



Chapter 10 — Financial Plan

Introduction

Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 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 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 SUATS LRTP as 2015 and 2035. Meeting this test is referred to as "financial constraint."

The 2035 SUATS Long-Range Transportation Plan is financially constrained. The mix of transportation recommendations proposed to meet metropolitan transportation needs over the next 28 years are 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 a Transportation Plan Advisory Group.

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. 2007) 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 Scenarios

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 adequate 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. Through the public involvement process, community members indicated they would be most likely to support developer impact fees or a local sales tax. Based on the current momentum building toward a sales tax referendum in the 2008 election as well as the initiative taken toward this end in the 2006 election, a sales tax has been identified as the most likely additional funding source at this time.

The financial plan consists of two separate analyses. The first scenario represents the constrained plan using current funding sources. The second scenario incorporates a 1-cent sales tax, beginning in 2009 and expected to last through the duration of the plan. This sales tax would generate an additional \$11 million per year, assumed to be applied entirely toward transportation. Within the sales tax, 50% of funding would be dedicated to highway capital projects, 30% would be dedicated to highway maintenance and paving, 10% would be dedicated to bicycle and pedestrian funding, and 10% would be dedicated to capital transit funds. Sales tax funds are assumed to remain constant from 2009 through the life of the plan, so no additional inflation rates are considered. These two scenarios are outlined in detail below.



System Costs and Revenues

Tables 10.1 and 10.2 show the forecasted revenues and costs for the *SUATS Long-Range Transportation Plan*, assuming the continuation of current funding levels. Funding is divided to reflect a 2015 interim year and a 2035 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.

Period	Highway	Transit Capital	Transit Operations	Pedestrian/Bicycle	Maintenance	Total
2007-2015	18,650	16,550	17,980	1,390	37,710	92,280
2016-2035	70,550	89,370	98,170	5,420	108,020	371,520
Totals	89,200	105,910	116,150	6,820	145,720	463,810

Note: All amounts in thousands of dollars

Period	Highway	Transit Capital	Transit Operations	Pedestrian/Bicycle	Maintenance	Total
2007-2015	19,200	13,620	22,940	1,510	37,710	94,980
2016-2035	79,140	92,430	92,450	5,210	108,020	377,250
Totals	98,340	106,050	115,390	6,720	145,720	472,230

Note: All amounts in thousands of dollars

These tables indicate that using current funding level estimates total projected overall revenue during the planning period would be approximately \$464 million. After considering the estimated costs for all modes, the total over the planning period would be approximately \$472 million.

Tables 10.3 and 10.4 show the forecasted revenues and costs for the LRTP, incorporating the proposed sales tax assumptions discussed in the previous section. With this additional funding source, revenues rise nearly \$300 million to approximately \$761 million over the life of the plan. With the additional sales tax revenue, additional projects can be added to all of the modes, resulting in a total cost of approximately \$759 million.

Period	Highway	Transit Capital	Transit Operations	Pedestrian/Bicycle	Maintenance	Total
2007-2015	57,150	24,250	17,980	9,090	60,810	169,280
2016-2035	180,550	111,370	98,170	27,420	174,020	591,520
Totals	237,700	135,610	116,150	36,520	234,820	760,810

Note: All amounts in thousands of dollars

Period	Highway	Transit Capital	Transit Operations	Pedestrian/Bicycle	Maintenance	Total
2007-2015	52,770	13,620	22,940	8,390	60,810	158,530
2016-2035	181,580	123,150	92,450	28,950	174,020	600,140
Totals	234,350	136,770	115,390	37,330	234,820	758,670

Note: All amounts in thousands of dollars

Highway Funding

Tables 10.5 and 10.6 reflect the proposed costs and revenues for highway projects with current funding sources and with a 1-cent sales tax, respectively. The costs and revenues are broken up between highway capital projects and maintenance. With the sales tax, an estimated additional \$238 million will be available for projects in the funded plan.

Period	Costs			Revenue			Difference
	Highway	Maintenance	Total	Highway	Maintenance	Total	
2007-2015	19,200	37,710	56,910	18,650	37,710	56,360	-550
2016-2035	79,140	108,020	187,160	70,550	108,020	178,570	-8,590
Totals	98,340	145,720	244,070	89,200	145,720	234,930	-9,140

Note: All amounts in thousands of dollars

Period	Costs			Revenue			Difference
	Highway	Maintenance	Total	Highway	Maintenance	Total	
2007-2015	52,770	60,810	113,580	57,150	60,810	117,960	4,380
2016-2035	181,580	174,020	355,600	180,550	174,020	354,570	-1,030
Totals	234,350	234,820	469,180	237,700	234,820	472,530	3,350

Note: All amounts in thousands of dollars



Maintenance Funding

Maintenance funding in the SUATS region 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 three sources in this region. Local maintenance funds are state funds administered by the county and primarily used for chip sealing, patching, and in-house CTC resurfacing. The region receives \$2 million annually through this funding source, and the amount is not expected to increase through the life of the plan. In addition, this amount is not expected to increase as a result of inflation, thereby reducing the effective value of this amount each year.

Road user's fees are used for county maintenance and are collected through a vehicle registration tax. Currently, \$740,000 is being generated annually through this method. However, this amount is expected to increase with inflation.

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 \$1.2 million annually, which is expected to rise with inflation.

Projecting these funding sources through the 2035 horizon year of the LRTP, the total maintenance funding available for the region totals approximately \$146 million. However, when the sales tax option is considered, this amount increases substantially to \$235 million. In each scenario, the maintenance costs generated annually are assumed to equal the revenue available. The sales tax scenario would allow a more aggressive maintenance schedule to be maintained, resulting in better quality roads and sidewalks across the region.

Highway Funding

Currently, guideshare funding received from SCDOT comprises all of the capital highway funding available in the SUATS region. Alice Drive, Phases I-III represents the only roadway project on the 2007-2012 STIP (for more information on the STIP, please visit <http://www.scdot.org/inside/stip.shtml>). When the funding available for this project is averaged over the six year period, it yields an annual amount of approximately \$2.02 million. The guideshare amount received annually by SCDOT is not increasing at this time. However, it is assumed that a slight increase of 1% annually will occur following the established STIP. In addition, the amounts following the conclusion of the 2012 STIP are assumed to grow with inflation on an annual basis.

Once the funding levels have been established, the next step is to consider what needs to be filled within the two horizon year periods of the plan. To do this, the evaluation matrix shown in Table 5.2 has been consulted. In this matrix, projects were divided into Tiers 1, 2, and 3, depending on their levels of benefits and impacts to the community. While it would be ideal to implement all of these projects, only a portion can be accommodated in the funded plan. As a result, Tier 1 projects have been considered first for incorporation into the plan, followed by Tier 2 projects.

The following tables and figures divide the projects in the evaluation matrix into 2015 and 2035 funded horizon years and a vision plan. Tables 10.7, 10.8, and 10.9 show projects for the current funding sources scenario during each of these three horizons. The map displayed as Figure 10.1 shows the financially constrained highway projects included as a part of this scenario. Tables 10.10, 10.11, and 10.12 include highway projects funded using current methods as well as a sales tax initiative before 2015, 2035, or unfunded in the vision, respectively. Figure 10.2 shows the financially constrained highway projects included as a part of this second scenario.

The \$148.5 million generated for capital highway projects from the sales tax allows several additional projects to be incorporated into the funded portion of the plan. The cost of projects remaining in the vision plan is reduced from \$323 million to \$97 million.

In addition to highway capacity projects, it is assumed that \$150,000 will be dedicated annually to provide spot safety funding throughout the region. This amount will increase with inflation.



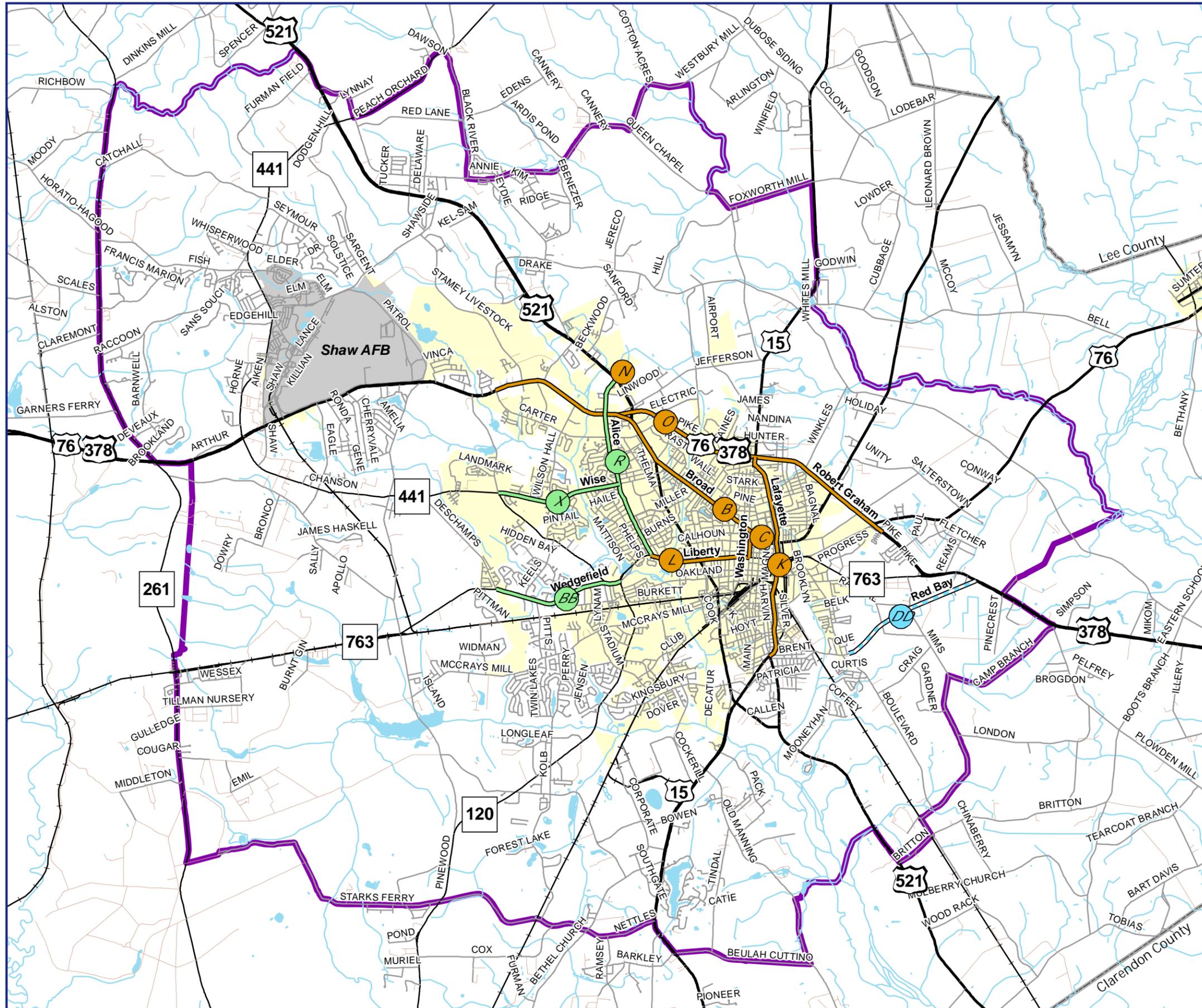
**Table 10.7 – 2015 Roadway Projects
Current Funding Methods Only**

Code	Project Type	Project Name	Project Limits	Length (miles)	Existing	Proposed	Estimated Project Cost (2007 \$)	Estimated Project Cost (inflated)	Funding Year	# Years Inflation	Tier Number
B	operational/design	Broad Street	Robert Graham Parkway (US 76/378) to Washington Street	3.1	5 lane	access management strategies	1,550,000	1,693,727	2010	3	1
K	operational/design	Lafayette Drive	Pocalla Road to US 76/378	3.6	5 lane	access management strategies - freight route	1,800,000	2,086,693	2012	5	1
R	widen existing	Alice Drive	Wise Drive to US 521	3.3	2-3 lane	multilane	13,900,000	13,900,000	2012	0	1

**Table 10.8 – 2035 Roadway Projects
Current Funding Methods Only**

Code	Project Type	Project Name	Project Limits	Length (miles)	Existing	Proposed	Estimated Project Cost (2007 \$)	Estimated Project Cost (inflated)	Funding Year	# Years Inflation	Tier Number
L	operational/design	Liberty Street	Washington Street to Alice Drive	1.7	4-5 lanes	access management strategies/streetscape	850,000	1,142,329	2017	10	1
O	operational/design	US 76/378	Carter Road to US 76 split	7.6	4 lane divided, 4 frontage	interchange and access improvements	14,900,000	21,881,152	2020	13	1
C	operational/design	Washington Street	Broad Street to Liberty Street	0.4	4 lane	access management strategies	200,000	293,707	2020	13	2
BB	widen existing	Wedgfield Road (SC 763)	Deschamps Road to Pinewood Road	2.3	2 lane	4 lane divided	10,750,000	18,301,155	2025	18	1
X	widen existing	Wise Drive	Loring Mill Road to Alice Drive	2.2	3 lane	4 lane divided	13,800,000	23,493,576	2025	18	2
DD	new location	Red Bay Road	Boulevard Road to US 76/378	2.6	N/A	2 lane - freight route, reserve right-of-way for 4 lane divided	6,100,000	12,038,878	2030	23	2

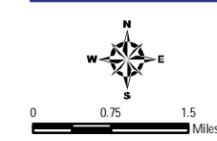
Financially Constrained Projects - No Sales Tax



Legend

Projects - Roadway

- Operational/Design Improvement
- Widen Existing
- Proposed New Location - Arterial
- SUATS Study Area Boundary
- County Boundary
- City Limits
- Shaw Air Force Base
- Bodies of Water
- US Highway
- SC Highway
- Street
- Dirt Road
- Railroad
- Matrix ID



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Table 10.9 – Vision Roadway Projects
Current Funding Methods Only

Code	Project Type	Project Name	Project Limits	Length (miles)	Existing	Proposed	Estimated Project Cost (2007 \$)	Estimated Project Cost (inflated)	Funding Year	# Years Inflation	Tier Number
S	widen existing	Camden Highway	Queen Chapel Road to US 521	3.3	2 lane	4 lane divided	15,100,000	35,584,139	2036	29	2
T	widen existing	Frierson Road	Shaw AFB Frierson Road Gate to US 521	2.6	2 lane	4 lane divided	12,000,000	28,278,786	2036	29	2
V	widen existing	Loring Mill Road	US 76/378 to Wedgefield Road	4.3	2-3 lane	4 lane divided	21,100,000	49,723,532	2036	29	2
W	widen existing	Patriot Parkway	Loring Mill Road to Fish Road	8.0	2-3 lane	4 lane divided	36,600,000	86,250,298	2036	29	2
Z	widen existing	Mason Road	Camden Highway (US 521) to Broad Street	0.9	2 lane	4 lane divided	4,250,000	10,015,403	2036	29	2
U	widen existing	Lewis Road	McCray's Mill Road to US 15 South	3.1	2 lane	3 lane	11,800,000	27,807,473	2036	29	2
D	operational/design	Bultman Drive	Broad Street to Miller Road	0.9	5 lane	access management strategies	450,000	1,060,454	2036	29	2
Q	operational/design	Pinewood Road	Stadium Road to Wedgefield Road	1.6	5 lane	access management strategies	800,000	1,885,252	2036	29	2
Y	widen existing	Manning Road	Lafayette Drive (US 15) to Guignard Drive	1.2	2 lane	4 lane divided	5,600,000	13,196,767	2036	29	2
CC	widen existing	Wesmark Boulevard	Broad Street to Broad Street Extension	2.8	2 lane	2 lane divided - reserve right-of-way for 4 lane divided	10,500,000	24,743,938	2036	29	2
M	operational/design	Red Bay Road	US 15 to Coleman Street	1.3	4 lane	access management strategies/streetscape	650,000	1,531,768	2036	29	3
AA	widen existing	Terry Road	Broad Street to Carter Road	0.7	2 lane	4 lane divided; realign with Mason Road	5,400,000	12,725,454	2036	29	3
F	operational/design	Cane Savannah Road	Kings Highway (SC 261) to St. Paul's Church Road	4.8	2 lane	shoulder and edge treatment - freight route, reserve right-of-way for 4 lane divided	2,100,000	4,948,788	2036	29	3
G	operational/design	St. Paul's Church Road	Cane Savannah Road to Cains Mill Road	2.8	2 lane	shoulder and edge treatment - freight route, reserve right-of-way for 4 lane divided	1,200,000	2,827,879	2036	29	3
H	operational/design	Cains Mill Road	St. Paul's Church Road to Clipper Road	3.6	2 lane	shoulder and edge treatment - freight route, reserve right-of-way for 4 lane divided	1,525,000	3,593,762	2036	29	3
I	operational/design	Clipper Road	Cains Mill Road to US 15	1.4	2 lane	shoulder and edge treatment - freight route, reserve right-of-way for 4 lane divided	650,000	1,531,768	2036	29	3
E	operational/design	Kings Highway (SC 261)	US 76/378 to Cane Savannah Road	0.3	2 lane	shoulder and edge treatment - freight route, reserve right-of-way for 4 lane divided	250,000	589,141	2036	29	3
J	operational/design	Pocalla Road	S Guignard Drive to Lafayette Drive	1.1	5 lane	access management strategies - freight route	550,000	1,296,111	2036	29	3
P	operational/design	McCray's Mill Road	Stadium Road to Guignard Drive	2.2	5 lane	access management strategies	1,100,000	2,592,222	2036	29	3
A	operational/design	Brewington Road	US 521 to US 378	15.4	2 lane	shoulder and edge treatment - freight route, reserve right-of-way for 4 lane divided	5,600,000	13,196,767	2036	29	3



Table 10.10 – 2015 Roadway Projects
Sales Tax Funding Included

Code	Project Type	Project Name	Project Limits	Length (miles)	Existing	Proposed	Estimated Project Cost (2007 \$)	Estimated Project Cost (inflated)	Funding Year	# Years Inflation	Tier Number
B	operational/design	Broad Street	Robert Graham Parkway (US 76/378) to Washington Street	3.1	5 lane	access management strategies	1,550,000	1,693,727	2010	3	1
K	operational/design	Lafayette Drive	Pocalla Road to US 76/378	3.6	5 lane	access management strategies - freight route	1,800,000	2,086,693	2012	5	1
R	widen existing	Alice Drive	Wise Drive to US 521	3.3	2-3 lane	multilane	13,900,000	13,900,000	2012	0	1
L	operational/design	Liberty Street	Washington Street to Alice Drive	1.7	4-5 lanes	access management strategies/streetscape	850,000	1,076,755	2015	8	1
O	operational/design	US 76/378	Carter Road to US 76 split	7.6	4 lane divided, 4 frontage	interchange and access improvements	14,900,000	18,874,874	2015	8	1
BB	widen existing	Wedgfield Road (SC 763)	Deschamps Road to Pinewood Road	2.3	2 lane	4 lane divided	10,750,000	13,617,778	2015	8	1

Table 10.11 – 2035 Roadway Projects
Sales Tax Funding Included

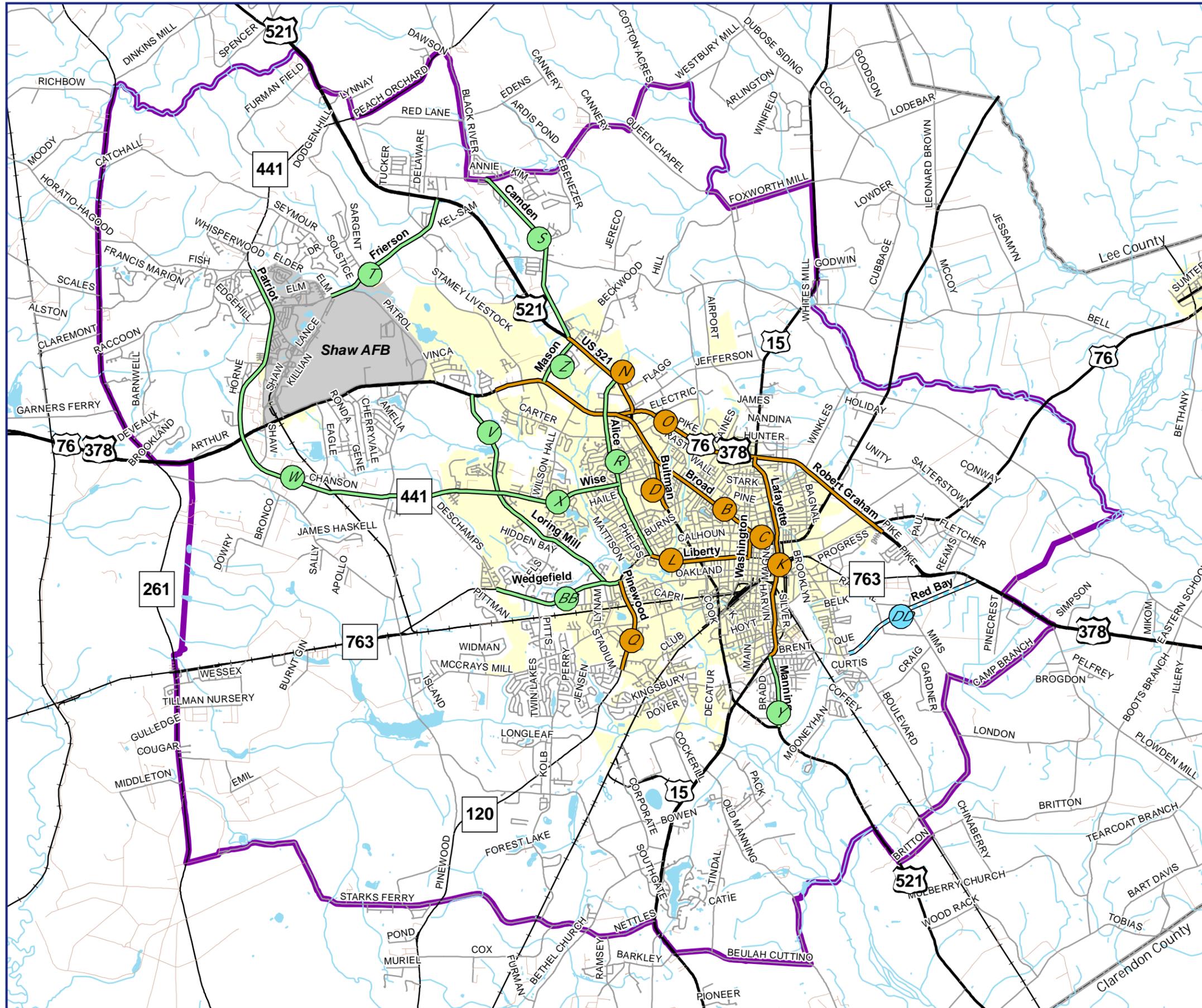
Code	Project Type	Project Name	Project Limits	Length (miles)	Existing	Proposed	Estimated Project Cost (2007 \$)	Estimated Project Cost (inflated)	Funding Year	# Years Inflation	Tier Number
C	operational/design	Washington Street	Broad Street to Liberty Street	0.4	4 lane	access management strategies	200,000	268,783	2017	10	2
X	widen existing	Wise Drive	Loring Mill Road to Alice Drive	2.2	3 lane	4 lane divided	13,800,000	19,102,427	2018	11	2
DD	new location	Red Bay Road	Boulevard Road to US 76/378	2.6	N/A	2 lane - freight route, reserve right-of-way for 4 lane divided	6,100,000	8,443,827	2018	11	2
N	operational/design	US 521	Robert Graham Freeway (US 76/378) to Camden Highway	1.7	5 lane	access management strategies	850,000	1,248,254	2020	13	2
S	widen existing	Camden Highway	Queen Chapel Road to US 521	3.3	2 lane	4 lane divided	15,100,000	22,174,859	2020	13	2
T	widen existing	Frierson Road	Shaw AFB Frierson Road Gate to US 521	2.6	2 lane	4 lane divided	12,000,000	17,622,405	2020	13	2
W	widen existing	Patriot Parkway	Loring Mill Road to Fish Road	8.0	2-3 lane	4 lane divided	36,600,000	53,748,334	2020	13	2
V	widen existing	Loring Mill Road	US 76/378 to Wedgfield Road	4.3	2-3 lane	4 lane divided	21,100,000	35,921,338	2025	18	2
Z	widen existing	Mason Road	Camden Highway (US 521) to Broad Street	0.9	2 lane	4 lane divided	4,250,000	7,235,341	2025	18	2
Y	widen existing	Manning Road	Lafayette Drive (US 15) to Guignard Drive	1.2	2 lane	4 lane divided	5,600,000	11,052,084	2030	23	2
D	operational/design	Bultman Drive	Broad Street to Miller Road	0.9	5 lane	access management strategies	450,000	942,200	2032	25	2
Q	operational/design	Pinewood Road	Stadium Road to Wedgfield Road	1.6	5 lane	access management strategies	800,000	1,830,342	2035	28	2



Table 10.12 – Vision Roadway Projects
Sales Tax Funding Included

Code	Project Type	Project Name	Project Limits	Length (miles)	Existing	Proposed	Estimated Project Cost (2007 \$)	Estimated Project Cost (inflated)	Funding Year	# Years Inflation	Tier Number
U	widen existing	Lewis Road	McCray's Mill Road to US 15 South	3.1	2 lane	3 lane	11,800,000	27,807,473	2036	29	2
CC	widen existing	Wesmark Boulevard	Broad Street to Broad Street Extension	2.8	2 lane	2 lane divided - reserve right-of-way for 4 lane divided	10,500,000	24,743,938	2036	29	2
M	operational/design	Red Bay Road	US 15 to Coleman Street	1.3	4 lane	access management strategies/streetscape	650,000	1,531,768	2036	29	3
AA	widen existing	Terry Road	Broad Street to Carter Road	0.7	2 lane	4 lane divided; realign with Mason Road	5,400,000	12,725,454	2036	29	3
F	operational/design	Cane Savannah Road	Kings Highway (SC 261) to St. Paul's Church Road	4.8	2 lane	shoulder and edge treatment - freight route, reserve right-of-way for 4 lane divided	2,100,000	4,948,788	2036	29	3
G	operational/design	St. Paul's Church Road	Cane Savannah Road to Cains Mill Road	2.8	2 lane	shoulder and edge treatment - freight route, reserve right-of-way for 4 lane divided	1,200,000	2,827,879	2036	29	3
H	operational/design	Cains Mill Road	St. Paul's Church Road to Clipper Road	3.6	2 lane	shoulder and edge treatment - freight route, reserve right-of-way for 4 lane divided	1,525,000	3,593,762	2036	29	3
I	operational/design	Clipper Road	Cains Mill Road to US 15	1.4	2 lane	shoulder and edge treatment - freight route, reserve right-of-way for 4 lane divided	650,000	1,531,768	2036	29	3
E	operational/design	Kings Highway (SC 261)	US 76/378 to Cane Savannah Road	0.3	2 lane	shoulder and edge treatment - freight route, reserve right-of-way for 4 lane divided	250,000	589,141	2036	29	3
J	operational/design	Pocalla Road	S Guignard Drive to Lafayette Drive	1.1	5 lane	access management strategies - freight route	550,000	1,296,111	2036	29	3
P	operational/design	McCray's Mill Road	Stadium Road to Guignard Drive	2.2	5 lane	access management strategies	1,100,000	2,592,222	2036	29	3
A	operational/design	Brewington Road	US 521 to US 378	15.4	2 lane	shoulder and edge treatment - freight route, reserve right-of-way for 4 lane divided	5,600,000	13,196,767	2036	29	3

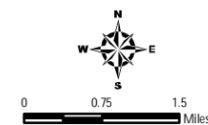
Financially Constrained Projects - Sales Tax Included



Legend

Projects - Roadway

- Operational/Design Improvement
- Widen Existing
- Proposed New Location - Arterial
- SUATS Study Area Boundary
- County Boundary
- City Limits
- Shaw Air Force Base
- Bodies of Water
- US Highway
- SC Highway
- Street
- Dirt Road
- Railroad
- Matrix ID



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Bicycle and Pedestrian Funding

Tables 10.13 and 10.14 reflect the proposed costs and revenues for bicycle and pedestrian projects with current funding sources and with a 1-cent sales tax, respectively. Currently, new bicycle and pedestrian facilities in the SUATS region are funded using two major sources – Enhancement Funds and Community Development Funds. Enhancement funds are 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 \$602,000 allocated in the 2007-2012 STIP for bicycle and pedestrian projects using enhancement funds. These funds are assumed to rise with inflation and also to increase at 1% annually to coincide with the projected statewide funding rise assumed for highways.

**Table 10.13 – Pedestrian & Bicycle Costs and Revenues*
Current Funding Methods Only**

Period	Costs	Revenues	Difference
2007-2015	1,510	1,390	-120
2016-2035	5,210	5,420	210
Totals	6,720	6,820	90

Note: All amounts in thousands of dollars
*Maintenance expenses accounted for under roadways

**Table 10.14 – Pedestrian & Bicycle Costs and Revenues*
Sales Tax Funding Included**

Period	Costs	Revenues	Difference
2007-2015	8,390	9,090	700
2016-2035	28,950	27,420	-1,530
Totals	37,330	36,520	-830

Note: All amounts in thousands of dollars
*Maintenance expenses accounted for under roadways

In addition to enhancement funds, Sumter devotes a small portion of its Community Development Funds to bicycle and pedestrian needs. This amount is expected to remain constant at \$20,000 annually, increasing only to match inflation.

The current funding sources will provide approximately \$6.8 million for bicycle and pedestrian funding over the life of this plan. When preliminary unit costs are assigned to each recommended facility type, the total cost of implementing all recommended bicycle and pedestrian improvements is more than \$37 million. This results in a funding shortfall of more than \$30 million. However, when 10% of the proposed sales tax revenue is incorporated into the total bicycle and pedestrian revenue, all identified projects are able to be funded during the life of the plan. This would result in a much better connected and multi-modal environment in the SUATS region.

Transit Funding

Tables 10.15 and 10.16 reflect the proposed costs and revenues for transit capital and operations projects with current funding sources and with a 1-cent sales tax, respectively. As a part of the 2005 Transit Long-Range Transportation Plan, detailed annual cost and revenue projections were completed for capital and operations projects. These projections, developed between SUATS and SWRTA, served as the basis for expected revenue and expenditures for this plan.

**Table 10.15 – Transit Costs and Revenues
Current Funding Methods Only**

Period	Costs			Revenue			Difference
	Capital	Operations	Total	Capital	Operations	Total	
2007-2015	13,620	22,940	36,560	16,550	17,980	34,530	-2,030
2016-2035	92,430	92,450	184,880	89,370	98,170	187,540	2,660
Totals	106,050	115,390	221,440	105,910	116,150	222,060	630

Note: All amounts in thousands of dollars

**Table 10.16 – Transit Costs and Revenues
Sales Tax Funding Included**

Period	Costs			Revenue			Difference
	Capital	Operations	Total	Capital	Operations	Total	
2007-2015	13,620	22,940	36,560	24,250	17,980	42,230	5,670
2016-2035	123,150	92,450	215,600	111,370	98,170	209,540	-6,060
Totals	136,770	115,390	252,160	135,610	116,150	251,760	-390

Note: All amounts in thousands of dollars



Capital Transit Funding

Capital transit funds come from several federal and state sources. Currently, SWRTA receives Federal 5307, 5309, State, and 330 funds. While the 330 funds are only a one-time amount, the other funding amounts are projected to continue increasing 3% annually on top of inflation.

An examination of capital transit costs from the 2005 Transit LRTP reveals an 11% annual increase on average between 2007 and 2020. However, the revenue projected for SUATS will not sustain this level of capital growth. Without the sales tax in place, capital costs can only be assumed to increase at 4.5% annually following 2020. However, with 10% of the implemented sales tax going to fund capital transit projects, costs will be allowed to increase 8% annually.

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. Funding from each of these sources is expected to increase funding 3% annually in addition to inflation. This projection is based on the 2005 Transit LRTP.

When operational costs are analyzed from the 2005 Transit LRTP, projected costs during 2007 and 2020 increase an average of 5% annually. However, the revenues being generated for operations will not support an increase of this magnitude. Instead, funded operations costs are projected to increase 1% per year between 2013 and 2020, and remain constant after that time. Costs are also anticipated to increase with inflation. The proposed sales tax initiative would not provide additional funding for transit operations, so there is not an alternate scenario for this funding category. For more information on SWRTA, see <http://www.swrta.com/>.

Alternative Funding Strategies

Based on the constant funding sources scenario developed in this financial plan, the total projected cost for all highway capital projects within the SUATS MPO Area is approximately \$420 million. Of this total, approximately \$325 million is expected to remain unfunded during the 2035 horizon year. After incorporating the sales tax initiative into the funding mix, approximately \$97 million dollars in unfunded highway projects remain. Unmet transit needs exist in both capital and operational categories. 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 region. 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 been evaluated as a part of this plan and 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. Sumter citizens surveyed during the planning process indicated they would be open to the idea of a transportation bond (see Chapter 2 for more information). 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.

Safe Routes to School

Safe Routes to School is a program receiving federal funding through the newest SAFETEA-LU legislation. The program provides funding for individual schools to create route plans or develop facilities that create a safer walking and biking environment for their students. South Carolina has a yearly application program for which any school, school district, municipality or other governmental body, or non-profit association may apply.

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.

Enhancement 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 Enhancement Grants as well as State and Federal Transit Grants. The Enhancement Grant program, established by Congress in 1991 through the Intermodal Surface Transportation Efficiency Act (ISTEA), 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 pedestrian safety and connectivity in the Sumter region.

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

GARVEE Bonds

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

Safe Routes to School

www.saferoutesinfo.org/

www.scdot.org/community/saferoutes.shtml

Bicycle and Pedestrian Funding

www.activelivingbydesign.org/

www.walkinginfo.org/funding/sources.cfm

Adopt-A-Highway

www.scdot.org/community/adoptahighway.shtml

Adopt-An-Interchange

www.scdot.org/community/tep_inter.shtml

Enhancement Grants

www.scdot.org/community/tep_app.shtml