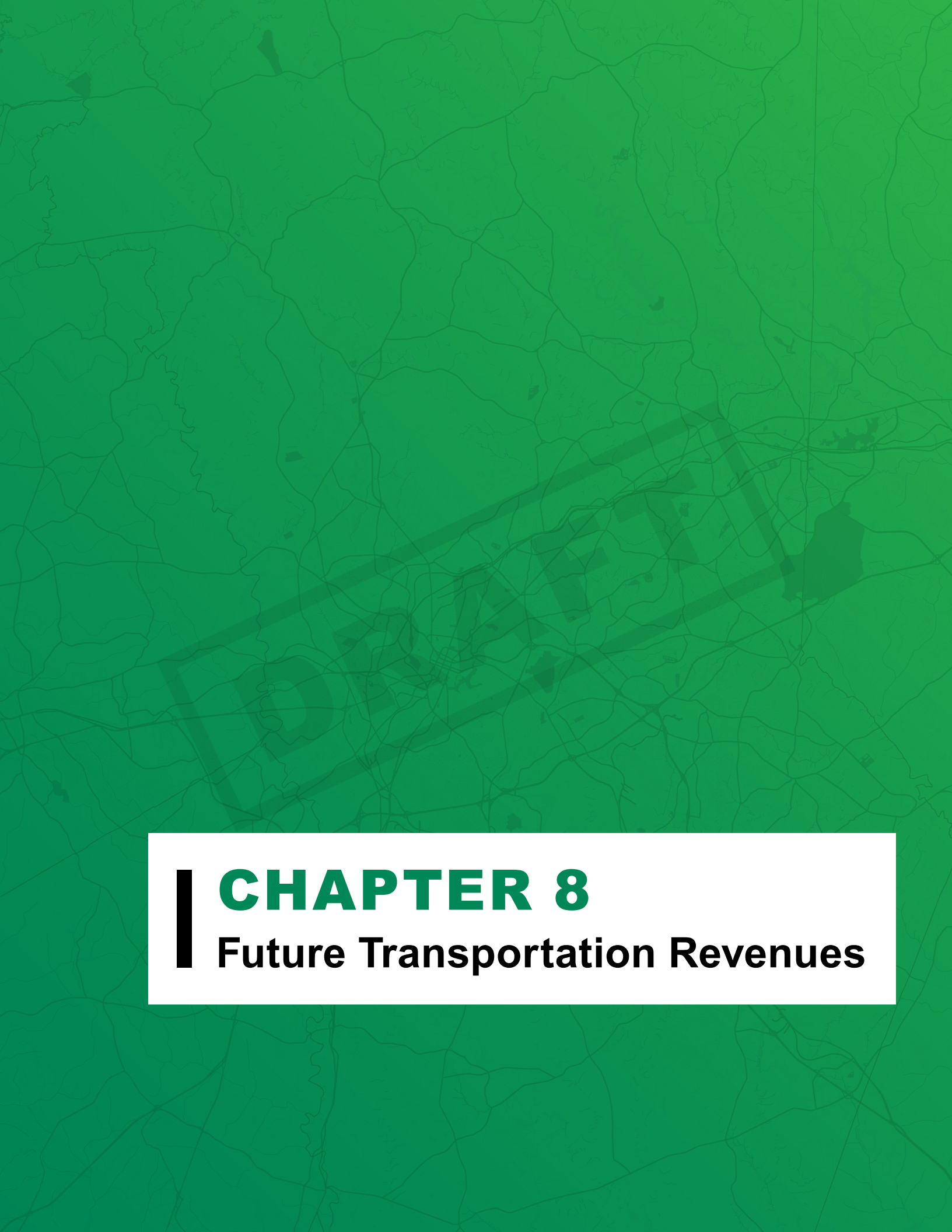


Greenville-Pickens Area
Transportation Study

HORIZON 2050 LONG RANGE TRANSPORTATION PLAN

OCTOBER 2026





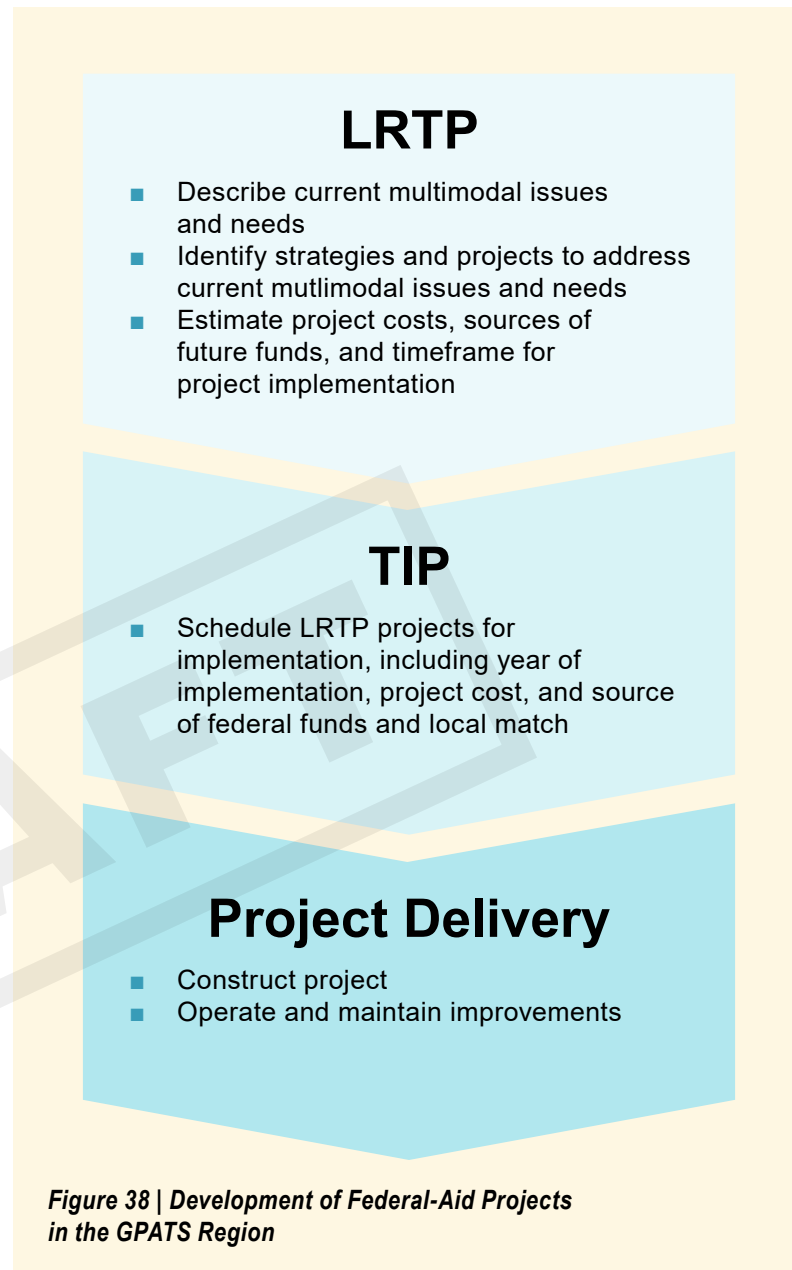
CHAPTER 8

Future Transportation Revenues

CHAPTER 8: FUTURE TRANSPORTATION REVENUES

Federal metropolitan transportation planning requirements related to the preparation of LRTPs require the development of a fiscally constrained plan. The fiscally constrained plan serves as the roadmap for the LRTP by identifying the projects and investments, including a timeframe for their implementation, that GPATS can reasonably expect to fund based on anticipated future federal, state, and local transportation revenues.

The process for developing the LRTP's fiscally constrained plan began with a review of GPATS' historic funding documents such as the biennial TIP, which is a short-range program that schedules projects to be funded using federal transportation dollars within the GPATS region over the following 10 years. The TIP serves as the link between GPATS' long-range and short-range planning efforts, as projects included in the TIP must first be identified in the LRTP. **Figure 38** demonstrates the process for how federally funded projects are implemented in the GPATS region.



Key Funding Sources

GUIDESHARE PROGRAM

The primary source of funding for multimodal improvements in the GPATS region comes from SCDOT's RMP, often referred to as the Guideshare Program. The RMP allocates annual FHWA and SCDOT funds that are set aside by the SC Transportation Commission for use by the state's MPOs and COG. RMP funds are administered to each MPO and COG via a formula based on population. MPOs are allocated RMP funds based on their urbanized area or urban cluster populations while COGs are allocated RMP funds based on their county populations outside of MPO study areas.

Today, the RMP allocates a total of \$238 million, referred to as Guideshare Funding, to the state's MPOs and COGs. This annual funding level reflects a recent increase made by SCDOT that escalated the annual RMP from a 2024 level of \$213 million to the current level of \$238 million for the year 2025. SCDOT notes that the future RMP funding level will remain at \$238 million unless adjusted and approved by the state.

As RMP revenues provide the majority of GPATS annual funds for multimodal transportation improvements, the historic funding trends and projected future revenues that comprise the basis for the LRTP's fiscally constrained plan will focus on the RMP.

OTHER SOURCES OF MULTIMODAL TRANSPORTATION FUNDS

Additional sources of federal and state dollars are used to fund projects in the GPATS region and supplement GPATS' annual RMP Guideshare allocations. The majority of non-Guideshare funded projects are located on the region's Interstate System. SCDOT is responsible for identifying and funding Interstate projects and coordinates with

GPATS when Interstate projects are programmed. Additional state programs that fund projects in the region include SCDOT's Pavement Program, Bridge Program, and Safety Program.

The Transportation Alternatives Program (TAP) is a key funding source for non-motorized transportation projects in the GPATS region. **Eligible TAP activities include:**

- On-road and off-road trail facilities for transportation purposes for pedestrians, bicyclists, and other non-motorized forms of transportation
- Projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- Safe Routes to Schools Infrastructure
- Projects listed in applicable SCDOT, COG/ MPO non-motorized transportation, bicycle, or other related plans
- Projects that meet SCDOT's Complete Streets Departmental Directive
- Projects that connect and develop documented regional or statewide non-motorized transportation networks

South Carolina's General Assembly established the South Carolina Transportation Infrastructure Bank (SCTIB) in 1997 to select and assist in financing major qualified projects through the provision of loans and other financial assistance for the purpose of constructing and improving highway and transportation facilities necessary for public purposes such as economic development.

Historic Funding Trends

Historic Guideshare allocations for GPATS were reviewed to understand recent trends related to annual funding levels and how GPATS programs their annual Guideshare allocations.

Guideshare allocations for the years 2021 through 2025 were obtained from SCDOT and are shown in [Figure 39](#). GPATS Guideshare allocation for the year 2021 was just over \$18 million and rose to nearly \$29.2 million in 2025.

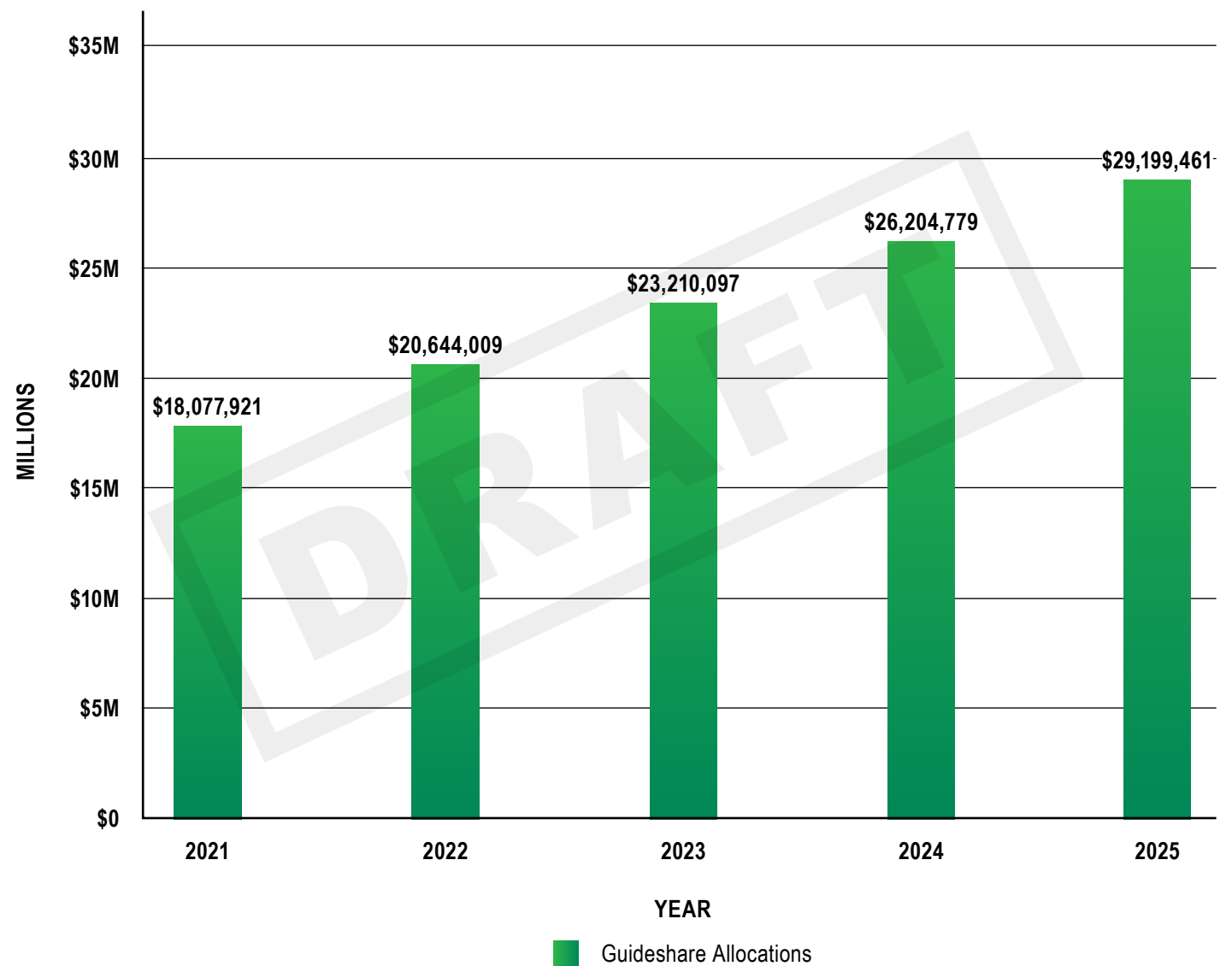


Figure 39 | GPATS Annual Guideshare Program Allocations (SCDOT)



GPATS has established funding targets for the purpose of administering RMP Guideshare funds each year. The funding targets are modal-based and guide how the annual Guideshare allocations are programmed. The amount of annual Guideshare funds allocated to GPATS funding targets are shown in **Figure 40** and include:

- **Roadway Corridors:** Widening projects, new location projects, access management projects, and road diets.
- **Intersections:** Intersection and interchange projects that improve safety or capacity.
- **Bicycle/Pedestrian:** On- or off-street projects independent of other roadway improvements.
- **Transit:** Transit capital projects; this category does not include transit operations or maintenance projects.
- **Signal Upgrades:** Signal installation, signal improvements, signal retiming, and ITS projects.

Future Year Revenue Forecasts

Reasonably expected future Guideshare revenues were projected through 2050 to establish the LRTP's fiscally constrained plan.

ASSUMPTIONS & APPROACH

The process of projecting future Guideshare revenues for the GPATS region began with the identification of the key assumptions for guiding the process. The LRTP's Guideshare projections assume an annual growth rate of 2%, consistent with SCDOT assumptions for projecting future federal funds availability in the Momentum 2050, the state's 2050 Multimodal Transportation Plan.¹¹

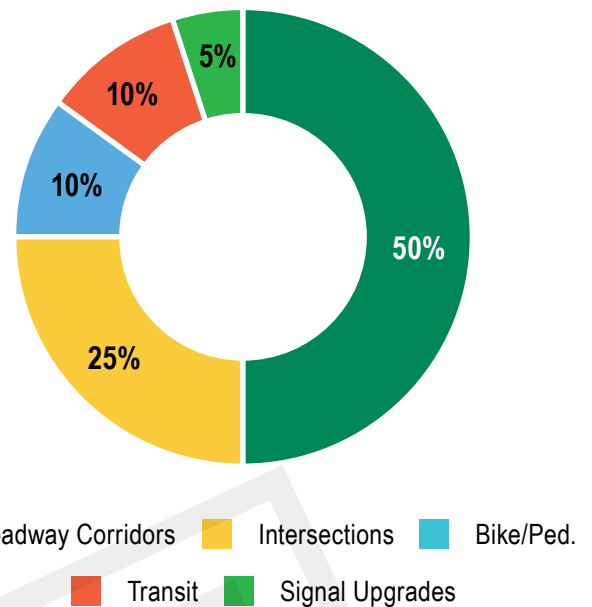


Figure 40 | RMP GPATS Guideshare Funding Targets (GPATS)

Guideshare revenue projections used the 2026 level of \$29,199,461 as the baseline year for launching the calculations of reasonably expected future revenues. This revenue level was held constant for each year through 2034 to reflect the region's current GPATS TIP assumptions. The LRTP projections assume that, starting the year 2035, a 2% annual growth rate was applied to project Guideshare revenues for the year 2035 through the year 2050.

The projected Guideshare revenues were organized into LRTP time bands to guide the implementation periods associated with the fiscally constrained plan. The time bands identified are:

- Current TIP: 2026–2032
- Short-term: 2033–2036
- Mid-term: 2037–2043
- Long-term: 2044–2050

¹¹[SCDOT, Momentum 2050: Moving South Carolina Forward. https://movingsouthcarolinaforward.com/wp-content/uploads/2025/06/SCDOT-Statewide-Multimodal-Transportation-Plan-Version-16.pdf](https://movingsouthcarolinaforward.com/wp-content/uploads/2025/06/SCDOT-Statewide-Multimodal-Transportation-Plan-Version-16.pdf)

An additional assumption impacting the forecasted Guideshare revenues was the full dedication of GPATS annual Guideshare revenue allocations for the years 2026 through 2032 towards funding of the Woodruff Road Congestion Relief Program. This assumption results in the removal of Guideshare revenues available to GPATS for other investments during each year of this period. Further detail on the impacts of this assumption are discussed below.

The LRTP time bands are used to direct the fiscally constrained plan and develop future year-of-expenditure (YOE) costs for individual projects included in the fiscally constrained plan.

GPATS PROJECTED REVENUES

The resulting Guideshare revenue projections for the GPATS region for the years 2033 through 2050 are summarized by LRTP time band in [Table 14](#). As noted above, the dedication of GPATS full Guideshare Program revenues to the Woodruff Road Congestion Relief Program between 2026 and 2032 removes the amounts available to GPATS for the year 2032, which is reflected in amount of forecasted funds shown in the short-term period. Accounting for this assumed dedication of Guideshare Program funds in 2032, the application of a 2% annual growth rate results in short-term revenues amounting to \$118.6 million while mid-term revenue projections are approximately \$230.4 million. Long-term revenue projections are approximately \$264.5 million. Overall, the reasonably expected amount of Guideshare funding to be available to GPATS over the life of the 2050 LRTP is \$613.5 million.

LRTP TIME BAND	FORECASTED GUIDESHARE FUNDING
Short-term (2033–2036)*	\$118,561,491
Mid-term (2037–2043)	\$230,363,921
Long-term (2044–2050)	\$264,615,734
Total	\$613,541,147

**Forecasted Guideshare Program funds for the short term remove anticipated funds for the year 2032 as these will be dedicated to the Woodruff Road Congestion Relief Program.*

Table 15 | Projected Guideshare Revenues for the GPATS Region (2032–2050)

REASONABLY EXPECTED FUTURE REVENUES FOR FISCAL CONSTRAINT

The final step in the development of the LRTP's fiscally constrained plan was to allocate the projected revenues presented in [Table 14](#) into the modal breakouts based on the funding splits shown in [Figure 41](#). Based on the funding splits, the resulting allocations for roadway corridors, intersections, bicycle/pedestrian, transit, and signal upgrade projects by LRTP time band equal the totals shown in [Figure 41](#).

Roadway Corridors

Projected revenues for roadway corridor projects, under a 50% future Guideshare Program funding split, amount to a total of approximately \$306.8 million between 2033 and 2050. Short-term roadway corridor revenue projections are approximately \$59.3 million while \$115.2 million in projected Guideshare Program revenues are anticipated for the mid term. Long-term roadway corridor revenues were projected to equal \$132.3 million.

Intersections

Projected revenues for intersection projects, under a 25% future Guideshare Program funding split, amount to a total of approximately \$153.4 million between 2033 and 2050. Short-term intersections revenue projections are \$29.6 million while nearly \$57.6 million in projected Guideshare Program revenues are anticipated for the mid term. Long-term intersections revenues were projected to equal roughly \$66.2 million.

Bicycle/Pedestrian

Projected revenues for bicycle/pedestrian projects, under a 10% future Guideshare Program funding split, amount to a total of approximately \$61.4 million between 2033 and 2050. Short-term bicycle/pedestrian revenue projections are \$11.9 million while \$23 million in projected Guideshare Program revenues are anticipated for the mid-term. Long-term bicycle/pedestrian revenues were projected to equal roughly \$26.5 million.

Transit

Projected revenues for transit projects, under a 10% future Guideshare Program funding split, amount to a total of approximately \$61.4 million between 2033 and 2050. Short-term transit revenue projections are \$11.9 million while \$23 million in projected Guideshare Program revenues are anticipated for the mid term. Long-term transit revenues were projected to equal roughly \$26.5 million.

Signal Upgrades

Projected revenues for signal upgrade projects, under a 5% future Guideshare Program funding split, amount to a total of \$30.7 million between 2033 and 2050. Short-term signal upgrades revenue projections are approximately \$5.9 million while \$11.5 million in projected Guideshare Program revenues are anticipated for the mid term. Long-term signal upgrade revenues were projected to equal \$13.2 million.

Operations & Maintenance

SCDOT manages its own resurfacing and bridge program separate from programs conducted by the state's MPOs. Road and bridge repair and maintenance conducted with GPATS funding is generally conducted under a larger corridor or intersection project.

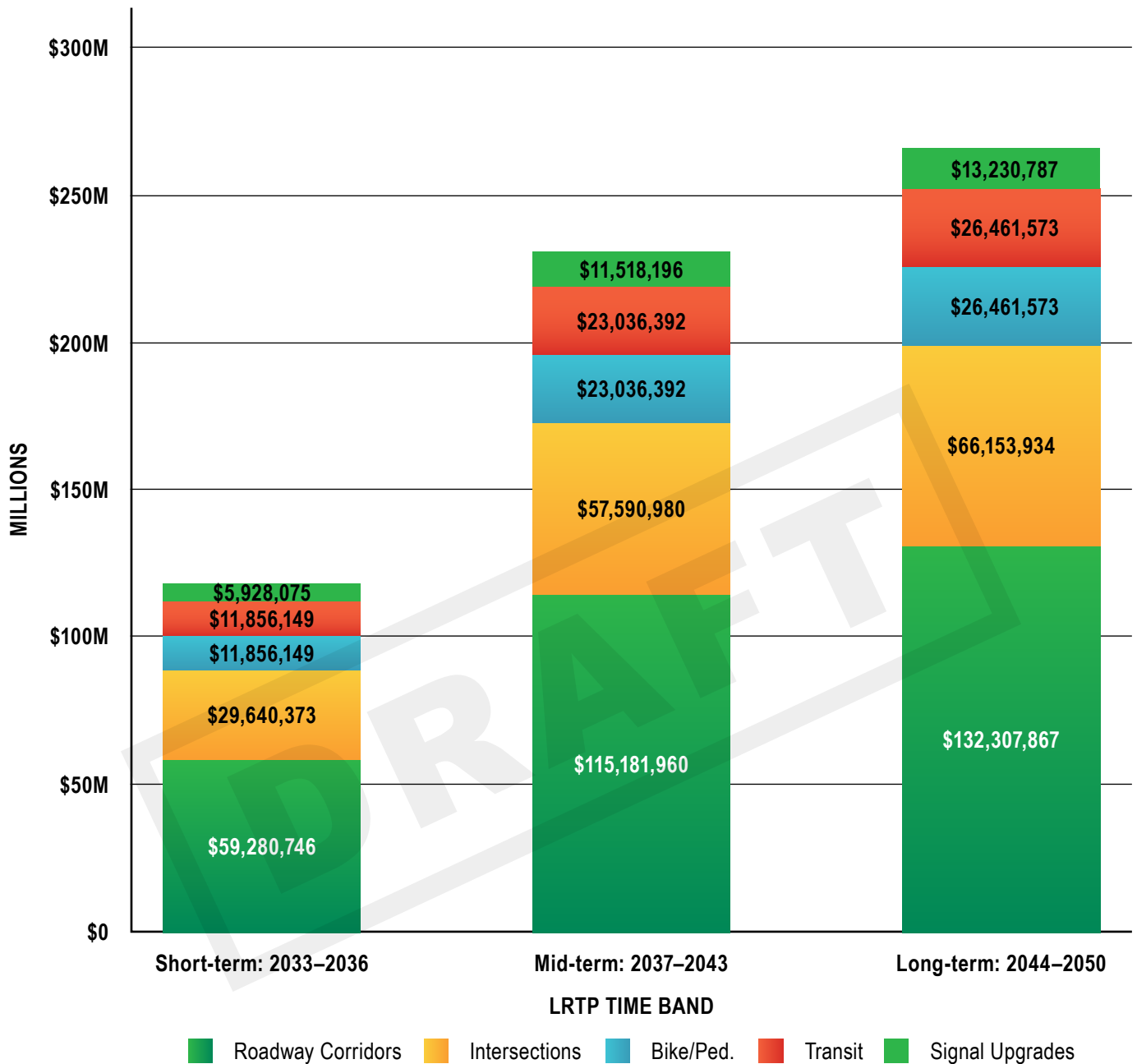


Figure 41 | Projected Guideshare Revenue Funding Splits by LRTP Time Band (2033–2050)



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