

Introduction

The purpose of the Financial Plan is to demonstrate that the costs of proposed transportation improvements identified in the RFATS 2045 Long-Range Transportation Plan are consistent with projected revenues. Transportation needs in most localities, if not all, far exceed the funding resources available. For this reason, federal legislation requires financial planning to be performed as a component of Long-Range Transportation Plans. Plans must be “financially constrained,” meaning that the costs of proposed improvements do not exceed the projected revenue stream.

This chapter provides an overview of projected revenues and costs, applicable assumptions (e.g., projected implementation, inflationary assumptions, etc), and demonstrates that the proposed LRTP is fiscally constrained. Project costs have been developed at the planning level, and will likely change as a project enters the formal development process, when more information becomes available about right of way, utilities, and other factors. All project costs and assumptions provided should be re-evaluated in future plan updates.

Federal Funding Sources

Surface Transportation Block Grant Program (Guideshare)

Surface Transportation Block Grant (STBG) funds can be used for a broad range of transportation improvements including roadways, intersection upgrades, intelligent transportation system enhancements, transit, freight, as well as bicycle / pedestrian projects, among others.

A portion of the STBG funds distributed to the South Carolina Department of Transportation (SCDOT) are made available for transportation investments in the state’s 11 Metropolitan Planning Organizations (MPOs).

SCDOT sets aside funds each year and then distributes the money among the state’s Metropolitan Planning Organizations (urbanized areas) and Councils of Government (rural areas). The allocation formula is based on the population totals within the urban and rural areas and/or region. RFATS current annual allocation is approximately \$6.035 million dollars.

Projects Exempt from the SCDOT Guideshare

Certain projects are funded on a statewide basis through federal programs other than Guideshare. These include improvements on the Interstate Highway System, for which SCDOT takes the lead to identify and address system needs. Other projects in this category include bridge replacements,

resurfacing, safety and other statewide programs. Such projects are described in the RFATS Transportation Improvement Program as “exempt from Guideshare.”

Transportation Alternatives

With the passage of the FAST Act, the Transportation Alternatives Program (TAP) is now known simply as Transportation Alternatives (TA), and is considered a set-aside of the Surface Transportation Block Grant (STBG) program.

Regardless of the name change, the RFATS region continues to receive an annual allocation of TA funds from SCDOT to implement improvements to facilities for bicycles and pedestrians.

MPOs are now able to use up to 50% of sub-allocated TA funds to any STBG purpose so long as a competitive project selection process is maintained. This includes activities that would have been funded under the Safe Routes to School program (now rolled into TA). State DOTs and MPOs must now also produce annual reports detailing the applications for and projects that received TA funding.

Congestion Mitigation and Air Quality Improvement Funds

In 1990, Congress amended the Clean Air Act (CAA) to bolster America's efforts to attain the National Ambient Air Quality Standards (NAAQS). The amendments required further reductions in the amount of permissible tailpipe emissions, initiated more stringent control measures in areas that still failed to attain the NAAQS (nonattainment areas), and provided for a stronger, more rigorous linkage between transportation and air quality planning. In 1991, Congress adopted the Intermodal Surface Transportation Efficiency Act (ISTEA). This law authorized the Congestion Mitigation and Air Quality (CMAQ) program, and provided \$6.0 billion in funding for surface transportation and other related projects that contribute to air quality improvements and reduce congestion. The CAA amendments, ISTEA and the CMAQ program together were intended to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems.

The CMAQ program was reauthorized in 2015 under the FAST Act and provides funds that can be used by State DOTs, MPOs, and transit agencies for projects that reduce regulated air pollutants from transportation-related sources.

RFATS was designated by EPA as part of the Charlotte/Metrolina region's non-attainment area for ground-level ozone in 2004. Since this time, RFATS has made a series of targeted improvements at key "hot spots" throughout the transportation network that have yielded favorable results. In 2016 EPA officially reclassified RFATS as being in "attainment" for ground level ozone and changed its air quality status to a "maintenance area." With this designation RFATS will continue to receive CMAQ funding to make further improvements to strengthen regional air quality.

Typical projects that qualify for CMAQ funds include:

- Improved and/or expanded public transit options,
- Traffic flow improvements and high-occupancy vehicle lanes,
- Shared-ride services,
- Bicycle/pedestrian facilities, and
- Flexible work schedules.

State Funding Sources

State Infrastructure Bank

This institution provides financing for a wide variety of highway and transit projects through loans and credit enhancements. A State Infrastructure Bank is designed to complement the traditional Federal Aid highway and transit grants administered by SCDOT.

C-Funds

The C-Funds Program is a partnership between SCDOT and the forty-six counties of South Carolina. The program is intended to fund improvements of state and county roads, city streets, and other local transportation projects. These funds are derived from state gasoline tax revenue. Funding amounts are then distributed to each of the 46 counties based on a three-part formula. The formula allocates (1) one third of the C funds based on the ratio of the land area of the county to the land area of the state, (2) one third based on the ratio of the county population to the state population, and (3) one third based on the rural road mileage in the county to the rural road mileage in the state.

Local Funding Sources

Pennies for Progress

Pennies for Progress – more formally known as the York County Capital Projects Sales and Use Tax Program – was initiated by York County to provide its citizens with a safer and more efficient roadway system by supplementing other transportation funding sources.

Projects are chosen by a Sales Tax Commission representing the citizens of York County and then approved by York County voters. York County was the first in the State of South Carolina to pass this type of sales tax to improve the road system. A benefit of this tax is ninety-nine cents of every sales tax dollar raised in York County stays in York County.

Since its initial passage in 1997, this program has been twice renewed, in 2003 and again in 2011. In November 2017, a fourth round of the Pennies for Progress Program – including 9 new projects – will be presented to York County residents for a vote.

The following is a summary overview of the three programs:

	1997 Pennies for Progress	2003 Pennies for Progress	2011 Pennies for Progress
Referendum Passed	November 1997	November 2003	August 2011
Tax Expired	6 Years	No later than August 2011	April 2018
Budget	\$185,751,077	\$173,000,000	\$161,000,000
Number of Projects	14	25	14
Program Duration	1998 to 2009	2004 to 2013	2012 to 2018

Other Funding Sources

Private Funds

Since the previous LRTP was adopted, developers have directly completed several new road projects, as well as smaller scale location specific improvements (e.g., dedicated turn lanes, extension of storage capacity, etc.) at different points within the planning area as one component to mitigating

operational impacts associated with new development activity. As the region continues to experience elevated growth pressures, partnering with the development community will be a critical element to being able to proactively plan for needed collector roads, protecting future thoroughfare corridors, and securing necessary right-of-way to reduce long term traffic congestion and best address overall transportation network needs. To accomplish this outcome, it will take a cooperative effort between local planning staff, SCDOT planning staff, and the development community.

Public/Private Partnerships

One recent successful example of a public-private partnership (P3) is Rock Hill's Riverwalk Trail. Riverwalk is a \$600 million multi-use development along the Catawba River in Rock Hill, SC. The new development provides a multitude of publicly accessible amenities to Rock Hill residents. The City of Rock Hill provided funding for initial public improvements, including the Riverwalk Trail and the outdoor center, and provided creative financing tools for the developer. The developer provided guarantees of payment using the land as collateral and provided construction services.

The FAST Act also encourages State DOTs to test public-private partnerships (P3) by allowing State DOTs to establish a state office to aid in the design, implementation, and oversee P3s for projects that are eligible for Federal highway or transit funding.

Projected Revenues

Guideshare Funding

Table 12.1 identifies projected Guideshare revenue available to RFATS for implementation of the plan. Guideshare funding is projected to increase by roughly 25% following the release and incorporation of the 2020 Census (e.g., 2022). Longer term adjustments reflecting subsequent census changes will be incorporated in future LRTP plan updates.

Debt service shown in Table 12.1 is for SCDOT's "27 in 7" program, through which 27 years of road and bridge work were completed in 7 years. This innovative program uses future federal funds to retire state highway bonds. There were five separate bonding programs with one being dedicated to MPOs. The MPOs pay off that debt using future federal funds as shown in **Table 12.1**.

In addition to the requirement that long-range plans must be fiscally constrained, they are also to take account of inflationary impacts. With this in mind, project costs are shown in year of expenditure or "YOE" dollars,

reflecting the fact that project costs will likely be higher for projects that will not be implemented until later in the plan.

Table 12.2 presents the current and funding year cost estimates of the roadway projects identified in the LRTP. Based on these estimates, projected revenues will be sufficient to fund the cost constrained projects of this plan.

Table 12.1: RFATS Guideshare Funding

Year	Guideshare	Debt Service	Available Funding
2017	\$6,035,144	\$1,233,797	\$4,801,347
2018	\$6,035,144	\$1,216,044	\$4,819,100
2019	\$6,035,144	\$1,198,408	\$4,836,736
2020	\$6,035,144	\$842,925	\$5,192,219
2021	\$6,035,144	\$844,262	\$5,190,219
2022	\$7,543,930	\$180,266	\$7,363,664
2023	\$7,543,930	\$180,253	\$7,363,677
2024	\$7,543,930	\$0	\$7,543,930
2025	\$7,543,930	\$0	\$7,543,930
2026	\$7,543,930	\$0	\$7,543,930
2027	\$7,543,930	\$0	\$7,543,930
2028	\$7,543,930	\$0	\$7,543,930
2029	\$7,543,930	\$0	\$7,543,930
2030	\$7,543,930	\$0	\$7,543,930
2031	\$7,543,930	\$0	\$7,543,930
2032	\$7,543,930	\$0	\$7,543,930
2033	\$7,543,930	\$0	\$7,543,930
2034	\$7,543,930	\$0	\$7,543,930
2035	\$7,543,930	\$0	\$7,543,930
2036	\$7,543,930	\$0	\$7,543,930
2037	\$7,543,930	\$0	\$7,543,930
2038	\$7,543,930	\$0	\$7,543,930
2039	\$7,543,930	\$0	\$7,543,930
2040	\$7,543,930	\$0	\$7,543,930
2041	\$7,543,930	\$0	\$7,543,930
2042	\$7,543,930	\$0	\$7,543,930
2043	\$7,543,930	\$0	\$7,543,930
2044	\$7,543,930	\$0	\$7,543,930
2045	\$7,543,930	\$0	\$7,543,930
Total	\$233,300,328	\$5,695,955	\$217,604,373

Table 12.2: RFATS Guideshare Projects

Project	Current Cost Estimate	Funding Year Cost Estimate
Roadway Widening		
Fort Mill Highway (SC-160) from Springfield Pkwy (SC 460) to Rosemont Drive/McMillian Park Drive: Widen from 3 to 5 lanes	\$21,700,000	\$25,794,481
Cel-River / Red River Road (S-50) from the Southern Eden Terrace Extension (S-645) to Dave Lyle Boulevard (SC 122): Widen to 5 lanes	\$39,800,000	\$46,155,795
Fort Mill Highway (SC-160) from US 21 to Sutton Road: Widen to 6 lanes	\$7,600,000	\$8,813,670
Interchange Projects		
I-77 (Exit 82A, B and C)	\$49,700,000	\$62,068,490
I-77 and SC-160 Interchange	\$19,861,600	\$24,804,417
I-77 and Anderson Road (SC 5/US 21)	\$4,500,000	\$5,218,620
TOTAL	\$143,161,600	\$172,855,473

Federal & State Transit Funding

FTA & SMTF Funding

Transit funding for the RFATS area is provided by the Federal Transit Administration (FTA) and the South Carolina Department of Transportation (SCDOT), Office of Public Transit.

FTA Section 5307 Funding

The FTA administers the Section 5307 Urbanized Area Formula Program. Section 5307 provides funding for planning and capital items at 80% of their cost, and provides 50% of the net annual costs for transit operations. Funds are apportioned to urbanized areas using a formula based on population, population density, and other factors associated with transit service ridership.

These funds are apportioned annually and remain available for 6 fiscal years (the year of apportionment plus 5 additional years). The federal apportionment must be matched by state and local funds. Local matching funds can be cash or cash-equivalents, depending upon the expenditure. Non-cash shares, such as donations, volunteered services, or in-kind contributions, are eligible as local match only if formally documented.

Within the RFATS Planning Area, there are two 5307 funding allocations available for transit service planning and operations (e.g., the Rock Hill Urbanized Area and a portion of the Charlotte Urbanized Area that extends into the northern section of the RFATS region). Listed in **Table 12.3** below are estimates of funding availability for each of these areas.

Table 12.3: FTA Section 5307 Transit Funding

Year	Allocations	
	Rock Hill UA	Charlotte UA
2017	\$1,247,387	\$153,410
2018	\$1,284,809	\$158,012
2019	\$1,323,353	\$162,753
2020	\$1,363,053	\$167,635
2021	\$1,403,945	\$172,664
2022	\$1,446,063	\$177,844
2023	\$1,489,445	\$183,180
2024	\$1,534,129	\$188,675
2025	\$1,580,153	\$194,335
2026	\$1,627,557	\$200,165
2027	\$1,676,384	\$206,170
2028	\$1,726,675	\$212,355
2029	\$1,778,476	\$218,726
2030	\$1,831,830	\$225,288
2031	\$1,886,785	\$232,046
2032	\$1,943,388	\$239,008
2033	\$2,001,690	\$246,178
2034	\$2,061,741	\$253,563
2035	\$2,123,593	\$261,170
2036	\$2,187,301	\$269,005
2037	\$2,252,920	\$277,076
2038	\$2,320,507	\$285,388
2039	\$2,390,122	\$293,949
2040	\$2,461,826	\$302,768
2041	\$2,535,681	\$311,851
2042	\$2,611,751	\$321,206
2043	\$2,690,104	\$330,843
2044	\$2,770,807	\$340,768
2045	\$2,853,931	\$350,991

As planned service is implemented within the northern section of the RFATS region, the Section 5307 funding allocation for the Charlotte Urbanized Area will increase once demand response service is implemented.

SMTF Funding

State Mass Transit Funds (SMTF) are allocated by the South Carolina Department of Transportation to urbanized areas as a portion of the matching funds needed to access federal transit funding sources (e.g., 5307

funds, etc). Similar to the two 5307 allocations, there are two SMTF amounts for these same two areas. Eligible assistance categories include capital, administration, and operations. Essentially, these categories correspond to the federal program category which the SMTF funds are matching.

SMTF funds are generated from highway use taxes on motor vehicle fuel. As a general rule, this generates approximately \$6 million a year on a statewide basis. Funds are applied for through the Office of Public Transit at SCDOT.

Table 12.4 shows SMTF allocation amounts for the two urbanized areas.

Table 12.4: State Mass Transit Funds

Year	Allocations	
	Rock Hill UA	Charlotte UA
2017	\$136,863	\$113,667
2018	\$140,850	\$116,978
2019	\$144,952	\$120,385
2020	\$149,175	\$123,892
2021	\$153,520	\$127,501
2022	\$157,991	\$131,215
2023	\$162,593	\$135,037
2024	\$167,330	\$138,970
2025	\$172,204	\$143,018
2026	\$177,220	\$147,184
2027	\$182,382	\$151,471
2028	\$187,694	\$155,883
2029	\$193,161	\$160,424
2030	\$198,788	\$165,097
2031	\$204,578	\$169,906
2032	\$210,537	\$174,855
2033	\$216,670	\$179,948
2034	\$222,981	\$185,189
2035	\$229,476	\$190,584
2036	\$236,160	\$196,135
2037	\$243,039	\$201,848
2038	\$250,119	\$207,728
2039	\$257,404	\$213,778
2040	\$264,902	\$220,005
2041	\$272,618	\$226,414
2042	\$280,559	\$233,009
2043	\$288,731	\$239,796
2044	\$297,141	\$246,781
2045	\$305,796	\$253,969

Currently, there are two existing transit services: (1) CATS 82X Express Bus Route; and (2) York County Access Demand Response. A third service, initiation of a fixed route system is planned to begin operations FY 18 (in the Rock Hill Urbanized Area). Operational costs for these three services are listed below in Table 12.6. These costs are expected to grow with inflation (3.5% per year) throughout the life of the plan (see **Table 12.5**).

Table 12.5: Transit Operational Costs

Year	CATS	York County Access	Rock Hill Transit
2017	\$325,913	\$334,276	N/A
2018	\$337,320	\$345,976	\$790,004
2019	\$349,126	\$358,085	\$797,084
2020	\$361,346	\$370,618	\$613,122
2021	\$373,993	\$383,589	\$621,321
2022	\$387,082	\$397,015	\$653,683
2023	\$400,630	\$410,911	\$676,562
2024	\$414,652	\$425,292	\$700,242
2025	\$429,165	\$440,178	\$724,750
2026	\$444,186	\$455,584	\$750,116
2027	\$459,732	\$471,529	\$776,370
2028	\$475,823	\$488,033	\$803,543
2029	\$492,477	\$505,114	\$831,667
2030	\$509,714	\$522,793	\$860,776
2031	\$527,554	\$541,091	\$890,903
2032	\$546,018	\$560,029	\$922,084
2033	\$565,129	\$579,630	\$954,357
2034	\$584,908	\$599,917	\$987,760
2035	\$605,380	\$620,914	\$1,022,331
2036	\$626,568	\$642,646	\$1,058,113
2037	\$648,498	\$665,139	\$1,095,147
2038	\$671,195	\$688,419	\$1,133,477
2039	\$694,687	\$712,513	\$1,173,149
2040	\$719,001	\$737,451	\$1,214,209
2041	\$744,166	\$763,262	\$1,256,706
2042	\$770,212	\$789,976	\$1,300,691
2043	\$797,170	\$817,625	\$1,346,215
2044	\$825,071	\$846,242	\$1,393,333
2045	\$853,948	\$875,861	\$1,442,100

FTA Section 5309 Funding

In addition, the FTA administers the Section 5309 Fixed Guideway Capital Investment Grants (CIG) program. This program provides assistance for fixed-guideway projects such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, ferries, and bus rapid transit projects that feature qualities of rail.

The CIG has four categories of potential eligible projects:

- New Starts:
 - Eligible projects include the design and construction of new fixed-guideways or extensions to fixed guideways.
 - Projects must have a minimum total estimated capital cost of \$300 million or be requesting \$100 million or more in project costs to be funded through CIG.
 - CIG funds can make up no more than 60% of estimated project costs and total Federal funding can make up no more than 80% of estimated project costs.
- Small Starts
 - Eligible projects include design and construction of new fixed-guideway or extensions to fixed-guideways and the design and construction of corridor-based bus rapid transit projects operating in mixed traffic.
 - Projects must have total estimated capital costs of less than \$300 million and be requesting less than \$100 million in CIG funds.
 - CIG funds can make up no more than 80% of estimated project costs and total Federal funding can make up no more than 80% of estimated project costs.
- Core Capacity
 - Eligible projects include the design and construction of corridor-based investment in an existing fixed-guideway system that improves capacity at a minimum of 10% in a corridor that is at capacity or will be in five years.
 - Funding thresholds remain the same as under MAP-21. Projects must have a total estimated cost of less than \$250 million and be requesting less than \$75 million in CIG funds.

- CIG funds can make up no more than 80% of estimated project costs and total Federal funding can make up no more than 80% of estimated project costs.
- Programs of Interrelated Projects
 - Eligible programs include two or more projects that have reasonable connectivity between them and projects will have a majority of their construction timelines overlapping. Projects may include any of the eligible projects covered in New Starts, Small Starts, and/or Core Capacity.
 - CIG funds can make up no more than 80% of estimated project costs and total Federal funding can make up no more than 80% of estimated project costs.

The FAST Act approves a pilot program to streamline the regulatory process for up to eight grants. Federal funds can comprise no more than 25% of estimated total project costs made up of Federal funds. Projects must also feature a public-private partnership funding component. In order for a fixed-guideway project to be recommended by the FTA to Congress for discretionary funding, it must receive favorable ratings on the following “New Starts” criteria:

- Level of mobility improvement provided by the project
- Extent to which land use policies are supportive of rapid transit
- Environmental benefits
- Congestion Relief
- Cost effectiveness
- Economic Development

The local project must receive a favorable rating on the above criteria in comparison to competing projects seeking federal funds throughout the country. Section 5309 funds must be matched by state and local funds. Local matching funds can be cash or cash-equivalent, depending upon the expenditure. Non-cash shares, such as donations, volunteered services, or in-kind contributions, are eligible as local match only if the value of each share is formally documented. Capital assistance grants made to local agencies are funded up to 80% of net project costs, unless the grant recipient requests a lower federal grant percentage.

Any public body is eligible to apply for “Small Starts” funds as long as it has the legal, technical, and financial capacity to carry out the project. If the grant applicant is not expected to be the project operator, the applicant must

demonstrate how the project will be operated and maintained and provide an executed agreement before a Project Construction Grant Agreement can be finalized.

In addition to the aforementioned cost and funding limits, a “Small Starts” bus project must be a corridor-based bus project with the following minimum elements:

- Substantial transit stations,
- Traffic signal priority/pre-emption, to the extent that there are traffic signals along the corridor,
- Branding of the proposed bus service, and
- Ten-minute peak/15-minute off-peak headways or better while operating at least 14 hours per weekday.

Since the enactment of MAP-21 legislation (and continued in the FAST Act), all projects seeking Section 5309 Capital Program funds must be evaluated and rated according to the criteria specified in law either as a New Starts project, a Small Starts project, or a Core Capacity project. (Under previous authorizing laws, projects seeking less than \$25 million in Capital Investment Program funds could be exempt from evaluation and rating if they chose to be, but that option was discontinued in MAP-21.)

As the existing roadway network continues to experience increasing congestion and a reduced level of service (LOS), the need for further discussion about the role and function of a mass transit component continues to increase as one of a range of important strategies for meeting current as well as projected demand levels within the RFATS region.

FTA Section 5310 Funding

The FTA also administers the Section 5310 program. This program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state’s share of the population for these two groups. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Listed below in **Table 12.6** are the Section 5310 allocation amounts.

Table 12.6: Section 5310 Funding

Year	Allocation
2017	\$21,650
2018	\$22,300
2019	\$22,968
2020	\$23,658
2021	\$24,367
2022	\$25,098
2023	\$25,851
2024	\$26,627
2025	\$27,426
2026	\$28,248
2027	\$29,096
2028	\$29,969
2029	\$30,868
2030	\$31,794
2031	\$32,748
2032	\$33,730
2033	\$34,742
2034	\$35,784
2035	\$36,858
2036	\$37,963
2037	\$39,102
2038	\$40,275
2039	\$41,484
2040	\$42,728
2041	\$44,010
2042	\$45,330
2043	\$46,690
2044	\$48,091
2045	\$49,534

Transportation Alternatives Funding

Per the FAST Act, the RFATS region continues to receive an annual allocation of Transportation Alternative (TA) funds from SCDOT to implement improvements to facilities for bicycles and pedestrians. MPOs are able to use up to 50% of sub-allocated TA funds to any Surface Transportation Block Grant purpose so long as a competitive project selection process is maintained. This includes activities that would have been funded under the

Safe Routes to School program (now rolled into TA). Listed below in **Table 12.7** are the TA allocation amounts.

Table 12.7: Transportation Alternatives Program Funding

Year	Allocation
2017	\$110,833
2018	\$114,158
2019	\$117,583
2020	\$121,110
2021	\$124,744
2022	\$128,486
2023	\$132,340
2024	\$136,311
2025	\$140,400
2026	\$144,612
2027	\$148,950
2028	\$153,419
2029	\$158,021
2030	\$162,762
2031	\$167,645
2032	\$172,674
2033	\$177,854
2034	\$183,190
2035	\$188,686
2036	\$194,346
2037	\$200,177
2038	\$206,182
2039	\$212,367
2040	\$218,739
2041	\$225,301
2042	\$232,060
2043	\$239,021
2044	\$246,192
2045	\$253,578

Congestion Mitigation and Air Quality (CMAQ) Program

The use of CMAQ funds is also a permissible source of transit start-up and initial operating funding to enhance area mobility and transportation system efficiency through the use of public transportation. Although a smaller source of funding, it can nonetheless be considered as one element of transitional

funding for further transit service development. Listed below in **Table 12.8** are the CMAQ allocation amounts.

Table 12.8: Congestion Mitigation and Air Quality Program Funding

Year	CMAQ
2017	\$2,630,000
2018	\$2,690,000
2019	\$2,760,000
2020	\$2,830,000
2021	\$2,900,000
2022	\$2,970,000
2023	\$3,050,000
2024	\$3,120,000
2025	\$3,200,000
2026	\$3,280,000
2027	\$3,360,000
2028	\$3,450,000
2029	\$3,530,000
2030	\$3,620,000
2031	\$3,710,000
2032	\$3,800,000
2033	\$3,900,000
2034	\$4,000,000
2035	\$4,100,000
2036	\$4,200,000
2037	\$4,300,000
2038	\$4,410,000
2039	\$4,520,000
2040	\$4,630,000
2041	\$4,750,000
2042	\$4,870,000
2043	\$4,990,000
2044	\$5,120,000
2045	\$5,240,000

State Infrastructure Bank

The South Carolina State Infrastructure Bank is an institution established to select and assist in financing major qualified projects by providing loans and other financial assistance to government units as well as private entities for constructing and improving highway and transportation facilities necessary for public purposes. These funds are potentially available for use in transit

projects. Transit projects are only eligible for capital expenditures for transit equipment and facilities. No transit projects have been funded through the SIB.

Summary and Recommendations

Summary of Key Points

- Transportation needs in most, if not all localities far exceed the funding resources available,
- Revenue is provided through Federal, State and Local programs,
- “Year of Expenditure” costs were determined by assuming a 2.5% inflation rate per SCDOT,
- By reviewing revenues versus costs, a cost constrained financial plan can be developed to address mobility needs in the RFATS Study Area.

Recommendations

- Assist York County in pursuing a fourth “Pennies for Progress” program,
- Develop plans, regulations, policies, and procedures to protect future thoroughfare and collector street corridors and require contributions from developers,
- Assist City of Rock Hill in operating a new Fixed Bus Route System,
- Continue to monitor the roadway congestion and evaluate mass transit opportunities,
- Continue the Capital Sales and Use Tax Program as a local funding source to leverage federal and state funds for road improvements,
- Continue to integrate new and/or improved pedestrian and bicycle facilities along with road improvements proposed in the “Pennies for Progress” program,
- Assist York County in supporting the South Carolina State Infrastructure Bank (SIB) for funding the I-77 Corridor Interchange Project.