

10: FINANCIAL PLAN & IMPLEMENTATION

INTRODUCTION

Transportation planning has a rich history of balancing a technical approach to transportation planning with the engagement of the public and elected leaders in the decision-making process. However, there is often a disconnect between public policy and these approaches. This can make it difficult to evaluate how well the transportation system addresses the community's needs and how well future transportation projects may improve the quality of life in the community. The GPATS Horizon 2040 Long-Range Transportation Plan serves as the region's long-range transportation strategy.

In accordance with state and federal requirements, this plan is also required to be financially constrained. The intent of this process is to demonstrate how the projects that have been recommended and prioritized can realistically be funded during the life of the plan. Due to limited funding for transportation projects, it is critical that measures be taken to ensure that appropriate projects and programs are prioritized and eventually implemented. To do this, it is essential to pair a reasonable expectation of future funding levels with a series of estimated project costs, and to have a consistent set of assumptions that address needs for all modes of travel. The financially constrained plan allows GPATS and supporting agencies to focus on near-term opportunities and to identify strategies that translate into plan implementation.

This chapter discusses the process used to determine financial constraint, including project prioritization and estimated revenues. The overall condition of the region is also explored through a discussion of performance measurement.

Elements of the Horizon 2040 Financial Plan and Implementation Chapter

- Roadway Project Prioritization
- Financial Plan Development

ROADWAY PROJECT PRIORITIZATION

Chapter 4 of the Horizon 2040 Long-Range Transportation Plan introduced the plan's proposed roadway recommendations, along with the methodology that guides their prioritization. Using this combination of qualitative and quantitative metrics, each corridor and intersection project was assessed for its relative performance. It is important to note that the prioritized projects shown here are not financially constrained. Projects are grouped initially into near-term, mid-term, and long-term improvements regardless of available revenues. The prioritization process is intended to serve as a tool that allows for flexibility in the order in which projects are implemented, rather than proceeding in strict rank order. This flexibility allows GPATS to most efficiently use their available revenues. Finally, although bicycle, pedestrian, and transit projects were independently prioritized, GPATS will seek to implement these improvements concurrent with roadway enhancements where these projects align. This approach is most cost-effective and minimizes construction impacts to the surrounding network.

The following tables display the near-term, mid-term, and long-term prioritized projects for both corridors and intersections. Projects are shown in ranked order within each project list.

Project Scoring

Each project was scored based on an SCDOT-driven process, which is standardized across the state. A project receives an individual score in each category according to its performance in that category, scored on a scale of 1 (worst) to 10 (best). Different types of projects are ranked against the same criteria, but each category is weighted differently, providing each project with a separate "weighted score." Projects are then ranked according to this measure. For more information on the prioritization process, see the Horizon 2040 Appendix D (see <http://www.gpats.org/plans/horizon2040>).

- **Environmental Impacts:** based on an assessment of potential impacts to natural, social, and cultural resources.
- **Truck Traffic:** based on current truck percentages.
- **Economic Development:** determined using the Transportation, Distribution, and Logistics (TDL) tool developed by Clemson University. The tool assesses the economic development impact of transportation infrastructure projects.
- **Located on a priority network:** based on a project's location in relationship to defined priority networks.
- **Consistency with Local Land Use Plans:** Verification of consistency with local land use plans is confirmed during the STIP process.
- **Traffic Volume and Congestion:** based on current and future traffic volumes and the associated level-of-service condition.
- **Alternative Transportation Solutions:** confirmed during the National Environmental Policy Act (NEPA) process.
- **Public Safety:** based on an accident rate that is calculated by the total number of crashes within a given road segment divided by the traffic volume and multiplied by the number of years.
- **Geometric Alignment Status:** based on an assessment of the intersection's functionality and operational characteristics.
- **Financial Viability:** based on estimated project cost in comparison to the six-year Statewide Transportation Improvement Program (STIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding
- **Pavement Quality Index:** The PQI score is based on pavement condition assessments.

ID	Road Name	From	To	Type	Cost (Millions)	Weighted Score	Ranking
Near-term Corridor Improvements							
37	Garlington Rd	SC-153	Roper Mountain Rd	Widening	\$8.55	8.53	1
94	US 29/Mills Ave	Augusta St	Stevens St	Corridor Improvements	\$2.52	8.45	2
11	Grove Rd	US 25	W. Faris Rd	Widening	\$9.81	8.45	3
100	Laurens Rd	I-85	Innovation Dr	Corridor Improvements	\$6.94	8.4	4
118	Academy St/US 123	Pendleton St	Washington Ave	Corridor Improvements	\$7.64	8.25	5
92	Wade Hampton Blvd	Pine Knoll Dr	Reid School Rd	Access Management	\$10.45	7.95	6
10	Woodruff Rd	Miller Rd	Smith Hines Rd	Widening	\$5.37	7.75	7
88	SC 357/Arlington Rd	Study area boundary	E Wade Hampton Blvd	Widening	\$27.03	7.72	8
20	Bridges Rd	E Butler Rd	Holland Rd	Widening	\$4.59	7.55	9
91	N Pleasantburg Dr/Pine Knoll Dr	I-385	Wade Hampton Blvd	General Improvements	\$4.61	7.55	10
43	Pine Knoll	Wade Hampton Blvd	Rutherford Rd	Access Management	\$3.28	7.48	11
22	US 123	Liberty Dr	Powdersville Rd	Widening	\$22.32	7.25	12
98	White Horse Rd	US 123	Augusta Rd	Corridor improvements	\$14.87	7.25	13
41	Anderson Rd	SC-153	White Horse Road	Widening	\$19.48	7.15	14
107	White Horse Rd	Broadway Dr	Pendleton Rd	Access Management	\$2.52	7.1	15
99	N Pleasantburg Dr	Poinsett Hwy	Rutherford Rd	Access Management	\$5.24	6.95	16
109	US 276 (N Main St)	Knollwood Dr	Owens Ln	General Improvements	\$2.23	6.9	17
42	SC-86	Sc 81	Piedmont Hwy	Road Diet	\$15.49	6.82	18
72	Black Snake/Adger/135	Liberty Dr	SC 8	General Improvements	\$6.36	6.75	19
95	Cedar Lane/Pete Hollis Blvd	W Parker Rd	Buncombe St	General Improvements	\$9.39	6.7	20
128	I-385	Laurens Rd (US 276)	Roper Mountain Rd (S-548)	Corridor Improvements	\$11.46	6.68	21
121	US-123	Easley	Greenville	Corridor Improvements	\$15.75	6.52	22
114	Main St	Clayton St	Anderson Hwy	Widening	\$25.72	6.43	23
40	SC-418	Durbin Rd	I-385	Widening	\$12.19	6.35	24
59	Fork Shoals Rd	Ashmore Bridge Rd	W Georgia Rd	Widening	\$19.36	6.25	25
58	SE Main St	W Fernwood Dr	Fairview Rd	Corridor Improvements	\$5.14	6.08	26
124	SC-101	SC-290	SC-296	Access Management	\$46.48	6.07	27
97	W Faris Rd	Augusta Rd	Grove Rd	Widening	\$3.81	6	28
90	Old Spartanburg Rd/Enoree Rd	Brushy Creek Rd	S Batesville Rd	Corridor Improvements	\$10.88	5.95	29
89	Haywood Rd	Pelham Rd	E North St	Corridor Improvements	\$2.97	5.9	30
51	Edwards Rd	Wade Hampton Blvd	Howell Rd	Corridor Improvements	\$9.84	5.9	31
112	US-123	College Ave	US 76	Corridor Improvements	\$2.22	5.85	32
23	Beattie/College Corridor	N Academy St	Church St	Modernization	\$0.97	5.8	33
102	Stone Ave	Rutherford St	N Church St	Widening	\$2.66	5.8	34
105	US-25	N study area boundary	Tigerville Rd	General Improvements	\$11.87	5.75	35
70	S. Buncombe Rd	Pleasant Dr	SC 80	Corridor Improvements	\$2.25	5.73	36
39	Powdersville Rd/Old Pendleton Rd	US 123	SC 153	General Improvements	\$9.78	5.68	37
96	Augusta Rd	Mauldin Rd	Faris Rd	Widening	\$4.06	5.6	38
35	Boiling Springs Rd	Devenger Rd	Pelham Rd	New Roadway	\$2.56	5.58	39
55	SC-418	I-385	Fork Shoals	Widening	\$48.67	5.52	40

ID	Road Name	From	To	Type	Cost (Millions)	Weighted Score	Ranking
Mid-term Corridor Improvements							
129	Mauldin Rd/W Butler Rd (S-107)	Ridge Rd (S-435)	N Main St (US276)	Corridor improvements	\$13.29	5.45	42
15	Howell Rd	E North St	Edwards Rd	Widening	\$7.28	5.4	43
106	Blue Ridge Rd	White Horse Rd	Agnew Rd	Corridor improvements	\$2.29	5.4	44
79	SC-76	Pendleton Rd	S-39-343	General Improvements	\$3.26	5.3	45
50	Fairview St	N Nelson Dr	N Main St	Widening	\$6.89	5.28	46
14	Us 29	Sheriff Mill Rd	SC-135	Widening	\$50.28	5.25	47
67	Garlington Rd	Roper Mountain Rd	Pelham Rd	General Improvements	\$4.78	5.1	48
119	McDaniel Ave Bridge	Current bridge extents	Current Bridge Extents	Bridge Rehab	\$1.00	5.02	49
78	Prince Perry Rd	Saluda Dam Rd	Rolling Hill Circle	Widening	\$7.96	4.98	50
73	David Stone Road	US 178	SC 8	Widening	\$3.48	4.98	51
18	Conestee Rd	Mauldin Rd	Fork Shoals Rd	Widening	\$7.48	4.97	52
103	Brushy Creek Rd	Hudson Rd	Alexander Rd	Widening	\$8.47	4.97	52
116	E Faris Rd	Augusta St	Cleveland St	Corridor Improvements	\$4.73	4.95	54
17	Fairview Rd	SC 418	New Harrison Bridge Rd	General Improvements	\$2.66	4.93	55
69	Hammett Bridge Rd	E Suber Rd	S Buncombe Rd	Widening	\$6.79	4.92	56
83	Issaqueena Trail	US 123	Pendleton Rd	Widening	\$9.33	4.88	57
110	Woodruff Rd	Woodruff Lake Way	Scuffletown Rd	Access Management	\$1.39	4.85	58
125	Brockman McClimon Rd	SC-101	SC-296	Corridor Improvements	\$30.31	4.8	59
62	SC-253	White Horse Rd	Agnew Rd	Widening	\$1.15	4.7	60
68	US-178	Carolina Dr	US 123	Widening	\$7.25	4.7	60
57	Miller Rd	Corn Rd	Murray Dr	Widening	\$6.60	4.68	62
81	Pendleton Rd	SC 76	Issaqueena Trail	Widening	\$7.71	4.68	62
27	Scuffletown Rd	Woodruff Rd	Jonesville Rd	General Improvements	\$8.77	4.67	64
47	E. Butler Rd	Woodruff Rd	Verdin Rd	Widening	\$3.71	4.65	65
49	Fork Shoals Rd	White Horse Rd	Ashmore Bridge Rd	Widening	\$16.17	4.45	68
56	West Georgia Rd	Kemet Way	College St	Corridor Improvements	\$3.57	4.35	69
84	Berkley Dr	W Main St	Issaqueena Trail	Widening	\$10.78	4.28	70
31	Roper Mountain Rd	SC 14	Pelham	General Improvements	\$2.53	4.15	71
34	SC-253	Reid School Rd	Sandy Flat Rd	Widening	\$3.46	4.07	72
53	Ashmore Bridge Rd	Fork Shoals Rd	Butler Rd	General Improvements	\$9.00	4.07	72
16	Miller Rd	Woodruff Rd	Bridges Rd	General Improvements	\$5.44	4.05	74
127	West Georgia Rd (S-541)	US 25	Reedy Fork Rd (S-50)	Widening	\$12.36	4.03	75
13	SC-8	St. Paul Rd	Anderson Hwy	Corridor Improvements	\$15.12	4	76
24	W. Main St	Academy St	Hamilton St	Widening	\$5.41	3.95	77
30	Batesville Rd	Woodruff Rd	Pelham Rd	Widening	\$5.87	3.93	78
54	Hudson Rd	Devenger Rd	Pelham Rd	Widening	\$6.30	3.83	79
61	SC-290	Hwy 101	Sandy Flat Rd	Widening	\$29.40	3.82	80
25	Woodruff Rd	S Bennets Bridge Rd	Lee Vaughn Rd	General Improvements	\$6.38	3.8	81
12	Farrs Bridge Rd	Hamburg Rd	Groce Rd	Corridor Improvements	\$21.67	3.77	82
76	SC-81	SC-153	Old Williamston Rd	Widening	\$23.50	3.75	83

ID	Road Name	From	To	Type	Cost (Millions)	Weighted Score	Ranking
Long-term Improvements							
65	SC-101	Milford Church Rd	Locust Hill Rd	Widening	\$12.71	3.72	84
108	Old Buncombe Rd	E Blue Ridge Dr	Pete Hollis Blvd	Road Diet	\$3.01	3.63	85
130	S-272 W Georgia Rd Over Reedy River (S-541)	Current bridge extents	Current bridge extents	Bridge Rehab	\$0.12	3.62	86
29	E. Georgia Rd	Hunter Rd	Lee Vaughn Rd	Widening	\$5.29	3.53	87
87	Gibbs Shoals Rd	S Batesville Rd	SC 14	Corridor Improvements	\$15.38	3.37	90
93	Stallings Road	Rutherford Rd	Reid School Rd	Corridor Improvements	\$7.00	3.35	91
75	Quillen Ave	N Main St	Speedway Dr	Widening	\$4.59	3.35	92
123	Sandy Springs Rd	West Georgia Rd	US-25	Corridor Improvements	\$3.25	3.3	93
71	Brushy Creek Rd	Crestview Rd	St. Paul Rd	General Improvements	\$6.40	3.25	94
138	West Georgia Rd (S-272)	Fork Shoals Road (S-146)	Reedy Fork Rd (S-50)	Widening	\$10.34	3.25	94
77	St. Mark Rd	Wade Hampton Blvd	Locust Hill Rd	General Improvements	\$4.95	3.15	96
45	Farrs Bridge Rd	SC-135	Hamburg Rd	General Improvements	\$10.26	3.12	97
19	Harrison Bridge Rd	W Georgia Rd	Fairview Rd	Widening	\$22.46	3.1	98
85	Milford Church Rd	Locust Hill Rd	N Hwy 101	Widening	\$15.64	3.02	99
21	Bennetts Bridge Rd	Woodruff Rd	Brockman McClimon Rd	Widening	\$19.18	3	100
137	West Georgia Rd (S-272)	E Standing Springs Rd (Local)	Fork Shoals Rd (S-146)	Widening	\$16.34	2.95	101
80	N. Rutherford Rd	Wade Hampton Blvd	Locust Hill Rd	General Improvements	\$3.59	2.75	104
131	US 25 NB Bridge Over Saluda River	Current bridge extents	Current bridge extents	Bridge Rehab	\$0.40	2.7	105
60	Forrester Dr	Bi-Lo Blvd	Millennium Blvd	Widening	\$8.81	2.63	106
28	Five Forks Rd	SC 14	Woodruff Rd	Widening	\$8.51	2.63	107
136	West Georgia Rd (S-272)	Neely Ferry Rd (Local)	E Standing Springs Rd (Local)	Widening	\$5.47	2.63	107
101	E Perry Rd	Poinsett Highway	E Blue Ridge Dr	Closure	\$0.17	2.55	109
32	Anderson Ridge Rd	Roper Mountain Rd	S Bennets Bridge Rd	Widening	\$1.93	2.43	110
115	Main St	Secore Rd	Hampton Ave	Corridor Improvements	\$2.82	2.35	111
104	Fews Bridge Rd	Mountain View Rd	N Highway 101	General Improvements	\$8.18	2.17	112
44	Saluda Dam Rd/Olive St	W Main St	Prince Perry Dr	Widening	\$19.51	2.12	116
52	SC-133	Six Mile Hwy	Pike Rd	Widening	\$9.13	2.12	116
122	Garrison Rd	West Georgia Rd	US-25	Corridor Improvements	\$8.55	2.02	118
137	West Georgia Rd (S-272)	E Standing Springs Rd (Local)	Fork Shoals Rd (S-146)	Widening	\$16.34	2.45	108
32	Anderson Ridge Rd	Roper Mountain Rd	S Bennets Bridge Rd	Widening	\$1.93	2.43	109
115	Main St	Secore Rd	Hampton Ave	Corridor Improvements	\$2.82	2.35	110
136	West Georgia Rd (S-272)	Neely Ferry Rd (Local)	E Standing Springs Rd (Local)	Widening	\$5.47	2.33	111
104	Fews Bridge Rd	Mountain View Rd	N Highway 101	General Improvements	\$8.18	2.17	112
63	Holly Ridge Rd	New Roadway		New Roadway	\$3.98	2.15	113
64	Ben Hamby Ext	New Roadway		New Roadway	\$6.39	2.15	113
120	SC-153 Extension Phase 3	New Roadway		New Roadway	\$12.77	2.15	113
44	Saluda Dam Rd/Olive St	W Main St	Prince Perry Dr	Widening	\$19.51	2.12	116
52	SC-133	Six Mile Hwy	Pike Rd	Widening	\$9.13	2.12	116
122	Garrison Rd	West Georgia Rd	US-25	Corridor Improvements	\$8.55	2.02	118

Intersection Improvements

ID	Road 1	Road 2	Cost (Millions)	Weighted Score	Ranking
Near-term Intersection Improvements					
107	Roper Mountain Rd	I-385	\$3.50	7.7	1
117	Haywood Dr	Pelham Rd	\$3.00	7.25	2
116	Pleasantburg Dr	Rutherford Rd	\$3.50	6.9	3
72	White Horse Rd	W Blue Ridge Rd	\$3.50	6.8	4
81	E Blue Ridge Dr/State Park Rd	Poinsett Hwy	\$3.50	6.8	4
121	Larens Rd	Woodruff Rd	\$3.50	6.8	4
90	Rutherford St	James St/W Earle St	\$3.50	6.7	7
96	Hwy 93	Hwy 123	\$3.50	6.6	8
101	SC 8	Murray St	\$3.50	6.5	9
124	Pelham Rd	E North St	\$3.50	6.5	10
113	Pleasantburg Dr	Antrim Dr	\$3.50	6.4	11
114	Academy St	Pendleton St	\$3.50	6.4	11
125	Laurens Rd	Verdae Blvd	\$3.50	6.4	11
126	Roper Mountain Rd	Independence Blvd	\$3.50	6.4	11
106	Haywood	I-385	\$3.50	6.3	15
109	Academy St	North St	\$3.50	6.3	16
119	Augusta St	Church st	\$3.50	6.3	16
112	Pleasantburg Dr	Century Dr/Villa Rd	\$3.50	6.25	18
115	Pleasantburg Dr	Mauldin Rd	\$3.50	6.2	19
127	Laurens Rd	Millennium Blvd	\$3.50	6.2	19
80	Wade Hampton Blvd	Rushmore Dr/Balfer Dr	\$3.50	6.1	21
78	Wade Hampton Blvd	Pine Knoll Dr	\$3.50	6	22

ID	Road 1	Road 2	Cost (Millions)	Weighted Score	Ranking
147	White Horse Rd Ext	Fork Shoals Rd	\$3.00	5.9	23
150	Augusta Rd	Old Augusta Rd	\$3.50	5.7	24
108	Stone Ave	I-385	\$3.50	5.7	25
129	SC 14	S Buncombe Rd	\$3.50	5.7	25
149	Locust Hill Rd	N. Rutherford Rd	\$3.00	5.7	25
27	Pelzer Hwy	Garrison Rd	\$3.50	5.6	28
123	Rutherford St	W Stone Ave	\$3.50	5.6	28
9	State Park Rd	Altamont Rd/Piney Mountain Rd	\$3.50	5.5	30
83	Wade Hampton Blvd	Fairview Rd/Old Rutherford Rd	\$3.50	5.5	30
111	Mauldin Rd	Augusta St	\$3.50	5.5	30
118	Pleasantburg Dr	Cleveland St	\$3.00	5.5	30
35	Blue Ridge Dr	N Franklin Rd	\$3.50	5.4	34
82	US 276	Poinsett Hwy	\$3.50	5.4	34
93	I-385	McCarter Rd	\$3.50	5.4	34
77	US 25	N Poinsett Hwy	\$3.50	5.3	37
103	White Horse Rd	Old White Horse Rd	\$3.00	5.2	38
55	Miller Rd	S Oak Forest Dr	\$3.50	5.1	39
71	Farrs Bridge Rd	White Horse Rd	\$3.50	5.1	39
84	W Blue Ridge Dr	Cedar Lane Rd	\$3.50	5.1	39
145	SC-101	S-135	\$3.00	5.05	42
16	Main St/Bessie Rd	Piedmont Hwy	\$3.50	5	43
42	Main St	Curtis St	\$3.50	5	43
48	W Butler Rd	Ashmore Bridge Rd	\$3.50	5	43

ID	Road 1	Road 2	Cost (Millions)	Weighted Score	Ranking
Mid-term Intersection Improvements					
100	Hwy 20	Courtney St	\$3.50	4.98	46
67	Calhoun Memorial Hwy	S Pendleton St	\$3.50	4.9	47
75	Tiger Blvd	Anderson Hwy	\$3.50	4.88	48
122	Academy St	College St	\$3.50	4.85	49
43	Lebby St	Courtney St	\$3.50	4.8	50
88	Old Spartanburg Rd	Boiling Springs Rd	\$3.50	4.8	50
95	SC 14	Roper Mountain Rd	\$3.50	4.8	50
11	Wade Hampton Blvd	Buncombe Rd	\$3.50	4.75	53
79	SC 101	Berry Mill Rd	\$3.50	4.7	54
73	White Horse Rd	Lily St	\$3.50	4.65	55
97	Hwy 18	Circle Rd	\$3.00	4.6	56
148	SC 101	Milford Church Rd	\$3.00	4.55	57
94	Main St	Quillen Ave	\$3.50	4.5	58
49	Calhoun Memorial Hwy	Pilgrim Dr/Dogwood Ln	\$3.50	4.3	59
146	Woodruff Rd	Lee Vaughn Rd	\$3.50	4.3	59
53	Three Bridges Rd/Hood Rd	SC 153	\$3.00	4.28	61
15	Tigerville Rd	Jackson Grove Rd	\$3.50	4.2	62
69	NE Main St	Pelham Rd	\$3.50	4.2	62
13	Ashmore Bridge Rd	Fowler Cir	\$3.00	4.1	64
34	E Blue Ridge Dr	Perry Rd	\$3.50	4.1	64
44	Wade Hampton Blvd	St Mark Rd	\$3.50	4.1	64
18	Moorefield Memorial Hwy/Liberty Pickens Rd	Mauldin Lake Rd	\$3.50	4.08	67

ID	Road 1	Road 2	Cost (Millions)	Weighted Score	Ranking
6	Butler Rd	Main St	\$3.50	4.05	68
128	Westfield St	West Broad St	\$3.50	4.05	69
24	S Buncombe Rd	Brushy Creek Rd	\$3.50	4	70
133	Batesville Rd	Dry Pocket Rd	\$3.00	4	70
74	Tiger Blvd	College Ave	\$3.50	3.98	72
85	Old Pelzer Rd	Piedmont Golf Course Rd	\$3.00	3.95	73
99	Powdersville Rd	3 Bridges Rd	\$3.00	3.95	73
135	US 123	Washington Ave	\$3.50	3.95	73
30	Moorefield Memorial Hwy	Belle Shoals Rd/Bethlehem Ridge Rd	\$3.00	3.9	76
47	Main St/Easley Hwy	Palmetto Rd	\$3.00	3.9	76
86	Elizabeth Dr	E Lee Rd	\$3.50	3.9	76
56	Farrs Bridge Rd	Old Farrs Bridge Rd	\$3.00	3.8	79
39	Farrs Bridge Rd	Dacusville Hwy	\$3.00	3.8	80
91	Durbin Rd	Hwy 418	\$3.00	3.78	81
4	Farrs Bridge Rd/Cedar Lane Rd	Hunts Bridge Rd/ W Parker Rd	\$3.50	3.75	82
22	Reid School Rd	Edwards Mill Rd	\$3.50	3.75	82
120	Faris Rd	Cleveland St	\$3.50	3.75	82
54	Old Stage Rd	Old Laurens Rd	\$3.50	3.7	85
105	Bridges	Bethel	\$3.00	3.65	86
31	New Easley Bridge Hwy	Rison Rd	\$3.00	3.6	87
40	S Main St	Brushy Creek Rd/Cannon Ave	\$3.50	3.6	87
7	Wade Hampton Blvd	Gap Creek Rd	\$3.50	3.6	89
139	SC 81	Old Anderson Rd	\$3.00	3.6	90

ID	Road 1	Road 2	Cost (Millions)	Weighted Score	Ranking
Long-term Intersection Improvements					
58	SC 101	Pennington Rd	\$3.50	3.55	91
20	E Butler Rd	Murray Dr	\$3.50	3.4	92
70	Fairview Rd	I-385	\$3.50	3.4	92
89	E Georgia Rd/Lee Vaughn Rd	E Georgia Rd	\$3.00	3.35	94
26	SC 418	Fork Shoals Rd	\$3.00	3.3	95
52	Issaqueena Trail	US 123	\$3.50	3.28	96
87	Old Rutherford Rd/W McElhaney Rd	Locust Hill Rd	\$3.50	3.2	97
8	Sandy Flat Rd	Jackson Grove Rd	\$3.00	3.2	98
45	Miller Rd	Hamby Dr	\$3.50	3.2	98
102	White Horse Rd	Berea Dr	\$3.50	2.85	100
76	Old Greenville Hwy	College Ave	\$3.50	2.8	101
14	Main St	Howard Dr	\$3.50	2.7	102
36	Old Easley Hwy/Pendleton St	Bryant St	\$3.50	2.7	102
41	W Main St	S 1st St	\$3.00	2.7	102
92	Valley View Rd	Howard Dr	\$3.50	2.7	102
132	W Duncan Rd	Duncan Chapel Rd	\$3.50	2.7	102
10	Main St	Pendleton St	\$3.50	2.6	107
137	E Main St	Pepper St	\$3.50	2.58	108
5	Farrs Bridge Rd	Thomas Mill Rd/Hamburg Rd	\$3.00	2.58	109
134	Lynn Rd	Waters Rd	\$3.50	2.5	110
21	Liberty Dr	Ross Ave	\$3.50	2.3	111
23	Lee Vaughn Rd	Scuffletown Rd	\$3.50	2.3	111
28	State Park Rd	E Mountain Creek	\$3.50	2.3	111

ID	Road 1	Road 2	Cost (Millions)	Weighted Score	Ranking
12	Moorefield Memorial Hwy	Rices Creek Rd/Breazeale Rd	\$3.00	2.28	114
50	Issaqueena Trail	Cambridge Dr/Old Shirley Rd	\$3.50	2.28	114
25	SE Main St	Loma St	\$3.50	2.25	116
51	Issaqueena Trail	Pendleton Rd	\$3.50	2.1	117
17	SC 14	Taylor Rd/CCC Camp Rd	\$3.50	2.05	118
46	Jonesville Rd	Academy St	\$3.50	1.95	119
138	Edwards Rd	Rushmore Dr	\$3.50	1.95	119
37	W Main St	Summit Dr	\$3.50	1.8	121
62	Miller Rd	Burning Bush Ln/Burning Bush Rd	\$3.50	1.8	121
66	Main St	Ann St	\$3.50	1.8	121
104	Oak Park Rd	Miller Rd	\$3.00	1.8	121
29	Moorefield Memorial Hwy	LEC Rd	\$3.50	1.78	125
32	Bethel Rd	Tanner Rd	\$3.50	1.55	126
68	S Bennetts Bridge Rd	Anderson Ridge Rd	\$3.50	1.55	126
136	Crestview Rd	Sheffield Rd	\$3.00	1.55	126
19	Saluda Dam Rd	Prince Perry Rd/Ridgeway Ct	\$3.50	1.35	129
57	Jonesville Rd	Stokes Rd	\$3.00	1.35	129
61	Miller Rd	Old Mill Rd	\$3.50	1.35	129
63	W Georgia Rd	Neely Ferry	\$3.50	1.35	129
64	W Georgia Rd	N Maple St	\$3.50	1.35	129
65	Miller Rd	Murray Dr	\$3.50	1.35	129
130	Harts Ln	Jonesville Rd	\$3.00	1.35	129
131	Gap Creek Rd	Country Club Rd	\$3.00	1.35	129
60	SC 86	Wigington Rd	\$3.00	1.03	137

FINANCIAL PLAN DEVELOPMENT

Financial Plan Overview

The Fixing America’s Surface Transportation Act (FAST Act), Public Law 114-94, was signed into law on December 4, 2015. The FAST Act funds transportation programs for fiscal years 2016 through 2020 and is the first long-term surface transportation authorization enacted in a decade that provides funding certainty for surface transportation. The FAST Act supports critical transportation projects to ease congestion and facilitate freight movement on major roads by establishing and funding new policies and programs. The FAST Act builds off the prior Federal legislation, Public Law 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continues to place an emphasis on performance evaluation and addressing national priorities as identified below.

The financially constrained plan, required by the FAST Act and MAP-21 for regional long-range transportation plans, shows proposed investments that are realistic in the context of reasonably anticipated future revenues over the life of the plan as well as during a series of funding periods. Meeting this test is referred to as “financial constraint.” The funding periods identified for the Horizon 2040 Long-Range Transportation Plan are as follows:

- 2017-2023
- 2024-2030
- 2031-2040

The 2017-2023 funding period includes the committed projects and associated funding from the State Transportation Improvement Program (STIP). Projects and funding levels identified during that time period have already been identified as priority projects through previous planning efforts, and have been discussed in previous chapters of this document. As such, they are not re-evaluated as part of this plan. The 2024-2030 and 2031-2040 funding periods help divide the remainder of the projected revenues and projects into time bands that are less than or equal to ten years in length. Projects that cannot be funded within the 2040 financially constrained plan are considered part of the unfunded vision plan.

Projected Revenue

SCDOT allocates funding to its member MPOs through a program known as Guideshare funding. SCDOT provides separate funding sources for items like maintenance, safety, and interstates. Those sources are allocated and prioritized at a statewide level. Guideshare funding is allocated by SCDOT by leveraging the MPO planning process, including the LRTP and the MPO Transportation Improvement Program (MTIP). In 2017, the GPATS region received a total of \$18.078 million in Guideshare funding. This number is inclusive of a 20% match, which is funded by SCDOT. The 2017 funding amount is expected to stay constant throughout the life of the plan. When inflation is considered, this approach will lead to a decline in the region’s purchasing power.

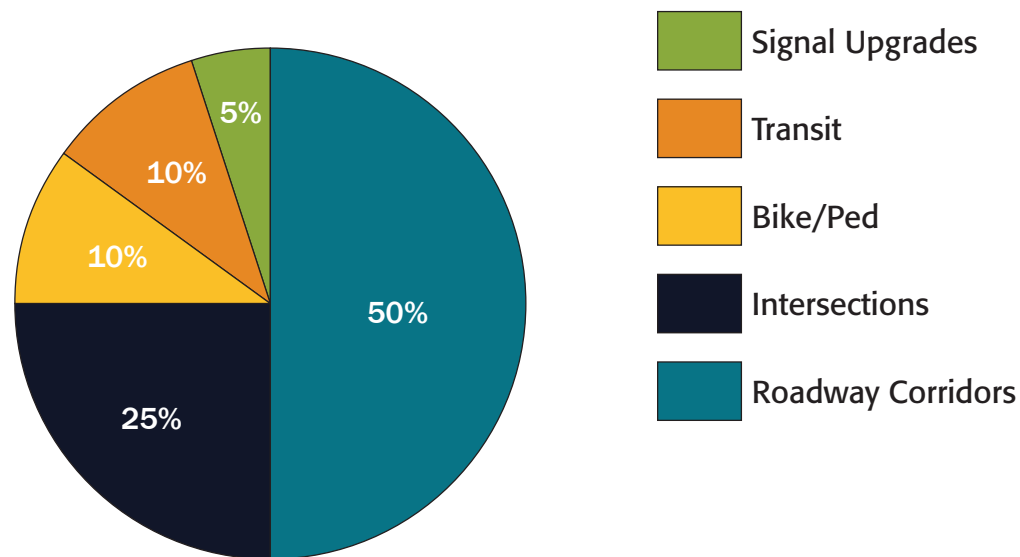
GPATS has the opportunity to consider how best to allocate these Guideshare funds during the life of the plan. To help better understand the optimal allocation of these funds, GPATS reached out to the public through Regional Workshop 2. The exit questionnaire (discussed

in Chapter 2) asked participants to allocate funding to various transportation modes. Through participants at this workshop as well as subsequent participation electronically when this survey was posted online, 125 members of the public provided their thoughts. These surveys strongly advocated for enhanced multimodal funding, along with strong funding for safety. These priorities were considered in the allocation of Guideshare funding percentages, as detailed below.

- **Roadway Corridors - 50% Guideshare funding.** Projects within the roadway category include widening projects, new location projects, access management projects, and road diets.
- **Intersections - 25% Guideshare funding.** Projects within the intersection category include intersection and interchange projects that have been identified to improve safety or capacity. This Guideshare allocation provides the region added flexibility to focus on its own priorities, while the state continues to address safety concerns using their statewide prioritization method.
- **Bike/Ped - 10% Guideshare funding.** Projects within the bicycle and pedestrian category include on-street or off-street projects that are independent of other roadway improvements. This Guideshare allocation is in addition to potential Transportation Alternatives Program monies that can be applied for by individual jurisdictions. In order for a bicycle or pedestrian project to be considered for the receipt of Guideshare funding, the project must satisfy a series of criteria set forth by SCDOT. Projects should be vetted against these criteria prior to being advanced for consideration.

- Transit - 10% Guideshare funding.** Projects within the transit category would consist of capital projects rather than operations and maintenance. This funding is in addition to transit capital and operations and maintenance funding received through other statewide sources.
- Signal Upgrades - 5% Guideshare funding.** Currently, \$150,000 annually is being allocated within the GPATS region for signal upgrades. The increase in funding would help accelerate these improvements, including installation of signals, improvement of current signals, signal retiming, or other ITS improvements (introduced in Chapter 8).

The table below shows the proposed allocation of funding for each category for the two planning horizon year periods.



Guideshare Funding Allocations

GPATS GUIDESHARE MODAL SPLITS

	Roadway Corridors	Intersections	Bike/Ped	Transit	Signal Upgrades
2024-2030	\$63,273,000	\$31,636,500	\$12,654,600	\$12,654,600	\$6,327,300
2031-2040	\$90,390,000	\$45,195,000	\$18,078,000	\$18,078,000	\$9,039,000
Total	\$153,663,000	\$76,831,500	\$30,732,600	\$30,732,600	\$15,366,300
Notes	50% allocation	25% allocation	10% allocation	10% allocation	5% allocation

This table shows funding availability for those years that are not already programmed in the currently adopted STIP. Assumptions have been made about modal splits within available guideshare revenues to create more opportunities for bicycle, pedestrian, transit, intersection, and signal retiming projects. These assumptions have been developed based on feedback by the public.

FINANCIALLY CONSTRAINED PROJECTS

A financial constraint exercise was undertaken for the prioritized projects in the roadway corridors, intersections, and bicycle and pedestrian categories. Additional detail is provided in the following section about the methodology applied for each category. In each case where financial constraint was assessed, constraint has been determined both against the total revenue available for that category as well as for the horizon year periods that are being considered. Any additional revenue that is unallocated in the first horizon year period was considered for allocation within the second horizon year period.

Funded Corridor Improvements

Roadway Corridors

The capital roadway projects identified as part of the recommendations development were taken through a regional prioritization process (as detailed in Chapter 4 and earlier in this chapter). The capital roadway project prioritization evaluated recommendations based on a series of qualitative and quantitative measures that carried forward the plan’s guiding principles. The outcome of this process was a list of prioritized projects that can be considered for incorporation into the financially constrained plan. While it would be ideal to implement every project, only a portion can be accommodated in the funded plan. As a result, higher ranked projects were considered first for funding. To do this, the priority project list was compared to the available revenues determined through the Guideshare modal split.

Through the project prioritization process, planning cost estimates were determined for the roadway corridor projects. These estimates attempt to capture the full cost of a project, including construction, right-of-way, design, contingency, and environmental/utilities cost. While these costs were all initially prepared in 2017 dollars, they must be inflated to properly be compared with the available revenue during our horizon year periods. To maintain a consistent approach for all projects, projects being considered within the first horizon year period (2024-2030) were inflated to the midpoint of that period (2027). Projects that were unable to be funded within the first horizon year period were then considered for inclusion within the second horizon year period (2031-2040), with a midpoint of 2035. Once the available revenues within these funding periods was allocated, the remainder of the projects were considered part of the unfunded vision.

Horizon Years	Project ID	Facility	From	To	Type	Prioritization Rank	Project Cost	"Anticipated Year of Expenditure Costs"	Balance
2024-2030	37	Garlington Rd	SC-153	Roper Mountain Rd	Widening	1	\$8,550,000	\$10,515,000	\$52,758,000
	94	US 29/Mills Ave	Augusta St	Stevens St	Corridor Improvements	2	\$2,522,793	\$3,103,000	\$49,655,000
	11	Grove Rd	US 25	W. Faris Rd	Widening	3	\$9,813,960	\$12,070,000	\$37,585,000
	100	Laurens Rd	I-85	Innovation Dr	Corridor Improvements	4	\$6,941,330	\$8,537,000	\$29,048,000
	118	Academy St/US 123	Pendleton St	Washington Ave	Corridor Improvements	5	\$7,644,736	\$9,402,000	\$19,646,000
	92	Wade Hampton Blvd	Pine Knoll Dr	Reid School Rd	Access Management	6	\$10,451,625	\$12,854,000	\$6,792,000
	10	Woodruff Rd	Miller Rd	Smith Hines Rd	Widening	7	\$5,369,355	\$6,604,000	\$188,000
2031-2040	88	SC 357/Arlington Rd	Study area boundary	E Wade Hampton Blvd	Widening	8	\$27,026,688	\$46,011,000	\$44,379,000
	20	Bridges Rd	E Butler Rd	Holland Rd	Widening	9	\$4,593,622	\$7,820,000	\$36,559,000
	91	N Pleasantburg Dr/Pine Knoll Dr	I-385	Wade Hampton Blvd	Corridor Improvements	10	\$4,614,147	\$7,855,000	\$28,704,000
	43	Pine Knoll	Wade Hampton Blvd	Rutherford Rd	General Improvements	11	\$3,284,783	\$5,592,000	\$23,112,000
	107	White Horse Rd	Broadway Dr	Pendleton Rd	General Improvements	15	\$2,520,598	\$4,291,000	\$14,185,000
	99	N Pleasantburg Dr	Poinsett Hwy	Rutherford Rd	Access Management	16	\$5,243,733	\$8,927,000	\$9,894,000
	109	US 276 (N Main St)	Knollwood Dr	Owens Ln	Access Management	17	\$2,227,853	\$3,793,000	\$6,101,000
89	Haywood Rd	Pelham Rd	E North St	Access Management	30	\$2,968,088	\$5,053,000	\$1,048,000	

The financially constrained roadway corridors are all pulled from the near-term project list of the LRTP. Given the revenues available, many of the near-term projects are not able to have funding allocated by 2040, and as such are a part of the Unfunded Vision.

intersection project that can be advanced with the available funds.

Intersections

Using a process identical to that used in the roadway corridors section, intersection-level projects were also financially constrained based on their available revenues. As with the roadway corridor projects, all of the financially constrained projects are near-term projects, and there are many other unfunded near-term projects. If additional funding (such as through the statewide safety program) is secured for a certain intersection, the financially constrained plan should be adjusted to accommodate another near-term

Funded Intersection Improvements

Horizon Years	Project ID	Road 1	Road 2	Prioritization Rank	Project Cost	"Anticipated Year of Expenditure Costs"	Balance
2024-2030	107	Roper Mountain Rd	I-385	1	\$3,500,000	\$4,305,000	\$27,331,500
	117	Haywood Dr	Pelham Rd	2	\$3,000,000	\$3,690,000	\$23,641,500
	116	Pleasantburg Dr	Rutherford Rd	3	\$3,500,000	\$4,305,000	\$19,336,500
	72	White Horse Rd	W Blue Ridge Rd	4	\$3,500,000	\$4,305,000	\$15,031,500
	81	E Blue Ridge Dr/State Park Rd	Poinsett Hwy	4	\$3,500,000	\$4,305,000	\$10,726,500
	121	Larens Rd	Woodruff Rd	4	\$3,500,000	\$4,305,000	\$6,421,500
	90	Rutherford St	James St/W Earle St	7	\$3,500,000	\$4,305,000	\$2,116,500
2031-2040	96	Hwy 93	Hwy 123	8	\$3,500,000	\$5,959,000	\$39,236,000
	101	SC 8	Murray St	9	\$3,500,000	\$5,959,000	\$33,277,000
	124	Pelham Rd	E North St	10	\$3,500,000	\$5,959,000	\$27,318,000
	113	Pleasantburg Dr	Antrim Dr	11	\$3,500,000	\$5,959,000	\$21,359,000
	114	Academy St	Pendleton St	11	\$3,500,000	\$5,959,000	\$15,400,000
	125	Laurens Rd	Verdae Blvd	11	\$3,500,000	\$5,959,000	\$9,441,000
	126	Roper Mountain Rd	Independence Blvd	11	\$3,500,000	\$5,959,000	\$3,482,000

Bicycle and Pedestrian

The recommendations development process for bicycle and pedestrian projects detailed in Chapter 5 resulted in a series of over 800 recommended projects. From those, 63 of the projects were designated as high priority projects. Following the process outlined in other modes, these high priority projects were taken through the financial constraint exercise and checked against SCDOT standards for guideshare eligibility.

Horizon Years	Facility	Type	Road Name	Guideshare Points	Prioritization Rank	Project Cost	"Anticipated Year of Expenditure Costs"	Balance
2024-2030	Augusta Street Area Bike Network	Bike Lane, Bike Route, Shared Lane Markings	E McBee Ave, McDaniel Ave, Meyers Dr, Long Hill St, W Faris Rd, Waccamaw Dr, Rice St, Pendleton St, Blythe Dr	7	1	\$361,379	\$444,500	\$12,210,100
	West Greenville Protected Bike Lane	Protected Bike Lane	Pendleton St	7	2	\$795,774	\$978,700	\$11,231,400
	City of Easley Brushy Creek Greenway	Shared Use Path	Pearson Rd, Pope Field Rd, Brushy Creek Corridor	7	3	\$2,516,492	\$3,095,000	\$8,136,400
	Rutherford Road Bike Lane	Bike Lane	Rutherford Rd, Rutherford St	7	4	\$375,584	\$461,900	\$7,674,500
	Washington Street Protected Bike Lane	Protected Bike Lane	Washington St	7	5	\$1,406,927	\$1,730,300	\$5,944,200
	Clemson-Central Bike Connector	Bike Lane	SC 93	7	6	\$271,264	\$333,600	\$5,610,600
	Clemson-Pendleton Green Crescent Connector	Shared Use Path, Bike Lane	S Mechanic St, Eighteenmile Creek Corridor	7	7	\$964,510	\$1,186,200	\$4,424,400
	Central-SWU Green Crescent Connector	Shared Use Path	SC 93, Wesleyan Dr, Mill Ave, Clayton St	7	8	\$1,290,751	\$1,587,500	\$2,836,900
2031- 2040	Clemson-Central Green Crescent Connector	Shared Use Path	SC 93 Corridor	7	9	\$2,676,913	\$4,557,300	\$13,520,700
	Mauldin Golden Strip Greenway	Shared Use Path	US 276 Corridor, SC 417 Corridor	7	10	\$3,308,753	\$5,632,900	\$7,887,800
	Simpsonville Golden Strip Greenway	Shared Use Path	SC 14 Corridor	7	11	\$2,008,699	\$3,419,700	\$4,468,100
	Downtown Pickens Doodle Trail Connector	Shared Use Path	SC 8 Corridor	6	12	\$476,148	\$810,600	\$3,657,500
	City of Easley Doodle Trail Extension	Shared Use Path	Fleetwood Dr Corridor	6	13	\$682,983	\$1,162,700	\$2,494,800
	Richardson Street Protected Bike Lane	Protected Bike Lane	Richardson St	6	14	\$817,314	\$1,391,400	\$1,103,400
	City of Easley School Sidewalk Connector	Sidewalk	Pope Field Rd	6	15	\$439,111	\$747,600	\$355,800

Transit

The GPATS region's transportation needs and recommendations were introduced in Chapter 5. Based on feedback from the public, the plan allocates additional Guideshare monies to help fund capital improvements. Coordination will need to be held with Greenlink and CAT to determine the best application of this additional capital funding. This may initially take the form of funding for replacement and expansion of buses, and may ultimately include facility improvements or new facilities.

Signal Upgrades

SCDOT leads efforts within the GPATS region to maintain and enhance signals. As a result, GPATS will work closely with SCDOT to understand how best to reflect the allocation of these additional funds.

Conclusion

The Horizon 2040 Long-Range Transportation Plan provides a vision for transportation recommendations that considers existing and future needs and priorities for all travel modes. The creation of this financially constrained plan helps to ensure that the prioritized projects can reasonably be funded and implemented during the life of the LRTP.

But Horizon 2040 is more than a funding mechanism. With this document, the leaders and citizens of the Upstate region begin to set the stage for the region's future and how this quickly-growing region will accommodate all of its needs in the coming decades.

Among other accomplishments, Horizon 2040:

- Funds 14 roadway corridor projects and 14 intersection improvement projects throughout the region
- Invests a total of \$76 million in the region's roadway infrastructure
- Includes 18 funded bicycle and pedestrian investments, for a total of over \$30 million in active transportation invested throughout the region, more than ever before.
- Defines the community's expectations as the region's leaders move forward with major transportation investments.
- Sets the stage for smart future investments by emphasizing the importance of access management, connectivity and land use planning coordination.

- Begins to think actively about emerging technologies and how the Upstate can become a nationwide leader in transportation technology.

Like all growing and dynamic regions, the Upstate has many identified transportation needs, not all of which can be funded using the currently projected revenue streams. As projects move forward into funding and implementation, GPATS will continue to work with SCDOT, FHWA, and FTA to determine how best to advance recommended projects.

GPATS will continue to monitor changes in the way projects can be funded, such as new public-private initiatives, additional federal or state revenue sources, or other local funding opportunities. Project priorities will be reassessed through future planning cycles as new data becomes available. This dynamic process will help the Upstate region continue to effectively address its transportation needs both now and into the future.