constraint."

The *2010-2040 SUATS Long Range Transportation Plan* is financially constrained. The mix of transportation recommendations proposed to meet metropolitan transportation needs over the next 28 years is consistent with revenue forecasts. The Financial Plan details both proposed investments toward these recommendations and revenue forecasts over the life of the plan.

The proposed recommendations were developed in collaboration with the SUATS MPO, City and County of Sumter, SCDOT, and the Santee Wateree Regional Transportation Authority (SWRTA). These projects include roadway, transit, bicycle, and pedestrian facilities and services for the life of this plan and reflect existing and committed projects, the Transportation Improvement Program (TIP), and the future plans of the MPO, SCDOT, the City and County of Sumter, and SWRTA. These recommendations also reflect travel demand benefits and socioeconomic impacts studied using the evaluation process. Finally, these projects are a result of an extensive public participation process, both through public workshops and the project Steering Committee.

Revenue forecasts were developed after a review of previous state and local expenditures, current funding trends, and likely future funding levels. The revenue forecasts involved consultation with SCDOT, the City and County of Sumter, SUATS MPO, and SWRTA. All dollar figures discussed in this section initially were analyzed in current year dollars (i.e. 2012) and then inflated to reflect projected year of funding or implementation. Based on current national standards, an annual inflation rate of 3% was used to forecast costs and revenues.

This chapter provides an overview of revenue assumptions, probable cost estimates, and financial strategies along with the detailed research results used to derive these values. Since this is a planning level funding exercise, all funding programs, projects, and assumptions will have to be re-evaluated in subsequent plan updates.

Financial Planning Scenario

The SUATS MPO currently obtains the majority of its funding through federal and state guideshare funding. This funding amount is determined largely by current and projected regional population and vehicle miles traveled compared to other regions of the state. As a result, funding levels are not expected to increase substantially over the life of this plan. These low funding levels will not be sufficient to implement many of the projects identified as a part of this study, thereby leaving many deficiencies unaddressed across all modes of transportation.

In order to mitigate this funding shortage, alternative funding sources that can be generated using other methods need to be identified. These funding sources will be discussed in greater detail at the end of this chapter.

The financial plan incorporates the current Penny for Progress sales tax, which began in 2009. The sales tax is a 7-year initiative, with a current sunset of 2015. As a means to demonstrate a continued local commitment to support transportation improvements, the 1-cent sales tax is assumed to be renewed every 7 years to last through the duration of the plan. In order to determine a reasonable expectation for future funding, sales tax renewals were assumed to remain consistent with the $75 million in projected funding for the current tax. Sales tax funds are assumed to increase with inflation at each renewal, so the amount is inflated to the renewal year and remains constant until the subsequent renewal year. Following this assumption, the funding level currently being dedicated to transportation projects (15.8%) is assumed to continue on in future sales tax renewals. Within the sales tax, 80% of funding would be dedicated to highway capital projects and 20% would be dedicated to bicycle and pedestrian funding. This funding split is intended to demonstrate a commitment to non-motorized travel in the SUATS MPO area while allocating the majority of funds to highway capital projects.

It is important to note that the purpose of the *2010-2040 SUATS Long Range Transportation Plan* is only to provide a reasonable expectation of future funding. The composition of any future sales tax referenda will be a topic of discussion for the City and County of Sumter, and will ultimately be decided on by voters.

System Costs and Revenues

Tables 10.1 and **10.2** show the forecasted revenues and costs for the *2010-2040 SUATS Long Range Transportation Plan*, assuming the continuation of current funding levels and the 1-cent sales tax. Funding is divided to reflect 2018 and 2030 interim years and a 2040 final plan year. Highway capital projects, highway maintenance projects, bicycle and pedestrian, transit operations, and transit capital each are divided into individual costs and revenues.

These tables indicate that using current funding level estimates total projected overall revenue during the planning period would be approximately $300 million. After considering the estimated costs for all modes, the total cost over the planning period would be approximately $298 million. **Tables 10.1** and **10.2** show the forecasted revenues and costs for the LRTP.

Table 10.1 - Long Range Transportation Plan Revenue Forecast

Period	Highway Capital	Transit Capital	Transit Operations	Pedestrian/ Bicycle	Highway Maintenance	Totals
2012-2018	18,650,000	1,620,000	6,820,000	3,550,000	14,970,000	45,600,000
2019-2030	51,390,000	3,690,000	15,630,000	8,030,000	35,360,000	114,100,000
2031-2040	66,450,000	4,250,000	18,000,000	9,340,000	42,420,000	140,460,000
Totals	136,480,000	9,560,000	40,450,000	20,910,000	92,760,000	300,170,000

Table 10.2 - Long Range Transportation Plan Costs

Period	Highway Capital	Transit Capital	Transit Operations	Pedestrian/ Bicycle	Highway Maintenance	Totals
2012-2018	17,810,000	1,580,000	6,790,000	3,550,000	14,970,000	44,700,000
2019-2030	51,080,000	3,600,000	15,540,000	8,030,000	35,360,000	113,600,000
2031-2040	66,380,000	4,140,000	17,900,000	9,340,000	42,420,000	140,190,000
Totals	135,280,000	9,320,000	40,220,000	20,910,000	92,760,000	298,490,000

Highway Funding

Table 10.3 reflects the proposed costs and revenues for highway projects. The costs and revenues are broken up between highway capital projects and maintenance.

Maintenance Funding

Maintenance funding in the SUATS MPO area primarily is used for roadway maintenance and paving of dirt roads, though pedestrian and bicycle facilities also are maintained with these funds. Maintenance currently is funded by C-funds in this area. C-funds are based from the county gas tax. Of the total, 25% go to city road maintenance, 25% go to state road maintenance, and 50% go to the county. The county splits its 50% equally between paving dirt roads and maintenance. This fund generates $1.7 million annually, which is expected to rise with inflation.

Recent changes by SCDOT have also determined that 20% of the SUATS MPO area's guideshare funding should be dedicated to roadway maintenance. Projecting these funding sources through the 2040 horizon year of the LRTP, the total maintenance funding available for the SUATS MPO area totals approximately $93 million.

Highway Capital Funding

Currently, guideshare funding received from SCDOT comprises the entire federal and state capital highway funding available in the SUATS MPO area. Alice Drive, Phase III represents the only roadway project on the 2010-2015 STIP (for more information on the STIP, please visit http://www.scdot.org/inside/stip.shtml) and the 2013-2018 SUATS TIP. Guideshare funding yields an annual amount of approximately $2.6 million. The guideshare amount received annually by SCDOT is not increasing at this time. In fact, the allocation of portions of the guideshare monies to debt service, payback for SCDOT advancement, and maintenance funding result in a significantly lower funding number available for future highway capital projects. The guideshare amounts following the conclusion of the 2013-2018 SUATS TIP are assumed to grow with inflation on an annual basis.

The Penny for Progress sales tax is currently being used to fund several different highway capital improvements, including intersection improvements, interchange rehabilitation, and gateway treatments. As described above, this funding source is assumed to continue, with 80% of its transportation funds being allocated to highway capital projects.

Table 10.3 - Highway Costs and Revenues

Period	Costs			Revenue			Difference
	Capital	Maintenance	Total	Capital	Maintenance	Total	
2012-2018	17,810,000	14,970,000	32,780,000	18,650,000	14,970,000	33,620,000	840,000
2019-2030	51,080,000	35,360,000	86,440,000	51,390,000	35,360,000	86,750,000	310,000
2031-2040	66,380,000	42,420,000	108,800,000	66,450,000	42,420,000	108,870,000	70,000
Totals	135,280,000	92,760,000	228,020,000	136,480,000	92,760,000	229,240,000	1,220,000

Once the funding levels have been established, the next step is to consider what needs to be filled within the three horizon year periods of the plan. To do this, the evaluation matrix shown in **Table 5.1** has been consulted. While it would be ideal to implement all of these projects, only a portion can be accommodated in the funded plan.

The following tables and figures divide the projects in the evaluation matrix into 2018, 2030, and 2040 funded horizon years and a vision plan. **Tables 10.4**, **10.5**, **10.6** and **10.7** show projects during each of these four horizons. It should be noted that New Frierson Road is shown as a funded project in the 2018 interim year. The completion and funding year of this project are based on assumed federal Department of Defense funding. The map displayed as **Figure 10.1** shows the financially constrained highway projects. **Figure 10.2** shows the 2040 congested corridors if the funded plan is implemented, determined using SCDOT's regional travel demand model for the SUATS MPO area.

Bicycle and Pedestrian Funding

Table 10.8 reflects the proposed costs and revenues for bicycle and pedestrian projects. Currently, new bicycle and pedestrian facilities in the SUATS MPO area are funded using Enhancement Funds. Enhancement funds have historically been available from the state annually as a part of STP and guideshare funding sources. In order for enhancement funds to be used, these funds require a 20% local match. SUATS has $902,000 allocated in the 2013-2018 SUATS TIP for bicycle and pedestrian projects using enhancement funds.

The MAP-21 legislation combined the Enhancement, Recreational Trails, and Safe Routes to School programs and combined them into a new Transportation Alternatives (TA) funding source. TA funds are anticipated to be competitive in nature, rather than a fixed allocation. For the purposes of this plan, it is assumed that an annual amount similar to what is currently available will continue through the life of the plan, adjusted for inflation. This funding level expresses the desire of the SUATS MPO area to continue to pursue and receive funding for future bicycle and pedestrian projects.

Table 10.8 - Pedestrian & Bicycle Costs and Revenues

Period	Costs	Revenues	Difference
2012-2018	3,550,000	3,550,000	0
2019-2030	8,030,000	8,030,000	0
2031-2040	9,340,000	9,340,000	0
Totals	20,910,000	20,910,000	0

**Maintenance expenses accounted for under roadways.*

Considering the current and projected funding sources from the state, matched with a 20% assumption for bicycle and pedestrian funds being generated out of the transportation portion of a renewed 1-cent sales tax, approximately $20.9 million will be available for bicycle and pedestrian funding over the life of this plan. $287,000 of this amount is already dedicated to the S. Harvin Street sidewalk project included in the 2013-2018 SUATS TIP. When preliminary unit costs are assigned to each recommended facility type (included in Chapter 6), the total cost of implementing all recommended bicycle and pedestrian improvements in the *2010-2040 SUATS Long Range Transportation Plan* is more than $56.1 million. This results in a funding shortfall of approximately $35.5 million.

Table 10.4 - Roadway Projects for 2018 Interim Year

Project ID	Project	Project Limits	Project Cost Estimate	Committed Sales Tax Funding	Project Cost Estimated (inflated)	Funding Year	2018 Cost
Roadway Operations Projects							
C	Broad Street	US 76/378 to Washington Street	$ 4,500,000	$ -	$ 5,373,235	2018	$ 5,373,000
D	Bultman Drive	Broad Street to Miller Road	$ 1,300,000	$ -	$ 1,552,268	2018	$ 1,552,000
N	Pinewood Road	Stadium Road to Wedgefield Road	$ 2,300,000	$ -	$ 2,746,320	2018	$ 2,746,000
New Location Roadway Projects							
SS	NewFrierson Road	Patriot Parkway (SC-441) to Frierson Road (S-43-364)	$ 8,400,000	$ -	$ 10,030,039	2018	$ 10,030,000
Intersection Improvement Projects							
-	Broad Street & Wesmark Blvd	-	$ 700,000	$ -	$ 835,837	2018	$ 836,000
-	Broad Street & Bultman Drive	-	$ 700,000	$ -	$ 835,837	2018	$ 836,000
-	Broad St (US 76/378) & Carter Rd	-	$ 500,000	$ 300,000	$ 218,545	2015	$ 219,000
-	Lafayette Dr (US 15) and Guignard Drive	-	$ 1,000,000	$ 300,000	$ 835,837	2018	$ 836,000
Interchange Improvement Projects							
-	US 76/378 & US 15 Interim	-	$ 10,770,000	$ 6,000,000	$ 5,529,737	2017	$ 5,530,000

Table 10.5 - Roadway Projects for 2030 Interim Year

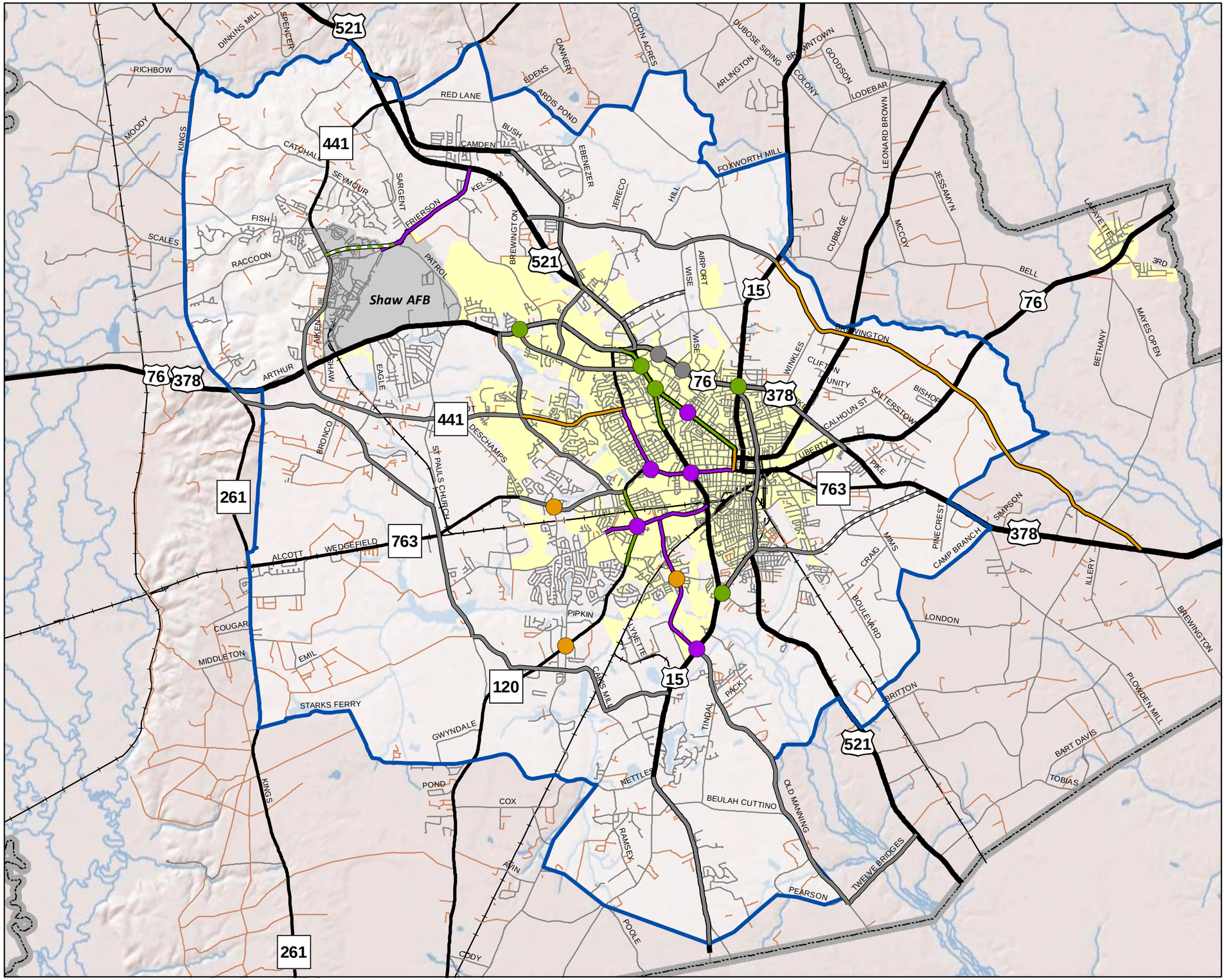
Project ID	Project	Project Limits	Project Cost Estimate	Project Cost Estimated (inflated)	Funding Year	2030 Cost
Roadway Operations Projects						
H	Frierson Road	ShawAFB Frierson Road Gate to US 521	$ 1,400,000	$ 1,721,823	2019	$ 1,722,000
K	Liberty Street	Washington Street to Alice Drive	$ 2,500,000	$ 4,256,083	2030	$ 4,256,000
L	McCrays Mill Road	Stadium Road to Guignard Drive	$ 3,100,000	$ 3,812,609	2019	$ 3,813,000
Roadway Widening Projects						
W	Alice Drive	Wise Drive (S-43-380) to Liberty Street (SC-763)	$ 12,500,000	$ 18,356,671	2025	$ 18,357,000
EE	Lewis Road	McCrays Mill Road (S-43-33) to US 15	$ 12,300,000	$ 18,062,965	2025	$ 18,063,000
Intersection Improvement Projects						
-	Pinewood Road & McCrays Mill Rd	-	$ 700,000	$ 886,739	2020	$ 887,000
-	US 15 & Lewis Rd/Old Manning	-	$ 700,000	$ 886,739	2020	$ 887,000
-	N. Guignard Drive & Liberty Street	-	$ 700,000	$ 940,741	2022	$ 941,000
-	W. Liberty Street & Alice Drive	-	$ 700,000	$ 1,027,974	2025	$ 1,028,000
-	Broad Street & Miller Road	-	$ 700,000	$ 1,123,295	2028	$ 1,123,000

Table 10.6 - Roadway Projects for 2040 Horizon Year

Project ID	Project	Project Limits	Project Cost Estimate	Project Cost Estimated (inflated)	Funding Year	2040 Cost
Roadway Operations Projects						
A	Brewington Road	US 521 to US 15	$ 2,800,000	$ 5,057,111	2032	$ 5,057,000
B	Brewington Road	US 15 to US 378	$ 5,000,000	$ 9,301,473	2033	$ 9,301,000
U	Washington Street	Broad Street to Liberty Street	$ 700,000	$ 1,341,272	2034	$ 1,341,000
Roadway Widening Projects						
QQ	Wise Drive	Loring Mill Road (S-43-208) to Alice Drive (SC-120)	$ 20,000,000	$ 35,070,121	2031	$ 35,070,000
Intersection Improvement Projects						
-	Pinewood Road & Kolb Road	-	$ 700,000	$ 1,227,454	2031	$ 1,227,000
-	Lewis Road & Kingsbury Drive	-	$ 700,000	$ 1,302,206	2033	$ 1,302,000
-	Wedgefield Road & Pitts Road	-	$ 700,000	$ 1,381,511	2035	$ 1,382,000
Interchange Improvement Projects						
-	US 76/378 & US 15 Full Build-out	-	$ 6,480,000	$ 11,703,601	2032	$ 11,704,000

Table 10.7 - Roadway Projects for Vision Plan

Project ID	Project	Project Limits	Project Cost Estimate	Project Cost Estimated (inflated)	Funding Year	Vision Cost
Roadway Operations Projects						
E	Cains Mill Road	St. Pauls Church Road to Clipper Road	$ 1,800,000	$ 4,241,818	2041	$ 4,242,000
F	Cane Savannah Road	Kings Highway (SC 261) to St. Pauls Church Road	$ 2,400,000	$ 5,655,757	2041	$ 5,656,000
G	Clipper Road	Cains Mill Road to US 15	$ 800,000	$ 1,885,252	2041	$ 1,885,000
I	Kings Highway (SC 261)	US 76/378 to Cane Savannah Road	$ 200,000	$ 471,313	2041	$ 471,000
J	Lafayette Drive	Pocalla Road to US 76/378	$ 5,100,000	$ 12,018,484	2041	$ 12,018,000
M	Old Manning Road	US 15 to Twelve Bridges Road	$ 3,200,000	$ 7,541,010	2041	$ 7,541,000
O	Pocalla Road	S Guignard Drive to Lafayette Drive	$ 1,600,000	$ 3,770,505	2041	$ 3,771,000
P	Red Bay Road	US 15 to Coleman Road	$ 1,900,000	$ 4,477,474	2041	$ 4,477,000
Q	St. Pauls Church Road	Cane Savannah Road to Cains Mill Road	$ 1,500,000	$ 3,534,848	2041	$ 3,535,000
R	Twelve Bridges Road	Old Manning Road to US 521	$ 1,100,000	$ 2,592,222	2041	$ 2,592,000
S	US 521	Thomas Sumter Highway to Robert Graham Freeway (US 76/378)	$ 2,500,000	$ 5,891,414	2041	$ 5,891,000
T	US 76/378	Loring Mill Road to US 76 split	$ 11,200,000	$ 26,393,534	2041	$ 26,394,000
V	Wesmark Boulevard	Broad Street to Broad Street Extension	$ 4,000,000	$ 9,426,262	2041	$ 9,426,000
Roadway Widening Projects						
JJ	Patriot Parkway	Loring Mill Road (S-43-204) to Fish Road (S-43-37)	$ 68,500,000	$ 161,424,737	2041	$ 161,425,000
PP	Wesmark Boulevard/Carter Road	Broad Street (US 76) to Broad Street Extension (S-43-1429)	$ 24,100,000	$ 56,793,229	2041	$ 56,793,000
NN	US 15	Nettles Road (S-43-251) to Pearson Road (S-43-131)	$ 31,000,000	$ 73,053,531	2041	$ 73,054,000
GG	Loring Mill Road	Wise Drive (S-43-380) to Wedgefield Road (SC-763)	$ 15,300,000	$ 36,055,452	2041	$ 36,055,000
AA	Camden Highway	Queen Chapel Road (S-43-92) to US 521	$ 27,500,000	$ 64,805,551	2041	$ 64,806,000
DD	Kings Highway (SC 261)	US 76/378 to Cane Savannah Road (S-43-539)	$ 2,800,000	$ 6,598,383	2041	$ 6,598,000
OO	Wedgefield Road (SC 763)	Deschamps Road (S-43-93) to Loring Mill Road (SC 441)	$ 19,200,000	$ 45,246,058	2041	$ 45,246,000
KK	St. Pauls Church Road	Cane Savannah Road (S-43-370) to Cains Mill Road (S-43-458)	$ 23,800,000	$ 56,086,259	2041	$ 56,086,000
II	Old Manning Road	US 15 to Twelve Bridges Road (S-43-32)	$ 53,100,000	$ 125,133,628	2041	$ 125,134,000
HH	Mason Road	Camden Highway (US 521) to Broad Street (US 76/378)	$ 7,300,000	$ 17,202,928	2041	$ 17,203,000
LL	Terry Road	Camden Highway (US 521) to Broad Street (US 76/378)	$ 6,200,000	$ 14,610,706	2041	$ 14,611,000
CC	Clipper Road	Cains Mill Road (S-43-458) to US 15	$ 11,900,000	$ 28,043,130	2041	$ 28,043,000
FF	Loring Mill Road	US 76/378 to Wise Drive (S-43-380)	$ 24,700,000	$ 58,207,168	2041	$ 58,207,000
Z	Cains Mill Road	St. Pauls Church Road (S-43-40) to Clipper Road (S-43-486)	$ 29,900,000	$ 70,461,309	2041	$ 70,461,000
BB	Cane Savannah Road	Kings Highway (SC 261) to St. Pauls Church Road (S-43-40)	$ 39,800,000	$ 93,791,307	2041	$ 93,791,000
X	W. Brewington Road	US 521 to US 15	$ 83,500,000	$ 196,773,220	2041	$ 196,773,000
MM	Twelve Bridges Road	Old Manning Road (S-43-25) to US 521	$ 16,800,000	$ 39,590,301	2041	$ 39,590,000
Y	E. Brewington Road	US 15 to US 378	$ 45,500,000	$ 107,223,731	2041	$ 107,224,000
New Location Roadway Projects						
TT	Red Bay Road	Coleman Street (S-477) to US 76/378	$ 27,300,000	$ 64,334,238	2041	$ 64,334,000
RR	Alice Drive Extension	US 521 to Wise Drive (S-43-380)	$ 14,500,000	$ 34,170,200	2041	$ 34,170,000
Interchange Improvement Projects						
-	US 76/378 & Wesmark Blvd	-	$ 10,000,000	$ 23,565,655	2041	$ 23,566,000
-	US 76/378 & Wise Dr	-	$ 10,000,000	$ 23,565,655	2041	$ 23,566,000



SUATS
Long-Range Transportation Plan

2010 - 2040

Figure 10.1
Financially Constrained Roadway Capital Projects

Project Horizon Years

Corridors

- 2018 Interim Year
- 2018 Interim Year, New Location
- 2030 Interim Year
- 2040 Horizon Year
- Vision Plan
- Vision Plan, New Location

Intersections and Interchanges

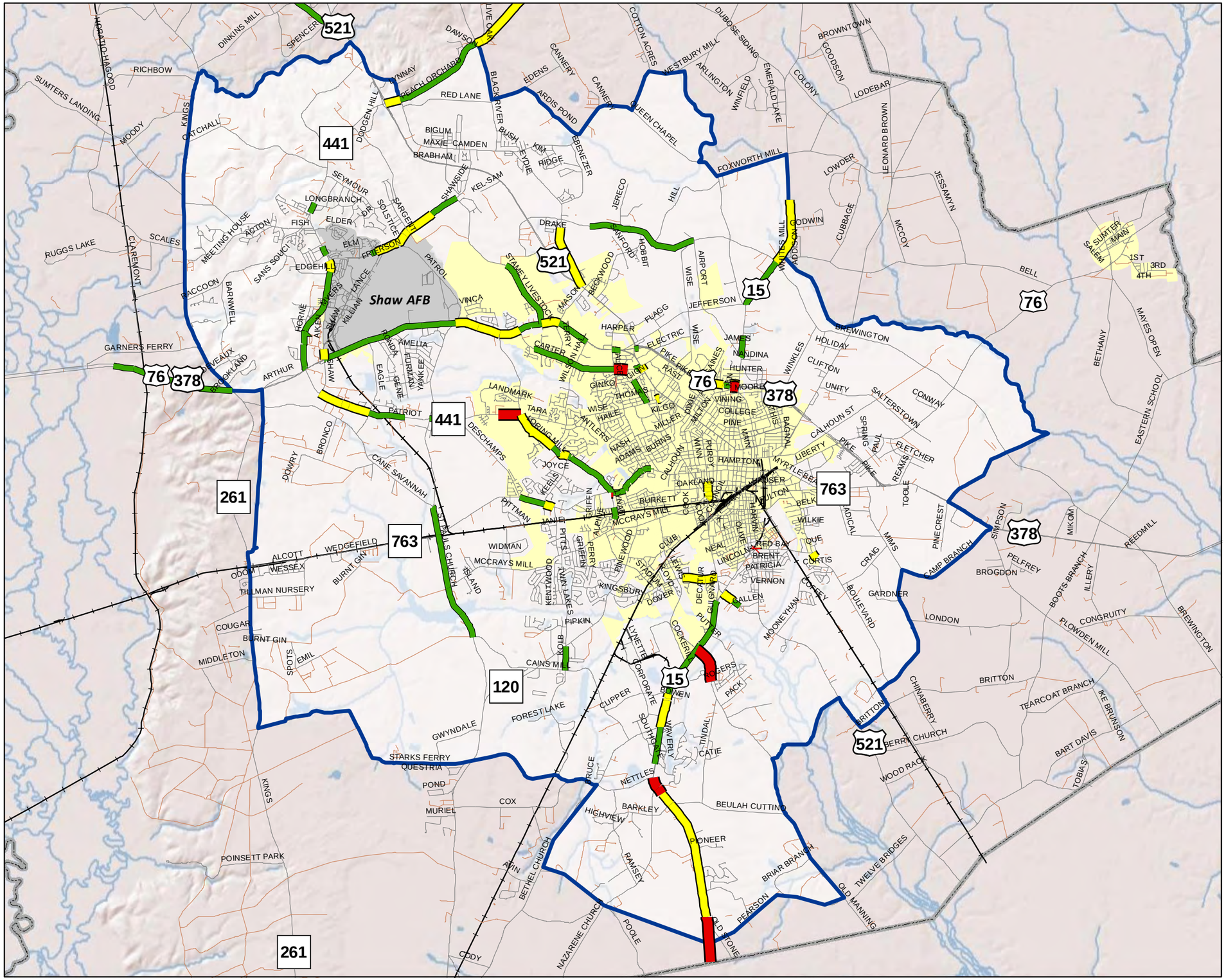
- 2018 Interim Year
- 2030 Interim Year
- 2040 Horizon Year
- Vision Plan

- US Highway
- SC Highway
- Street
- Dirt Road
- Railroad
- Shaw Air Force Base
- City Limits
- County Boundary

NORTH

0 0.5 1 2 Miles

Kimley-Horn and Associates, Inc.



SUATS
Long-Range Transportation Plan

2010 - 2040

Figure 10.2
2040 Funded Plan Congested Corridors

Volume to Capacity Ratio

- 0.90 - 1.09
- 1.10 - 1.29
- Greater than 1.30
- Street
- Dirt Road
- Railroad
- Shaw Air Force Base
- City Limits
- SUATS Study Area Boundary
- County Boundary

NORTH

0 0.5 1 2 Miles

Kimley-Horn and Associates, Inc.

Transit Funding

Table 10.9 reflects the proposed costs and revenues for transit capital and operations projects. Detailed annual cost and revenue projections for capital and operations projects were developed by SWRTA and served as the basis for expected revenue and expenditures for the Urbanized Area of SWRTA.

Federal transit funding has recently undergone a shift as a result of the MAP-21 legislation. However, since the federal rulemaking is not yet in place for this legislation, this plan assumes a continued funding level consistent with historical funding for both transit capital and operations projects.

Capital Transit Funding

Capital transit funds come from several federal and state sources. Currently, SWRTA receives Federal 5307, 5311, and State funds. The funding amounts are projected to increase with inflation. The total capital transit funding available for the Urbanized Area of SWRTA totals approximately $9.6 million.

Transit Operations Funding

Transit operations funding comes from Federal 5307 grants, State funds, City funds, local cash fares, local contracts, and other local miscellaneous sources. The transit operations funding for the Urbanized Area of SWRTA is projected to total $40.5 million over the life of the LRTP. Funding from each of these sources is expected to increase with inflation. For more information on SWRTA, see http://www.swrta.com/.

Table 10.9 - Transit Costs and Revenues

Period	Costs			Revenue			Difference
	Capital	Operations	Total	Capital	Operations	Total	
2012-2018	1,580,000	6,790,000	8,370,000	1,620,000	6,820,000	8,440,000	70,000
2019-2030	3,600,000	15,540,000	19,140,000	3,690,000	15,630,000	19,320,000	180,000
2031-2040	4,140,000	17,900,000	22,040,000	4,250,000	18,000,000	22,250,000	210,000
Totals	9,320,000	40,220,000	49,550,000	9,560,000	40,450,000	50,010,000	460,000

Alternative Funding Strategies

Based on the revenue assumptions developed in this financial plan, the total projected cost for all highway capital projects within the SUATS MPO area is approximately $1.6 billion. Of this total, approximately $1.5 billion is expected to remain unfunded during the 2040 horizon year. Unmet transit needs exist in both capital and operational categories. In addition, a significant funding gap exists between the full bicycle and pedestrian recommendations in this plan and the projected funding levels. As a result, it is important to identify potential funding sources for these projects as well as for projects from other modes.

State revenues alone will not sufficiently fund a systematic program of constructing transportation projects in the SUATS MPO area. Therefore, the MPO must consider alternative funding measures that could allow for the implementation of this plan. One alternative funding measure, a 1-cent sales tax, has already been implemented and has been found to produce dramatic results. Several alternative funding measures under consideration in other areas follow.

Impact Fees

Developer impact fees and system development charges provide another funding option for communities looking for ways to fund collector streets and associated infrastructure. They are most commonly used for water and wastewater system connections or police and fire protection services, but recently they have been used to fund school systems and pay for the impacts of increased traffic on existing roads. Impact fees place the costs of new development directly on developers and indirectly on those who buy property in the new developments. Impact fees free other taxpayers from the obligation to fund costly new public services that do not directly benefit them. A few communities in South Carolina have approved the use of impact fees (e.g., Berkeley County). The use of impact fees requires special authorization by the South Carolina General Assembly.

Transportation Bonds

Transportation bonds have been instrumental in the strategic implementation of local roadways and non-motorized travel throughout South Carolina. Voters in communities both large and small regularly approve the use of bonds in order to improve their transportation system. Projects that historically have been funded through transportation bonds include sidewalks, road extensions, new road construction, and streetscape enhancements.

Developer Contributions

Through diligent planning and earlier project identification, regulations, policies, and procedures could be developed to protect future arterial corridors and require contributions from developers when the property is subdivided. These measures would reduce the cost of right-of-way and would in some cases require the developer to make improvements to the roadway that would result in a lower cost when the improvement is actually constructed. To accomplish this goal, it will take a cooperative effort between local planning staff, SCDOT planning staff, and the development community.

One area where developers can be expected to assist in the implementation of transportation improvements is for new collector streets. Collector streets support the traffic impacts associated with local development. For this reason, developer contributions should be responsible sharing the cost of these improvements.

Oversize Agreement

An oversize agreement provides cost sharing between the city/county and a developer to compensate a developer for constructing a collector street instead of a local street. For example, instead of a developer constructing a 28-foot back-to-back local street, additional funding would be provided by the locality to upgrade the particular cross-section to a 34-foot back-to-back cross section to accommodate bike lanes.

Grant Anticipation Revenue Vehicles (GARVEE) Bonds

GARVEE Bonds can be utilized by a community to implement a desired project more quickly than if they waited to receive state or federal funds. These bonds are let with the anticipation that federal or state funding will be forthcoming. In this manner, the community pays for the project up front, and then receives debt service from the state. GARVEE bonds also are an excellent way to capitalize on lower present-day construction and design costs, thereby finishing a project more quickly and economically than if it was delayed to meet state timelines.

Bicycle and Pedestrian Funding

Bicycle and pedestrian projects are often eligible for their own funding sources. For instance, the Robert Wood Johnson foundation funds a grant program called Active Living by Design. The purpose of this program is to provide communities with a small grant to study bicycle, pedestrian, or other healthy living initiatives. There are other such grant programs in existence for bicycle and pedestrian projects, which would help to supplement the funding currently received by these modes.

Aesthetic Enhancement Funding

In order to create a more pleasing transportation system, small aesthetic improvements often have a large impact. Sumter already has local businesses adopt decorative signs that serve as a gateway to the community. SCDOT has two formal programs to help provide an avenue for community involvement in the transportation system. The Adopt-A-Highway program allows individuals or groups to help maintain a part of the highway system. SCDOT's Adopt-An-Interchange program actually provides 80% funding towards landscaping and beautifying an interchange, with only a 20% local match. This initiative is a part of the state's enhancement funding program.

Transportation Alternatives Program Grants

State and federal grants can play an important role in implementing strategic elements of the transportation network. Several grants have multiple applications, including Transportation Alternatives Program (TAP) Grants as well as state and federal transit grants. TAP, established by Congress through MAP-21, combines the Enhancement Grant program, Recreational Trails program, and Safe Routes to School (SRTS) program into one competitive funding source. TAP ensures the implementation of projects not typically associated with the road-building mindset. While the construction of roads is not the intent of the grant, the construction of bicycle and pedestrian facilities is one of many enhancements that the grant targets and could play an important role in enhancing the bicycle and pedestrian safety and connectivity in the SUATS MPO area.

For additional information on alternative funding strategies please consult the following websites:

GARVEE Bonds

www.fhwa.dot.gov/innovativeFinance/garguid1.htm

Bicycle and Pedestrian Funding

www.activelivingbydesign.org/

www.walkinginfo.org/funding/sources.cfm

Adopt-A-Highway

www.scdot.org/community/adoptahiway.shtml

Adopt-An-Interchange

www.scdot.org/community/tep_inter.shtml

Transportation Alternatives Program Grants

www.fhwa.dot.gov/map21/guidance/guidetap.cfm