



METROPOLITAN PLANNING ORGANIZATION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION DECEMBER 2016 MPO MEETINGS

- Agenda Item:** Amendment to the 2040 Total Mobility Plan for I-16 Widening from west of I-95 to Pooler Parkway
- Presenter:** Wykoda Wang, MPO Staff
- Summary:** The CORE MPO's current Metropolitan Transportation Plan (MTP), CORE Connections 2040 Total Mobility Plan, 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 after the requested amendment. The MTP amendment process for the proposed project change varies, so it's important to determine what kind of amendment is being pursued.

In November 2016 CORE MPO received a request from the Georgia Department of Transportation (GDOT) to amend the 2040 MTP for I-16 Widening from west of I-95 to Pooler Parkway.

1-16 Widening from west of I-95 to Pooler Parkway

PI#: To be determined

MTP Priority: Currently none of the project phases (PE – preliminary engineering, ROW – right-of-way and CST - construction) are included in the 2040 MTP. GDOT stated that no right-of-way acquisition is required for this project and requested the following changes:

- 1) Add the project's PE phase to the 2040 MTP's Cost Band Three (2031-2040) with a cost estimate of \$1,120,000 (uninflated); and
- 2) Add the project's CST phase into the Vision Plan as it would be outside of Band Three. The cost estimate for this phase is \$14,000,000.

Project Justification: The Interchange Modification Report (IMR) for the I-16 widening (P.I. 0012757) and I-16 at I-95 Interchange Reconstruction (P.I. 0012758) projects provides detailed analysis of the proposed improvement's affect to operational and safety issues along the I-16 corridor in the project area. The draft report's 'build' scenario analysis assumed reconstruction of the I-16/I-95 interchange and the widening of I-16 from I-95 to I-516, as well as the project at I-16 and SR 307. A future-year need for capacity improvement on I-16 between I-95 and Pooler Pkwy is indicated by this analysis as well as the MPO's latest travel demand model.

The analysis within the federally-required IMR document (now under development) indicates traffic is expected to operate at an unacceptable peak-hour level of service for the "build" alternative, in the future years, on I-16 between I-95 and Pooler Parkway. During federal review of the document, it will be required to address this need. As a result, GDOT is requesting a new project be added to the CORE MPO's 2040 Total Mobility Plan.

Project Description: This project will add one general-purpose lane on I-16 in each direction between I-95 and Pooler Parkway. The detailed scope of work for the widening project will be developed by GDOT.

Reason for MTP Amendment: Addition of a project or a phase of a project to the financially constrained 2040 MTP requires an amendment according to the MPO's Participation Plan.

Expected Funding Sources and MTP Financial Balance: For any MTP amendment, the most important consideration is to maintain the financial balance of the plan, meaning the available revenues must be equal to or more than the total project costs. Since the federal requirement is that the MTP must use Year-of-Expenditure (YOE) dollars, the financial balance of each cost band of the MTP must be maintained. Based on the development schedule of the proposed project, Cost Band Three (2031 – 2040) of the 2040 Total Mobility Plan will be impacted.

Incorporation of the PE phase of this widening project into Cost Band Three is determined by the current financial balance of this cost band. Previously several projects have been advanced from Cost Band Three to earlier cost bands with additional funds beyond the 2040 MTP revenue projections (October 2015 and March 2016 MTP amendments), so currently there is a positive balance in Cost Band Three as shown below.

Balance of Cost Band Three

The current 2040 MTP financial balance of Cost Band Three.

- ❖ Total Revenue Projections - \$476,254,474
- ❖ Total Cost Estimates - \$351,014,182
- ❖ Cost Band Three Financial Balance - \$125,240,292

The GDOT cost estimate for the PE phase of the proposed I-16 widening project is \$1,120,000 (uninflated). Applying the Cost Band Three inflation factor of 1.5987, the project cost becomes \$1,790,544. It is apparent that inclusion of this project phase in Cost Band Three will not negatively impact other projects or the financial balance.

Public Participation Process:

Adding the PE Phase to Cost Band Three

Since the requested amendment would not affect the funding or timing of other projects in Cost Band Three of the 2040 MTP, the **One-Step Amendment process** needs to be followed. The process is as follows:

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 has advertised the public notice and a public hearing, and is conducting a 15-day public comment period. The item will be put on the agendas of the CORE MPO Board and advisory committee meetings for December 2016 with the public hearing to be held in conjunction with the CORE MPO Board meeting on December 14, 2016.

Adding the CST Phase to Vision Plan

The inclusion of the CST phase into the Vision Plan of 2040 MTP is an administrative modification. The process for this change 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.

The MPO staff will transmit the confirmation letter and post the revised document on the MPO website as a part of the 2040 MTP revisions after the December 2016 MPO board meeting.

Recommendation: For endorsement and approval of proposed amendment to the CORE MPO's 2040 Metropolitan Transportation Plan to incorporate I-16 Widening from west of I-95 to Pooler Parkway.

Appendix

- Appendix A: GDOT Request for MTP Amendment
- Appendix B: Excerpt of CORE MPO Participation Plan Regarding MTP Amendment
- Appendix C: Public Involvement Documentation

Appendix A: GDOT Request for MTP Amendment

From: Eastin, William [mailto:weastin@dot.ga.gov]
Sent: Thursday, November 17, 2016 11:33 AM
To: Wykoda Wang <wangw@thempc.org>
Cc: Melony West <westm@thempc.org>; Mark Wilkes <wilkesm@thempc.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>
Subject: RE: Agenda Item: Amendment to the 2040 Total Mobility Plan (TMP)

Good Morning Wykoda,

Please see the attached amendment proposal for the next meeting agenda on December 14th. The Interchange Modification Report (IMR) for the I-16 widening (P.I. 0012757) and I-16 at I-95 Interchange Reconstruction (P.I. 0012758) provides a detailed analysis of the operational and safety issues along the I-16 corridor. In the build scenario, future traffic operates at an unacceptable level of service along I-16 between I-95 and Pooler Pkwy. During federal review of the IMR, it will be required to address this need. As a result, GDOT is requesting for a new project to be added in the third band (2031 – 2040) of the CORE 2040 Total Mobility Plan. Further description and details are located in the attached PDF.

Please feel free to contact Vivian or I with any questions you may have. We appreciate your help and input.

Thank you,
William

William Eastin
Southeast Georgia Branch Chief

Georgia Department of Transportation - Office of Planning
600 West Peachtree Street NW, 5th Floor
Atlanta, Georgia 30308



COASTAL REGION METROPOLITAN PLANNING ORGANIZATION

December 2016 MPO Meetings

Agenda Item: Amendment to the 2040 Total Mobility Plan (TMP) to add a project

Presenter: GDOT

Summary: The Interchange Modification Report (IMR) for the I-16 widening (P.I. 0012757) and I-16 at I-95 Interchange Reconstruction (P.I. 0012758) projects provides detailed analysis of the proposed improvement's affect to operational and safety issues along the I-16 corridor in the project area. The draft report's 'build' scenario analysis assumed reconstruction of the I-16/I-95 interchange and the widening of I-16 from I-95 to I-516, as well as the current TIP project at I-16 and SR 307. A future-year need for capacity improvement on I-16 between I-95 and Pooler Pkwy is indicated by this analysis as well as the MPO's latest travel demand model.

Reason for Amendment: The analysis within the federally-required IMR document (now under development) indicates traffic is expected to operate at an unacceptable peak-hour level of service for the "build" alternative, in the future years, on I-16 between I-95 and Pooler Parkway. During federal review of the document, it will be required to address this need. As a result, GDOT is requesting new project be added to Band Three (2031 – 2040) of the CORE 2040 Total Mobility Plan. The new widening project will have the following description:

Project Name: I-16 widening from west of I-95 to Pooler Pkwy.

PI#: to be determined

Project Description: Add one general-purpose lane in each direction between I-95 and Pooler Pkwy

MTP Priority: Add proposed project's Preliminary Engineering phase into the LRTP's Cost Band Three (2031-2040); Construction phase would be outside of Band Three

Project Cost: Preliminary Engineering (PE) - \$ 1,120,000

Right of Way (ROW) - N/A

Construction (CST) - \$ 14,000,000

Work Type: Widening

County: Chatham

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

November 2016

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 **November 29, 2016** and written comments on the proposed MTP and TIP amendments will be accepted until close of business on **December 13, 2016**. 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 and TIP amendments in December 2016 in conjunction with the CORE MPO Board meeting. Meeting time and location are listed below:

CORE MPO Board Meeting

December 14, 2016

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.