

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
JUNE 2017 MPO MEETINGS**

Agenda Item: Amendments to the 2040 Total Mobility Plan

Presenter: Wykoda Wang, MPO Staff

Summary: The CORE MPO's current Metropolitan Transportation Plan (MTP), CORE Connections 2040 Total Mobility Plan (2040 Plan for 2040 MTP for short), was adopted by the CORE MPO Board in August 2014. The MTP can be amended as project scopes change or new needs are identified.

According to the MPO's Participation Plan adopted in March 2016, any proposed changes to the MTP can be sorted into three categories.

- Administrative Modification – 1) Making a minor revision (as defined in GDOT's STIP Amendment Process) to a project that is already in the MTP's financially constrained plan; OR 2) Adding, deleting, or modifying a project in the MTP's vision (illustrative) plan, provided that any added projects come from an adopted study accepted by the CORE MPO.
- One Step Amendment – 1) The request is more than a minor revision (i.e. not eligible as an administrative modification); AND 2) The request **would not** affect the funding or timing of other projects in the MTP's financially constrained plan or TIP.
- Two Step Amendment – 1) The request is more than a minor revision (i.e. not eligible as an administrative modification); OR 2) The request **would** affect the funding or timing of other projects in the MTP's financially constrained plan (and TIP in many cases).

The key to any MTP amendment is to make sure that the MTP is financially balanced in the impacted cost band after the amendment, impacting both the total project costs and the expected revenues. The MTP amendment process for the proposed project change varies (either two-step or one-step), so it's important to determine what kind of amendment is being pursued.

2040 MTP Amendments and Administrative Modifications in June 2017

In development of FY 2018 – 2021 TIP, CORE MPO received updated project cost estimates and schedule changes. It is important to document these changes in the 2040 MTP to ensure MTP/TIP consistency. In addition, CORE MPO conducted Call for Projects and competitive project selections in 2017 for Surface Transportation Block Grant (STBG) Urban Attributable (Z230) funds and Transportation Alternatives (Z301) funds. The MPO awarded funds to several projects that need to be amended to the 2040 MTP's project list. The MPO also awarded funds to several projects already in the 2040 MTP project list. The updates to these projects will be processed as administrative modifications. The June 2017 amendments and administrative modifications to 2040 MTP involve incorporating the projects with funds awarded during the 2017 Call for Projects processes and updating the financial plan to incorporate project costs and schedule changes.

Awarded Projects already in 2040 MTP Project List – Administrative Modifications

Of the projects awarded Z230 and Z301 funds, several are already listed in the cost feasible 2040 MTP financial plan, including the following. The changes to their cost estimates are reflected in the updated financial plan and are administrative modifications.

- PI# 0008358: I-516 @ CS 1503/DeRenne Avenue - #2 priority ranking for 2017 STBG Call for Projects;
- PI# 0007128: CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE - #3 priority ranking for 2017 STBG Call for Projects;
- PI# 0007259: JIMMY DELOACH PARKWAY @ SR 17 – INTERCHANGE - #4 priority ranking for 2017 STBG Call for Projects;
- PI# 0010028, Delesseps/LaRoche Avenue Improvements - #5 priority ranking for 2017 STBG Call for Projects;
- PI# 0007631, Truman Linear Park Trail Phase II – A - #1 priority ranking for 2017 TA Call for Projects.

Awarded Projects to be Added into Cost Feasible Plan Project List of 2040 MTP - Amendments

Other projects awarded funding are not included in the cost feasible plan's project list and should be amended in.

- PI# 0013727, I-16 at SR 307 Improvement Project - #1 priority ranking for 2017 STBG Call for Projects
 - This project is originated from a GDOT lump sum project (consistent with the 2040 MTP safety set aside) and a local project from Chatham County (not required to be included in the MTP). As the design-build projects of I-16 widening (PI# 0012757) and I-16/I-95 interchange reconstruction (PI# 0012758) are developed, it has been determined to merge the GDOT/Chatham County projects into one for a diverging diamond at I-16/SR 307 and let this project as a part of the design-build contract with the other two projects. At this point this project is going through concept approval process. Chatham County requested to amend the PE phase

- into Cost Band One of 2040 MTP in June 2017 and amend the ROW and CST phases into the 2040 MTP later when the concept report is approved. The total PE cost will be \$1,080,494 of which \$100,000 have been authorized for the lump sum amount and \$980,494 are for awarded Z230 funds (federal + local match).
- CAT Bus Reliability Initiative - #6 priority ranking for 2017 STBG Call for Projects
 - This project is consistent with the CAT's Transit Development Plan (TDP) for Fixed Route Bus Replacement. The TDP line item was incorporated into the 2040 MTP funded with FTA transit grants and CAT's revenues. However, since Z230 funds have been awarded (requiring funding transfer from FWHA to FTA), the project needs to be amended into the 2040 MTP's highway project list for Cost Band One. The project cost is \$1,687,500, of which \$1,265,625 are federal Z230 funds and \$421,875 are CAT's local match funds.
 - CAT Electric Bus Conversion Initiative - #7 priority ranking for 2017 STBG Call for Projects
 - This project is consistent with the CAT's Transit Development Plan (TDP) for Fixed Route Bus Replacement. The TDP line item was incorporated into the 2040 MTP funded with FTA transit grants and CAT's revenues. However, since Z230 funds have been awarded (requiring funding transfer from FWHA to FTA), the project needs to be amended into the 2040 MTP's highway project list for Cost Band Two (FY 2021). The project cost is \$2,000,000, of which \$1,500,000 are federal Z230 funds and \$500,000 are CAT's local match funds.
 - CAT Maintenance Equipment Upgrades - #8 priority ranking for 2017 STBG Call for Projects
 - This project is consistent with the CAT's Transit Development Plan (TDP) for Operations and Maintenance Facility Rehabilitation. The TDP line item was incorporated into the 2040 MTP funded with FTA transit grants and CAT's revenues. However, since Z230 funds have been awarded (requiring funding transfer from FWHA to FTA), the project needs to be amended into the 2040 MTP's highway project list for Cost Band One. The project cost is \$752,923, of which \$564,690 are federal Z230 funds and \$188,233 are CAT's local match funds.
 - CAT Bikeshare Expansion in Downtown Savannah Phase 2 - #2 priority ranking for 2017 TA Call for Projects
 - This project is consistent with the CAT's Transit Development Plan for Bike Share Implementation. The TDP line item was incorporated into the 2040 MTP funded with FTA transit grants and CAT's revenues. The project is also an extension of PI# 0013273, CAT Bikeshare Expansion in Downtown Savannah which is included in the highway project list under Non-Motorized set aside in 2040 MTP. The project needs to be amended into the 2040 MTP's highway project list, Cost Band One. The project cost is \$250,000, of which \$200,000 are federal Z230 funds and \$50,000 are CAT's local match funds.
 - McQueen's Island Trail Improvements - #3 priority ranking for 2017 TA Call for Projects.
 - This project is consistent with the Coastal Georgia Greenway and should be amended into the highway project list in 2040 MTP, Cost Band One, before being

programmed for Z301 funds in the TIP. The project cost is \$1,025,653, of which \$820,522 are federal Z301 funds and \$205,131 are local match funds from Chatham County.

Summary of MTP Updates from August 2014 to May 2017

To process the proposed June 2017 amendments to the 2040 MTP, updates to the cost feasible plan is necessary to determine financial balance in each cost band. The 2040 MTP was developed in concert with the development of the CORE MPO's FY 2015 – 2018 TIP with both documents adopted in August 2014. Since then various changes have occurred. To update the financial plan, it is helpful to document the many changes to the 2040 MTP since August 2014, most of which resulted from requested TIP amendments.

- Several amendments have been made to the 2040 MTP to add in new projects or project phases with the understanding that there would be additional funds beyond the original 2040 MTP revenue projections to incorporate these changes.
 - August 2015: PI# 0013549, SR 21 @ CS 705/Parkside Blvd in Port Wentworth – new project was amended into 2040 MTP, Cost Band One (PE, ROW, CST).
 - October 2015: amendments were made for two projects:
 - PI# 0013741, SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH – project was moved from Cost Band Three (CST only) to Cost Band One (PE, ROW, CST);
 - PI# 0013742, SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH – new project was amended into Cost Band One (PE, ROW, CST).
 - March 2016: amendments were made to three projects:
 - PI# 532370, SR 144 EB FROM S OF CR 100 TO S OF CR 154 – new project was amended into Cost Band One (CST only) for expanded CORE MPO metropolitan planning area;
 - PI# 0012757, 1-16 from I-95 to I-516 – new project was amended into Cost Band One (PE, ROW and CST);
 - PI# 0012758, 1-95/I-16 Interchange Reconstruction – project was amended into Cost Band One (PE, ROW, CST) from Cost Band Two (ROW) and Cost Band Three (CST).
- Several amendments have been made to the 2040 MTP for projects with the original 2040 MTP revenue projections to incorporate requested changes.
 - December 2016: preliminary engineering (PE) phase for 1-16 Widening from west of I-95 to Pooler Parkway was amended to Cost Band Three and construction (CST) phase was added to Vision Plan.
 - Truman Linear Park Trail Phase II was split into two projects:
 - PI# 0007631, Truman Linear Park Trail Phase II-A – to be implemented by Chatham county;

- PI# 0015306, Truman Linear Park Trail Phase II-B – to be implemented by the City of Savannah.
- Georgia passed HB 170 and the state funds are allocated to several projects in the 2040 MTP. This means that HB 170 funds are providing additional revenues (more than \$150 million) beyond the original 2040 MTP revenue projections, releasing non-HB 170 revenues planned for these projects available for other projects. The following projects have HB 170 funds.
 - PI# 0006328, BRAMPTON ROAD CONNECTOR FM FOUNDATION DR TO SR 21/SR25/US80 (UTL, CST)
 - PI# 0006700, EFFINGHAM PKWY FM CR 156/BLUE JAY/EFFINGHAM TO SR 30/CHATHAM (PE, CST)
 - PI# 0007259, JIMMY DELOACH PARKWAY @ SR 17 – INTERCHANGE (CST)
 - PI# 0012758, 1-95/I-16 Interchange Reconstruction (ROW)
 - PI# 0013549, SR 21 @ CS 705/Parkside Blvd in Port Wentworth (ROW)
 - PI# 521855, SR 26 FROM I-516 TO CS 188/VICTORY DRIVE (PE, ROW, UTL, CST)
 - PI# 522790, JIMMY DELOACH PARKWAY EXTENSION FM I-16 TO SR 26/US 80 (CST)
- Some additional local funds become available for specific projects.
 - PI# 0013282, SR 25 @ Pipemaker Canal - Culvert Replacement – additional local funds beyond the original 2040 MTP revenue projections (around \$7.7 million) from the Georgia Ports Authority (GPA) have been identified for construction of this project.
- Some projects/project phases are deleted from the 2040 MTP because of different reasons.
 - PI# 533205, Montgomery Cross Road Bridge Replacement – GDOT deleted the project from TPRO for lack of progress.
 - PI# 0013281, SR 21 Culvert Replacement at Pipemaker Canal – although PE fund were authorized, GDOT deleted the project (later phases) for needs not justified.
- Cost estimates and project development schedules become more accurate as projects move to later development stages. CORE MPO has processed a series of 2040 MTP addenda to document the cost and schedule changes associated with TIP amendments since August 2014. The revised cost estimates should be reflected in the updated 2040 MTP financial plan, particularly for those projects that have moved to construction, including the following.
 - PI# 0012722, SR 21 from SR 30 to I-95; Including Interchange (Diverging Diamond Interchange)
 - PI# 0002923, SR 25 Conn / Bay Street From I-516 to the Bay Street Viaduct (West Bay Street Widening)

- PI# 0007885, CS 602/CS 650/Grange Rd from SR 21 to E of SR 25
- PI# 0010553, CS651/Crossgate Rd from SR 21 to NS#734150L in Port Wentworth
- Some correction needs to be made – non-motorized set aside amount should be consistent between the project list table and non-motorized table.

Updated 2040 MTP Financial Plan Balance as of June 2017

The updated financial balance of 2040 MTP Financial Plan are shown below (see Appendix A for detailed project changes).

2040 Total Mobility Plan Cost Feasible Project List			
	Cost Band One (2015 - 2020)	Cost Band Two (2021- 2030)	Cost Band Three (2031- 2040)
2040 MTP Revenue Projection as of August 2014	\$281,705,163	\$218,472,468	\$476,254,475
2040 MTP Project Costs as of August 2014	\$281,705,163	\$218,472,468	\$476,254,474
Financial Balance as of August 2014	\$0	\$0	\$0
Additional Revenues Since August 2014	\$354,419,754	\$120,003,413	\$0
Revised Revenue Projection as of May 2017	\$636,124,917	\$338,475,881	\$476,254,475
2040 MTP Revised Project Costs as of June 2017	\$597,012,697	\$314,108,437	\$338,629,726
Financial Balance as of June 2017	\$39,112,220	\$24,367,445	\$137,624,748
2040 Total Mobility Plan Cost Feasible Non-Motorized Set Aside Project List			
	Cost Band One (2015 - 2020)	Cost Band Two (2021- 2030)	Cost Band Three (2031- 2040)
2040 MTP Non-Motorized Set Aside as of August 2014	\$30,978,619	\$0	\$0
2040 MTP Non-Motorized Project Costs as of August 2014	\$25,574,161	\$0	\$0
Non-Motorized Financial Balance as of August 2014	\$5,404,458	\$0	\$0
Additional Revenues Since August 2014	\$1,865,025	\$0	\$0
Revised Non-Motorized Revenue Projection as of June 2017	\$32,843,644	\$0	\$0
2040 MTP Revised Non-Motorized Project Costs as of June 2017	\$34,690,680	\$0	\$0
Non-Motorized Financial Balance as of June 2017	-\$1,847,036	\$0	\$0
Summary - 2040 Total Mobility Plan Cost Feasible Plan Project List			
	Cost Band One (2015 - 2020)	Cost Band Two (2021- 2030)	Cost Band Three (2031- 2040)
Summary- 2040 MTP Revenue Projection as of August 2014	\$312,683,782	\$218,472,468	\$476,254,475
Summary - 2040 MTP Project Costs as of August 2014	\$307,279,324	\$218,472,468	\$476,254,474
Summary - Financial Balance as of August 2014	\$5,404,458	\$0	\$0
Summary - Additional Revenues Since August 2014	\$356,284,779	\$120,003,413	\$0
Summary - Revised Revenue Projection as of June 2017	\$668,968,561	\$338,475,881	\$476,254,475
Summary - 2040 MTP Revised Project Costs as of June 2017	\$631,703,377	\$314,108,437	\$338,629,726
Summary - Financial Balance as of June 2017	\$37,265,184	\$24,367,445	\$137,624,748

Public Participation Process:

The updated 2040 MTP financial plan shows that incorporating all of the changes above would not negatively affect the financial balances of all three cost bands (the changes **would not** affect the funding or timing of other projects in the MTP's financially constrained plan), so the **One-Step Amendment process** needs to be followed. The process is listed below.

CORE MPO Board Meeting: At a CORE MPO Board meeting occurring no less than 21 days after receipt of the request, the recommendations of the MPO staff and the appropriate CORE MPO advisory committees will be provided to the CORE MPO Board. A public hearing will be held at that MPO Board meeting, unless held at an earlier date or time. The CORE MPO Board will decide at the conclusion of the hearing whether to reject the proposal, approve the proposal, or approve the proposal with modifications.

Public participation procedures for one-step amendments include public advertisement, a public hearing, a 15-day comment period, and response to all comments, either individually or in summary form. Information about the comment period and public hearing also are posted on MPO web site and provided to the media contacts, neighborhood associations, and consultation agencies in the MPO contact database.

To satisfy the requirements, the MPO staff advertised the public notice on Sunday, June 11 for a 15-day comment period and a public hearing, and conducted the comment period from June 13 to June 27, 2017. The item has been put on the agendas of the CORE MPO Board and advisory committee meetings for June 2017 with the public hearing to be held in conjunction with the CORE MPO Board meeting on June 27, 2017. Comments received by the MPO staff will be incorporated into the revised draft MTP amendment document as they come and the updated document will be posted on the MPO's website. The 2040 MTP amendments are expected to be adopted by the CORE MPO Board on June 28, 2017.

Recommendation: For endorsement and approval of proposed amendment to the CORE MPO's 2040 Metropolitan Transportation Plan.

Appendix

- Appendix A: Updated 2040 MTP Financial Plan
- Appendix B: Excerpt of CORE MPO Participation Plan Regarding MTP Amendment
- Appendix C: Public Involvement Documentation

Appendix A: Updated 2040 MTP Financial Plan

DRAFT

Appendix B: Excerpt of CORE MPO Participation Plan Regarding MTP Amendment

Procedures for Changes to the Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP)

Administrative Modification

The following types of requests are considered administrative modifications to the TIP or MTP, as long as the requested change does not require public review and comment.

- Making a *minor* revision (as defined in Appendix K: GDOT's STIP Amendment Process) to a project that is already in the MTP's financially constrained plan;
- Adding, deleting, or modifying a project in the MTP's vision (illustrative) plan, provided that any added projects come from an adopted study accepted by the CORE MPO.

When the CORE MPO staff determines that the request is an administrative modification, the process consists of the following steps:

- 1) Transmittal of Confirmation: MPO staff transmits a confirmation to GDOT.
- 2) MPO staff posts the updated portion of the document(s) on the MPO web site.
- 3) GDOT sends a monthly list of notifications about administrative modifications to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA.

Projects that use zero federal funding, and that are not expected to need federal funding in the future, are not required to be included in the CORE MPO MTP or TIP. If a requester nevertheless would like to have these projects listed, then they can be included in an addendum to the MTP, with CORE MPO Board notification. Such projects can be listed in the TIP through an administrative modification.

CORE MPO reserves the right to re-start the change process as an amendment, in cases where it is found that the modification is controversial.

One-step Amendment

The following situations are considered one-step amendments.

- The request is more than a minor revision (i.e. not eligible as an administrative modification); AND
- The request *would not* affect the funding or timing of other projects in the MTP's financially constrained plan or TIP.

The process consists of the following steps:

- 1) CORE MPO Board Meeting: At a CORE MPO Board meeting occurring no less than 21 days after receipt of the request, the recommendations of the MPO staff and the appropriate CORE MPO advisory committees will be provided to the CORE MPO Board. A public hearing will be held at that MPO Board meeting, unless held at an earlier date or time. The CORE MPO Board will decide at the conclusion of the hearing whether to reject the proposal, approve the proposal, or approve the proposal with modifications.
- 2) In instances where the project costs or other details differ from those listed in the adopted MTP, the updated project information will be noted in an addendum to the MTP.

Public participation procedures for one-step amendments include public advertisement, a public hearing, a 15-day comment period, and response to all comments, either individually or in summary form. Information about the comment period and public hearing also are posted on MPO web site and provided to the media contacts, neighborhood associations, and consultation agencies in the MPO contact database.

Two-step Amendment

The following situations are considered two-step amendments. The second step of the process may include a TIP amendment as well, in many cases:

- The request is more than a minor revision (i.e. not eligible as an administrative modification); OR
- The request *would* affect the funding or timing of other projects in the MTP's financially constrained plan (and TIP in many cases).

The process consists of the following steps:

- 1) First CORE MPO Board meeting: The CORE MPO staff and the appropriate advisory committees will recommend to the MPO Board whether additional review of the amendment to the MTP is warranted. The CORE MPO Board will then decide either to reject the proposal or authorize further review of the proposal.
- 2) Second CORE MPO Board meeting: If further review is authorized by the CORE MPO Board in the step above, the MPO staff will obtain and review additional information and present its findings and recommendation to the appropriate CORE MPO advisory committees. The recommendations of the MPO staff and the committees will then be provided to the CORE MPO Board. A public hearing will be held at that CORE MPO Board meeting, unless held at an earlier date or time. The CORE MPO Board will decide at the conclusion of the hearing whether to reject the amendment to the MTP, approve it, or approve it with modifications. If the proposal also affects the TIP, then the CORE MPO Board may consider the TIP amendment at this same meeting or at a later meeting.

Public participation procedures for two-step amendments include public advertisement, a public hearing, a 15-day comment period, and response to all comments, either individually or in summary form. Information about the comment period and public hearing also are posted on MPO web site and provided to the media contacts, neighborhood associations, and consultation agencies in the MPO contact database.

TIP Amendment Only

If a project or study that is already consistent with the CORE MPO MTP, as determined by the Executive Director, requires a change that does not qualify as an administrative modification, as defined above, then a TIP amendment can be considered without the need for an MTP amendment. The TIP amendment process requires public advertisement, a 15-day comment period and response to all comments, either individually or in a summary form. There is no requirement for a public hearing. The amendment follows the usual MPO Committee process for action.

The use of federal funds requires completion of the environmental process in accordance with the National Environmental Policy Act (NEPA). Right-of-way negotiations may not take place until successful completion of the NEPA process. Final location and design of an amended project would be a function of the NEPA process. In Georgia, the Department of Transportation oversees the public participation in the environmental process. The MPO facilitates the participation process by providing early and continuous planning level input and by assisting GDOT in disseminating public meeting notices and project information.

Appendix C: Public Involvement Documentation

June 2017

PUBLIC NOTICE FOR MTP and TIP AMENDMENTS

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, is requesting the public to review and provide comments on proposed amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2015 – 2018 Transportation Improvement Program (TIP). The MTP evaluates transportation system performance and is a source of policies, projects and actions that implement community vision of transportation improvements needed to reach the community goals. The TIP is the short-term programming document that lists transportation improvement projects to receive funding in the next four years. Reports providing details of the proposed MTP and TIP amendments are available for review at the Live Oak public libraries, the Chatham County-Savannah Metropolitan Planning Commission (MPC) office, the MPC website at <http://www.thempc.org/Dept/Tran>, and other public review agencies. Any changes to the reports will be posted on the website.

The comment period starts on **June 13, 2017** and written comments on the proposed MTP and TIP amendments will be accepted until close of business on **June 27, 2017**. Please send your comments to Wykoda Wang, Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401, or via email at wangw@thempc.org.

CORE MPO will host a public hearing for the proposed MTP amendments and a separate hearing for the proposed TIP amendments at the June 2017 CORE MPO Board meeting. Meeting time and location are listed below:

CORE MPO Board Meeting

June 28, 2017

10:00 a.m.

**MPC Arthur A. Mendonsa Hearing Room
112 East State Street, Savannah, GA 31401**

For a complete list of public review agencies or additional information regarding the proposed MTP and TIP amendments, please call (912) 651-1466.

Disclaimer: The Chatham County-Savannah Metropolitan Planning Commission (MPC) and Coastal Region Metropolitan Planning Organization (CORE MPO) are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, religion, national origin, age, physical or mental disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program in its recruitment, employment, facility and program accessibility or services. MPC and CORE MPO are committed to complying with and enforcing the provisions of the Title VI of the Civil Rights Act and other federal and state non-discrimination authorities. CORE MPO is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.