

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 |
|--|----------------------------------|------------------------------|---------------------------|-----------------------|-----------------|----------------|---------|
| Near-term Corridor Improvements | | | | | | | |
| 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 |
|---------------------------------------|--------------------------------|---------------------|------------------------|-----------------------|-----------------|----------------|---------|
| 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 | 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 |
|-------------------------------|-------------------------------------|-------------------------------|-------------------------------|-----------------------|-----------------|----------------|---------|
| 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 |
| 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 |
|--|-------------------------------|-----------------------|-----------------|----------------|---------|
| Near-term Intersection Improvements | | | | | |
| 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 |
|---|--|-----------------------|-----------------|----------------|---------|
| 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 (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 |
|--|----------------------------------|---------------------------|-----------------|----------------|---------|
| 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 |
| 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.

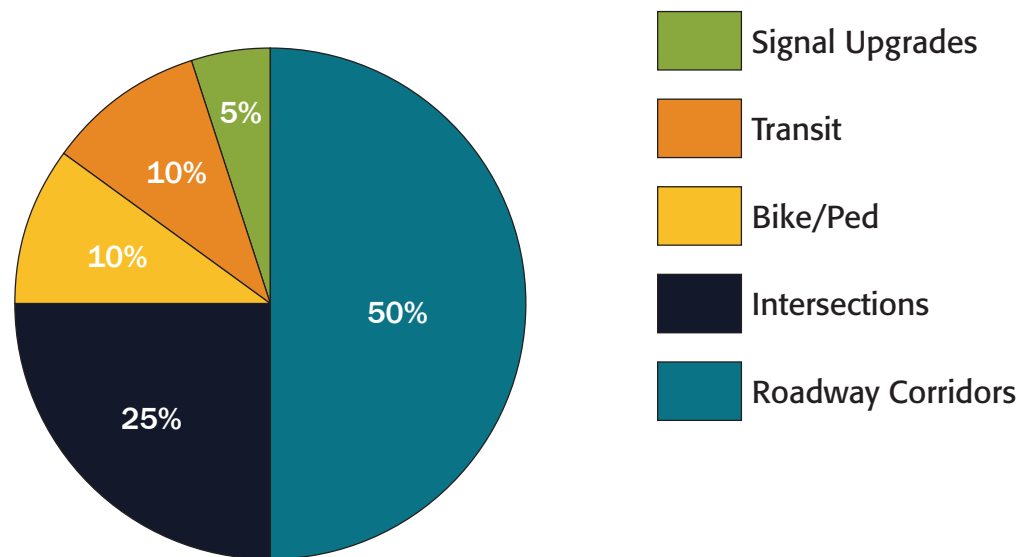
GPATS has the opportunity to consider how best to allocate these Guideshare funds during the life of the plan and engaged the public at Regional Workshop 2 for community input. The exit questionnaire (discussed in Chapter 2) asked participants to allocate funding to various transportation modes. Combining 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 | Powersville 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*

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