

## 10: FINANCIAL PLAN AND IMPLEMENTATION

### INTRODUCTION

Transportation planning has historically balanced the technical aspects with engaging the public and elected leaders in the decision-making process. However, there is often a disconnect between public policy and this approach. This can make it difficult to evaluate how well the transportation system addresses the community's needs and how well future transportation projects will improve quality of life. *Horizon 2040* serves as the region's long-range transportation strategy and combines technical data with engagement results.

In accordance with state and federal requirements, this plan is also financially constrained. This process demonstrates how the recommended and prioritized projects can realistically be funded during the life of the plan. Due to limited transportation funding, it is critical that measures be taken to ensure that appropriate projects and programs are prioritized and eventually implemented.

To do this, GPATS must demonstrate a reasonable expectation of future funding levels, estimate project costs, and project the future needs of all travel modes. The financially-constrained plan allows GPATS and supporting agencies to focus on near-term opportunities and identify strategies for implementation.

This chapter discusses the process used to determine financial constraint, including project prioritization and estimated funding levels. The overall condition of the region is also explored through the lens 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 *Horizon 2040* introduced the plan's proposed roadway recommendations, along with the prioritization method. Using a combination of qualitative and quantitative metrics, the planning team assessed the relative performance of each corridor and intersection project. It should be noted that the prioritized projects shown in Chapter 4 are not financially constrained. Projects are initially grouped into near-, mid-, and long-term improvements—regardless of available funding. The prioritization process allows for flexibility in the order projects are implemented, rather than proceeding in strict rank order so GPATS can most efficiently use their allotted funding.

Finally, although bicycle, pedestrian, and transit projects were independently prioritized, GPATS will attempt to implement these improvements concurrently with roadway enhancements where these projects align. This approach is most cost-effective and minimizes construction impacts to the surrounding network.

The tables on the following pages display, in rank order, the near-, mid-, and long-term corridor and intersection projects that were prioritized. The scoring process is described at right.

### Project Scoring

Each project was scored based on an SCDOT-driven process, which is standardized across the state. A project receives an individual score based on its performance in each category, listed below, and is scored on a scale of 1 (worst) to 10 (best). Project types are ranked using the same criteria but each category is weighted differently, giving each project a separate “weighted score” by which it's ranked. For more information on the prioritization process, see 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, which assesses the economic development impact of transportation infrastructure projects.
- **Located on a priority network:** based on a project's location in relation to defined priority networks.
- **Consistency with Local Land Use Plans:** 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 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 STIP budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding.
- **Pavement Quality Index (PQI):** based on pavement condition assessments.

ID	Road Name	From	To	Type	Cost (Millions)	Weighted Score	Ranking
<b>Near-term Corridor Improvements</b>							
37	Garlington Rd	SC-146	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	Corridor Improvements	\$4.61	7.55	10
43	Pine Knoll	Wade Hampton Blvd	Rutherford Rd	General Improvements	\$3.28	7.48	11
22	US 123	Jasper St	Powdersville Rd	Widening	\$22.32	7.25	12
98	White Horse Rd	US 123	Augusta Rd	Access Management	\$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	Corridor improvements	\$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	Access Management	\$2.23	6.9	17
42	SC-86	Sc 81	Piedmont Hwy	General Improvements	\$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	Road Diet	\$9.39	6.7	20
128	I-385	Laurens Rd (US 276)	Roper Mountain Rd (S-548)	General Improvements	\$11.46	6.68	21
121	US-123	Rock Springs Rd/Prince Perry	Washington Ave	Corridor Improvements	\$15.75	6.52	22
114	Main St	Clayton St	US 76	Corridor Improvements	\$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	Widening	\$5.14	6.08	26
124	SC-101	SC-290	SC-296	Corridor Improvements	\$46.48	6.07	27
97	W Faris Rd	Augusta Rd	Grove Rd	Corridor Improvements	\$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	Access Management	\$2.97	5.9	30
51	Edwards Rd	Wade Hampton Blvd	Howell Rd	Widening	\$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	Road Diet	\$0.97	5.8	33
102	Stone Ave	Rutherford St	N Church St	Corridor Improvements	\$2.66	5.8	34
105	US-25	N study area boundary	Tigerville Rd	Modernization	\$11.87	5.75	35
70	S. Buncombe Rd	Pleasant Dr	SC 80	Widening	\$2.25	5.73	36
39	Powdersville Rd/Old Pendleton Rd	US 123	SC 153	General Improvements	\$9.78	5.68	37
96	Augusta St	Mauldin Rd	Faris Rd	Corridor Improvements	\$4.06	5.6	38
35	Boiling Springs Rd	Philips Road	Pelham Rd	General Improvements	\$2.56	5.58	39
55	SC-418	I-385	Fork Shoals	Widening	\$48.67	5.52	40
46	Salters Rd (realignment)	Salters Rd	Mall Connector Rd	New Roadway	\$1.97	5.5	41

ID	Road Name	From	To	Type	Cost (Millions)	Weighted Score	Ranking
<b>Mid-term Corridor Improvements</b>							
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	W Blue Ridge Dr	White Horse Rd	Agnew Rd	Corridor improvements	\$2.29	5.4	44
79	US-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	Cheddar Rd	I-85	Widening	\$50.28	5.25	47
67	Garlington Rd	Roper Mountain Rd	Pelham Rd	General Improvements	\$4.78	5.1	48
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
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	Lee Vaughn Rd	General Improvements	\$8.77	4.67	64
47	E. Butler Rd	Woodruff Rd	Verdin Rd	Widening	\$3.71	4.65	65
38	Pelham St Extension	Old Stage Rd	Kemet Way	New Roadway	\$1.99	4.5	66
66	East Washington St. Ext	Woodlark St	Lowndes Hill Rd	New Roadway	\$1.75	4.5	66
49	Fork Shoals Rd	White Horse Rd Ext	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	Feaster Rd	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	Corn 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	Roper Mountain 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	Lynn Road	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
<b>Long-term Improvements</b>							
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
29	E. Georgia Rd	Hunter Rd	Lee Vaughn Rd	Widening	\$5.29	3.53	87
74	LEC Road Ext.	S Catherine Ave	McDaniel Ave	New Roadway	\$0.76	3.5	88
113	Miller Rd Connector	Edgewood Dr	Miller Rd/Oak Park Dr	New Roadway	\$3.52	3.5	88
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	General Improvements	\$3.25	3.3	93
71	Brushy Creek Rd	Crestview Rd	St. Paul Rd	Corridor 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	Corridor Improvements	\$10.26	3.12	97
19	Harrison Bridge Rd/Rocky Creek 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)	General Improvements	\$16.34	2.95	101
33	Howard Drive Ext	Jonesville Rd	Johnson Drive	New Roadway	\$2.16	2.75	102
48	University Ridge Extension	Howe St	Main St	New Roadway	\$3.38	2.75	102
80	N. Rutherford Rd/Fairview Rd	Wade Hampton Blvd	Locust Hill Rd	Corridor Improvements	\$3.59	2.75	104
60	Forrester Dr/Old Sulphur Springs Rd	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 Bennetts 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	Corridor Improvements	\$8.18	2.17	112
63	Holly Ridge Rd	Ridge Rd	W Butler Rd	New Roadway	\$3.98	2.15	113
64	Ben Hamby Ext	Ben Hamby Dr	S Batesville Rd	New Roadway	\$6.39	2.15	113
120	SC-153 Extension Phase 3	SC-183	Saluda Dam Rd	New Roadway	\$12.77	2.15	113
44	Saluda Dam Rd/Olive St/Fleetwood Dr	W Main St	Prince Perry Dr	Corridor Improvements	\$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	General Improvements	\$8.55	2.02	118

## Intersection Improvements

ID	Road 1	Road 2	Cost (Millions)	Weighted Score	Ranking
<b>Near-term Intersection Improvements</b>					
107	Roper Mountain Rd	I-385	\$3.50	7.7	1
117	Haywood Rd	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	Laurens Rd	Woodruff Rd	\$3.50	6.8	4
90	Rutherford St	James St/W Earle St	\$3.50	6.7	7
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 Rd	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
147	White Horse Rd Ext	Fork Shoals Rd	\$3.00	5.9	23

ID	Road 1	Road 2	Cost (Millions)	Weighted Score	Ranking
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
<b>Mid-term Intersection Improvements</b>					
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 (US 123)	Anderson Hwy (US 76)	\$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 81	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
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 Mill 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
6	Butler Rd	Main St	\$3.50	4.05	68

ID	Road 1	Road 2	Cost (Millions)	Weighted Score	Ranking
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
47	Main St/Easley Hwy	Palmetto Rd	\$3.00	3.9	76
86	Elizabeth Dr	E Lee Rd	\$3.50	3.9	76
30	Moorefield Memorial Hwy	Belle Shoals Rd/Bethlehem Ridge Rd	\$3.00	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 Rd	Bethel Rd	\$3.00	3.65	86
31	New Easley 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
<b>Long-term Intersection Improvements</b>					
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
92	Valley View Rd	Howard Dr	\$3.50	2.7	102
41	W Main St	S 1st St	\$3.00	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
23	Lee Vaughn Rd	Scuffletown Rd	\$3.50	2.3	111
28	State Park Rd	E Mountain Creek	\$3.50	2.3	111
21	Liberty Dr	Ross Ave	\$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
62	Miller Rd	Burning Bush Ln/Burning Bush Rd	\$3.50	1.8	121
104	Oak Park Dr	Miller Rd	\$3.00	1.8	121
66	Main St	Ann St	\$3.50	1.8	121
37	W Main St	Summit Dr	\$3.50	1.8	121
29	Moorefield Memorial Hwy	C David Stone 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
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 Rd	\$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
19	Saluda Dam Rd	Prince Perry Rd/Ridgeway Ct	\$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. It 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 that law’s emphasis on performance evaluation and addresses national priorities, as identified below.

The financially-constrained plan, required by the FAST Act and MAP-21 for regional LRTPs, shows proposed investments that are realistic based on future funding availability during the life of the plan and a series of funding periods. Meeting this test is referred to as “financial constraint.” The funding periods identified for *Horizon 2040* are:

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

The 2017–2023 funding period includes the committed projects and associated funding from the STIP. Projects and funding levels identified during this time period

were identified as priority projects during 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 divide the remainder of the projected revenues and projects into time bands less than or equal to ten years. 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, such as maintenance, safety, and interstates. Funds are allocated and prioritized at a statewide level. SCDOT allocates Guideshare funding through 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, inclusive of a 20% match funded by SCDOT. The 2017 funding amount is expected to stay constant throughout the life of the plan. When inflation is considered, this will lead to a decline in the region’s purchasing power.

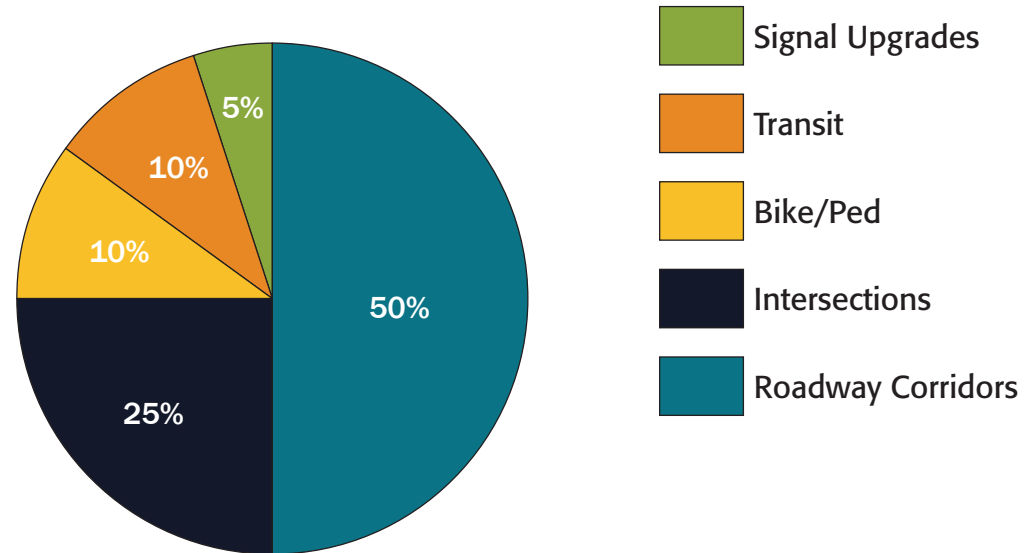
GPATS has the opportunity to consider how best to allocate these Guideshare funds during the life of the plan and engaged the public at Regional Workshop 2 for community input. The exit questionnaire (discussed in Chapter 2) asked participants to allocate funding to various transportation modes. Combining participants at this workshop and electronic participation when this survey was posted online, 125 members of the public provided their thoughts. These surveys strongly

advocated for enhanced multimodal funding—along with funding for safety. These priorities were taken into account when allocating Guideshare funding, 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 gives the region added flexibility to focus on its own priorities, while the state continues to address safety concerns using their statewide prioritization method.
- **Bicycle/Pedestrian – 10% Guideshare funding.** Projects within the bicycle and pedestrian category include on- or off-street projects 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. For a bicycle or pedestrian project to be considered for Guideshare funding, the project must satisfy a series of criteria set forth by SCDOT. Projects should be vetted against these criteria prior to consideration.

- Transit – 10% Guideshare funding.** Projects within the transit category consist of capital projects rather than operations and maintenance projects. 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 is allocated annually within the GPATS region for signal upgrades. The increase in funding would accelerate these improvements that include installing signals, improving current signals, retiming signals, or incorporating other ITS improvements (introduced in Chapter 8).

The table below shows the proposed allocation of funds 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 funds 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

The planning team undertook a financial constraint exercise 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 to each category. Wherever the planning team assessed for financial constraint, they determined it against the total funding available for that category and for the horizon-year periods considered. Any additional funding not allocated in the first horizon-year period was placed in the second horizon-year period.

## Roadway Corridors

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

The planning team also determined planning cost estimates 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 the available funding during our horizon-year periods. To maintain a consistent approach, projects considered for 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 the second horizon-year period (2031–2040), with a midpoint of 2035. Once available funds were allocated, the remaining projects were placed in the unfunded vision.

The financially-constrained roadway corridors are all pulled from the LRTP’s near-term project list. Given the available funding, many of the near-term projects cannot be funded by 2040 and are part of the unfunded vision.

### Funded Corridor Improvements

Horizon Years	Project ID	Facility	From	To	Type	Rank	Project Cost	"Anticipated Year of Expenditure" Costs	Balance
2024-2030	37	Garlington Rd	SC-146	Roper Mountain Rd	Widening	1	\$8,550,000	\$11,490,000	\$51,783,000
	94	US 29/Mills Ave	Augusta St	Stevens St	Corridor Improvements	2	\$2,522,793	\$3,390,000	\$48,393,000
	11	Grove Rd	US 25	W. Faris Rd	Widening	3	\$9,813,960	\$13,189,000	\$35,204,000
	100	Laurens Rd	I-85	Innovation Dr	Corridor Improvements	4	\$6,941,330	\$9,329,000	\$25,875,000
	118	Academy St/US 123	Pendleton St	Washington Ave	Corridor Improvements	5	\$7,644,736	\$10,274,000	\$15,601,000
	92	Wade Hampton Blvd	Pine Knoll Dr	Reid School Rd	Access Management	6	\$10,451,625	\$14,046,000	\$1,555,000
2031-2040	10	Woodruff Rd	Miller Rd	Smith Hines Rd	Widening	7	\$1,490,000	\$2,537,000	\$86,363,000
	88	SC 357/Arlington Rd	Study area boundary	E Wade Hampton Blvd	Widening	8	\$27,026,688	\$46,011,000	\$40,352,000
	20	Bridges Rd	E Butler Rd	Holland Rd	Widening	9	\$4,593,622	\$7,820,000	\$32,532,000
	91	N Pleasantburg Dr/Pine Knoll Dr	I-385	Wade Hampton Blvd	Corridor Improvements	10	\$4,614,147	\$7,855,000	\$24,677,000
	43	Pine Knoll	Wade Hampton Blvd	Rutherford Rd	General Improvements	11	\$3,284,783	\$5,592,000	\$19,085,000
	22	US 123 (Phase 1)	Jasper St	Powdersville Rd	Widening	12	\$11,000,000	\$18,727,000	\$358,000

## Intersections

Using a process identical to that used in the roadway corridors section, intersection-level projects were also financially constrained based on available funding. As with the roadway corridor projects, all of the financially-constrained projects are near-term projects, and many are unfunded. 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 intersection project.

### Funded Intersection Improvements

Horizon Years	Project ID	Road 1	Road 2	Rank	Project Cost	"Anticipated Year of Expenditure" Costs	Balance
2024-2030	107, 126	Roper Mountain Rd	I-385, Independence Blvd (address as single interchange)	1, 11	\$7,000,000	\$9,407,000	\$22,229,500
	117	Haywood Rd	Pelham Rd	2	\$3,000,000	\$4,032,000	\$18,197,500
	116	Pleasantburg Dr	Rutherford Rd	3	\$3,500,000	\$4,704,000	\$13,493,500
	72	White Horse Rd	W Blue Ridge Rd	4	\$3,500,000	\$4,704,000	\$8,789,500
	81	E Blue Ridge Dr/State Park Rd	Poinsett Hwy	4	\$3,500,000	\$4,704,000	\$4,085,500
2031-2040	121	Laurens Rd	Woodruff Rd	4	\$3,500,000	\$5,959,000	\$39,236,000
	90	Rutherford St	James St/W Earle St	7	\$3,500,000	\$5,959,000	\$33,277,000
	101	SC 8	Murray St/Courtney St/Smythe St	9	\$3,500,000	\$5,959,000	\$27,318,000
	124	Pelham Rd	E North St	10	\$3,500,000	\$5,959,000	\$21,359,000
	113	Pleasantburg Dr	Antrim Dr	11	\$3,500,000	\$5,959,000	\$15,400,000
	114	Academy St	Pendleton St	11	\$3,500,000	\$5,959,000	\$9,441,000
	125	Laurens Rd	Verdae 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 more than 800 recommended projects. From those, 63 of the projects were designated as high-priority. Following the process outlined in other modes, these high-priority projects were financially constrained and checked against SCDOT standards for Guideshare eligibility.

### 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 fund capital improvements. GPATS should coordinate with Greenlink and CAT to determine how to best apply this additional capital funding. This could initially mean funding for replacing buses and expanding the bus system and ultimately could 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 allocate these additional funds.

#### Funded Bicycle and Pedestrian Projects

Horizon Years	Facility	Type	Road Name	Guideshare Points	Rank	Project Cost	"Anticipated Year of Expenditure Costs"	Balance
2024-2030	Mauldin Golden Strip Greenway (Swamp Rabbit Trail Extension)	Shared-Use Path	US 276 Corridor, SC 417 Corridor	7	1	\$3,308,753	\$4,446,700	\$8,207,900
	Clemson-Central Green Crescent Connector	Shared-Use Path	SC 93 Corridor	7	2	\$2,676,913	\$3,597,500	\$4,610,400
	Augusta Street Area Bike Network	Bike Lane, Bicycle Route, Shared Lane Markings	Parallel street network	7	3	\$361,379	\$485,700	\$4,124,700
	Greer-Taylor's Greenway	Shared-Use Path	US 29 Corridor	7	4	\$3,474,611	\$5,915,300	\$12,162,700
2031-2040	Travelers Rest Area Bike/Ped Network Expansion	Shared-Use Path, Bike Lane, Bicycle Route	US 276 Corridor, Poinsett Hwy, McElhaney Rd	6	5	\$1,733,809	\$2,951,700	\$9,211,000
	City of Easley Doodle Trail Extension	Shared-Use Path	Fleetwood Dr Corridor	6	6	\$682,983	\$1,162,700	\$8,048,300
	Palmetto Area Bike/Ped Network Expansion	Shared-Use Path, Bike Lane, Shared Lane Markings	SC 20, SC 8, Rail Corridor	6	7	\$2,263,830	\$3,854,000	\$4,194,300
	Simpsonville Golden Strip Greenway (Swamp Rabbit Trail Extension)	Shared-Use Path	SC 14 Corridor	7	8	\$2,008,699	\$3,419,700	\$774,600

## Conclusion

The *Horizon 2040* LRTP envisions a region that ensures equitable access to reliable transportation, provides a wide variety of travel options, and promotes a high quality of life throughout. This plan is a regional vision for mobility that supports economic development and a high quality of life and complements the natural qualities that make the Upstate unique.

Included in *Horizon 2040* are transportation recommendations that consider the existing and future multimodal needs of residents, visitors, and industry. The creation of this financially-constrained plan ensures that the identified projects can reasonably be funded and implemented during the life of the LRTP and that the priorities expressed throughout the public involvement process will influence the region's transportation planning decisions.

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

Among other accomplishments, *Horizon 2040*:

- Funds 12 roadway corridor projects and 12 intersection improvement projects
- Invests a total of \$230 million in roadway infrastructure

- Includes 8 funded bicycle and pedestrian investments, for a total of more than \$30 million in active transportation invested, more than ever before
- Defines the community's expectations as leaders move forward with major transportation investments
- Sets the stage for smart investing by emphasizing access management, connectivity, and land use planning coordination
- Considers 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 projected revenue streams. However, for the first time, GPATS has, with *Horizon 2040*, a progressive program to move toward a balanced, efficient, and sustainable transportation future.

*Horizon 2040* is the first LRTP in South Carolina to directly allocate 10% of the region's Guideshare funding toward bicycle and pedestrian projects and 10% to transit investments. This decision was based on the overwhelming call from residents asking for a greater investment in multimodal transportation options and a growing awareness that the region must shift trajectory in the face of increased growth.

This allocation allows funding for eight major regional bicycle projects that will connect communities across the region. It also allows GPATS to increase assistance to regional transit providers as they expand access throughout the region.

As the region moves forward and projects advance toward funding and implementation, GPATS will continue to work with SCDOT, FHWA, and FTA to determine how best to advance recommended projects and will continue to engage the public to adjust future planning efforts and project lists as necessary.

In addition, the world of transportation planning is rapidly changing and evolving, perhaps faster now than ever before. GPATS will continue to monitor changes in how projects can be funded, such as new public-private initiatives, additional state or federal revenue sources, or other local funding opportunities. GPATS will strive to continue expanding the region's funding capacity through these innovative means. Transportation technology will be a vastly different landscape in 2022 and 2027 and, with this document, GPATS has made a commitment to pursue partnerships that keep the region at the national forefront. These dynamic processes will help the region continue to effectively address its transportation needs—both now and in the future.





## GPATS *Horizon 2040*

Adopted November 2017  
Document Version October 2018

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