



METROPOLITAN PLANNING ORGANIZATION

Resolution to Amend the FY 2015 – 2018 Transportation Improvement Program of the Coastal Region Metropolitan Planning Organization (CORE MPO)

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) desires to adopt amendments to the FY 2015 - 2018 Transportation Improvement Program (TIP) for the CORE MPO transportation planning area; and

WHEREAS, the proposed amendments include the following:

- Splitting the Truman Linear Park Trail – Phase II into two projects – Part A (retaining PI# 0007631) and Part B (new PI# to be available), programming both projects in FY 2017, and allocating funds released from the Savannah MPO Strategic Planning Study – Sector Eleven (PI# 0010563) to Part B; and
- Reducing the cost and funding in FY 2015 for PI# 0010563, Savannah MPO Strategic Planning Study - Sector Eleven to support Part B of the Truman Linear Park Trail – Phase II project; and
- Updating the transit Section 5307 program and projects in FY 2015 based on current needs and available funding; and
- Amending the transit Section 5337 and 5339 program funding of FY 2015 to include unobligated FY 2013 and FY 2014 grants that have been awarded to CAT through MAP-21, and updating the state and local match as well as the total Section 5337 and 5339 program funds.

WHEREAS, CORE MPO has completed a 15-day public review and comment period for the TIP amendments according to the Participation Plan; and

WHEREAS, CORE MPO would like to complete the TIP amendment process to incorporate the project programming and funding changes.

NOW, THEREFORE, BE IT RESOLVED THAT, the Coastal Region Metropolitan Planning Organization approves the proposed amendments to the FY 2015 - 2018 Transportation Improvement Program as shown in the summary of TIP amendment report with any corrections based upon the motion of February 25, 2015.

Approved this day, February 25, 2015

A handwritten signature in blue ink, appearing to read "Albert J. Scott".

Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization

Amendments to FY 2015-2018 Transportation Improvement Program of the Coastal Region Metropolitan Planning Organization (CORE MPO)

February 2015

The Transportation Improvement Program (TIP) is the MPO's short-range programming document and is a staged, multi-year listing of surface transportation projects proposed for federal, state and local funding within the metropolitan area. The CORE MPO's FY 2015-2018 TIP was adopted by the MPO Board on August 27, 2014. The TIP may be modified in accordance with the procedures outlined in the adopted Participation Plan by resolution of the CORE MPO Board if priorities, area goals, project schedules or funding levels change.

In December 2014 the Chatham County Engineering Department (the County) requested to amend the TIP to split PI# 0007631, Truman Linear Park Trail – Phase II into two different implementation phases, essentially splitting this project into two parts. Phase II, Part A will remain PI# 0007631 while Phase II, Part B needs to have a new PI# assigned. Both projects will be moved to fiscal year 2017. According to the adopted CORE MPO's Participation Plan, it is considered an administrative modification to "split or combine projects". However, "addition or deletion of a project or a phase of a project" is considered an amendment. Since Phase II, Part B will need to be added to the TIP as a separate project, CORE MPO processed this request as a TIP amendment.

In January 2015 CORE MPO staff proposed to move some of the M230 funds programmed for PI# 0010563, Savannah MPO Strategic Planning Study – Sector Eleven to help fund the Truman Linear Park Trail project. The funds released from the MPO study will be used for Part B of the trail project. The M230 funding balance will not be impacted since the funds are rolled over from FY 2015 to FY 2017.

In January 2015 the Chatham Area Transit Authority (CAT) also requested to amend the TIP for various transit programs and projects. The 1st request is to add FY 2013 and FY 2014 Section 5337 and 5339 Program funds that have not been obligated to fiscal year 2015. The Section 5337 and Section 5339 Programs award funding to eligible recipients based on a formula apportionment process. CAT's total FY 2013 and FY 2014 award under these programs was \$1,885,841 and CAT plans to use the money for vehicle purchases as well as bus and ferry boat related improvements. The 2nd request from CAT is to update the FY 2015 Section 5307 programmed projects to reflect the most up-to-date project changes. CORE MPO processed these expenditure and program changes as amendments.

TIP amendments require a 15-day public comment period and addressing all the received concerns and input. In order to process the proposed changes, the MPO advertised the TIP amendments on the Savannah Morning News on Sunday, February 8, 2015. The advertisement was also sent to the local news media and the consultation agencies, and was posted on the MPO website. The comment period started on February 10, 2015 and closed on February 24, 2015. Two public hearings have also been advertised – one on February 19 and the other on February 25, 2015. The comments received included:

- 1) From Coastal Georgia Greenway Inc., Executive Director Jo Hickson: Regarding the splitting of the Truman Linear Park Trail project into two projects, both programmed for construction in FY 2017, "We appreciate that the City of Savannah and Chatham County both see the need for this project and agree to work together for its construction and maintenance. We commend them for this cooperative stance."

- 2) From Chatham Area Transit, Chief Financial Officer Terri Harrison: Regarding the amendments to the transit section, “The Funding Notice issued last week gave us the new amount [for Section 5307] so we didn’t have to go on estimates and it also indicated that we could use up to 75% as Operating Assistance (added category).”
- 3) From the Savannah Tree Foundation Executive Director Karen Jenkins: “**Please build the Truman Linear Park Trail, Phase II, Parts A & B!** In doing so, please be sure that included in the project budget are provisions for caring for the trees along the trail. **For New Road/Trail Construction:** STF recommends that a tree inventory and assessment by a certified arborist be completed at the conceptual stage, or scoping phase, of a project. In the case of new road construction the roadway should consider the preservation and protection of stands of mature hardwoods. If a forested area must be traversed the road design should integrate preservation with a requirement for stringent protection for the healthiest part of the forest. The provisions for protection should be a line item in the project budget with stringent penalties imposed on the contractor for infringement on the protected areas. **Corridor Improvements:** STF recommends that a tree inventory and assessment by a certified arborist be completed during the study phase of the project, denoting the health and condition of the trees adjoining the proposed construction site. The study should indicate if adequate space is available for BMP tree protection methods to be installed and should indicate the provision that tree protection is part of the construction plan and is a line item in the budget. The ingress, egress and storage of equipment, the grading, filling and removal of dirt, and the removal of construction materials should be accounted for in the construction plan at the time of bidding. Penalties should be imposed for inadequate protection of trees. In the case of canopy loss due to a construction project a reforestation plan or a mitigation plan should be adopted for trees planted at the site or at a mitigation site.”
- 4) From the Savannah Bicycle Campaign Executive Director John Bennett: “I am writing to comment on the proposed TIP amendments. The Savannah Bicycle Campaign fully supports the construction of the Truman Linear Park Trail, as it will be a tremendous asset for neighborhoods along the project’s route and for the community as a whole. I am concerned about splitting the project into two segments, as I believe having a single entity implementing the project will deliver a more consistent and higher quality facility. I am particularly concerned because the link between the two segments — DeRenne Avenue — is one of the most challenging portions of the trail’s route. Precise coordination between the City and County will be necessary to ensure this section of the trail is safe and convenient for users. I am also concerned about the funding being programmed for FY 2017. As you know, the original federal funding for this project dates back to 2005. During the last decade, communities around the state have designed, funded and completed trail projects, while the Truman Linear Park Trail has languished. It is time that we begin moving forward on this much needed project.”
- 5) During the MPO Board’s Public Hearing on the TIP Amendment, Healthy Savannah member, CAC member, and Savannah resident Paula Kreissler urged the board to keep the Truman Linear Park Trail projects in FY 2016.
- 6) During the MPO Board’s Public Hearing on the TIP Amendment, CAC member and Savannah resident John Chapman noted that the total combined costs of the two parts of the Truman Linear Park Trail, Phase II were about \$500,000 more than the amount previously listed for the trail project as a whole. He urged those responsible be good stewards of funds.

CORE MPO responses to the comments were:

- We thank all of the interested parties for taking time to review the proposed amendments and communicate comments.
- Regarding CAT's revised figures for the Section 5307 Transit Capital Schedule: As of February 18, "...the staff report for the Amendments to the FY 2015-2018 Transportation Improvement Program has been updated and replaced on the February MPO agendas... and on the Transportation Page of the MPC web site (<http://www.thempc.org/transportation.htm>), in order to reflect revised numbers from Chatham Area Transit for the Section 5307 Capital funding schedule."
- Regarding Truman Linear Park Trail, Phase II amendments, CORE MPO staff is forwarding to the project managers all comments, including: Comments on general support of and expected benefits of the Truman Linear Park Trail; comments on tree preservation/mitigation in design, budgeting and construction; concerns about design consistency and coordination if the project is split; concerns about urgency, concerns about cost estimate increases.
- Additional CORE MPO responses for the Truman Linear Park Trail, Phase II amendments:
 - CORE MPO supports project sponsor(s) steps in advancing the project to implementation, and if advancing the project entails splitting the project, then project sponsors should coordinate their designs and timing of construction, to ensure a consistent, high quality trail user experience.
 - Regarding timing of Part A: Chatham County Engineering, in requesting the TIP amendment, specified FY 2017 for Part A of TLP Phase II.
 - Reason: a new concept report must be approved with the new termini and the environmental document will need to be reevaluated and approved. In short, the project manager desires a realistic project schedule that does not continue to change.
 - Regarding timing of Part B: MPO staff believes that it is unlikely that Part B would be ready before Part A because the City staff, as project manager for Part B, will likely need time to evaluate the current design handed over from the County's work to date. Thus Part B is also programmed for FY 2017.
 - Note that FY 2017 begins in 17 months.
 - If project is ready before that, the sponsor can request adjustment in the TIP.

CORE MPO has addressed all of the comments. The proposed TIP amendments were adopted by the CORE MPO Board at the February 25, 2015 meeting.

The following outlines the TIP amendments in more detail. The original and revised project pages as well as the MTP addendum are attached also.

TRUMAN LINEAR PARK TRAIL – PHASE II

- **PI #:** 0007631 for Part A, TBA for Part B
- **MTP Priority:** Currently the construction (CST) phase of the project is in Cost Band One (2015-2020) of the 2040 Total Mobility Plan. Both Part A and Part B will remain in Cost Band One after the split.
- **Project description:** The Truman Linear Park Trail is the demonstration project for initial implementation under the Coastal Georgia Greenway Master Plan. Phase I trail construction is completed. Phase II is proposed as a development of a multiuse trail from Phase I at 52nd Street and Bee Road to Lake Mayer Community Park. An 8- to 10-foot wide paved trail will be constructed, including boardwalks to cross wetlands.
 - Part A of the project will complete the multiuse trail from Lake Mayer to DeRenne Avenue, to be implemented by Chatham County.
 - Part B of the project will complete the multiuse trail from DeRenne Avenue to 52nd Street/Bee Road, to be implemented by the City of Savannah.
- **Amendment:** Splitting the Truman Linear Park Trail – Phase II project into two parts with Part A retaining PI# 0007631 and Part B having a new PI# to be assigned. Add the new Part B project to the TIP. Update the cost estimates of both projects.
- **Reason for Amendment:** Chatham County previously indicated that they would hand project management for the Truman Linear Park Trail to the City of Savannah, since the City would be maintaining the trail after completion. Subsequently, the County Engineering Department proposed that they could go forward with constructing the portion from Lake Mayer to DeRenne Avenue if the City would agree to construct the remainder to the north. The City staff have accepted the proposal.
- **Funding/Year:** The construction of Truman Linear Park Trail – Phase II is currently programmed in FY 2016 with both the earmarked LY10 funds (\$907,099) and the urban attributable M230 funds (\$650,982). Both funds require local matches. The total project cost is \$1,947,602 (\$1,558,081 federal and \$389,521 local).

Part A: The cost estimate for Part A is \$1,342,074. In the amended TIP, Part A construction will get 57% of the earmark funds (\$517,046 - unmatched) based on project length and \$556,613 of the M230 funds (unmatched) programmed for this project. Chatham County will provide the local match.

- CST programmed in FY 2017:
 - LY 10 funds: \$517,046 federal and \$129,262 local match with a total of \$646,308
 - Portion of the originally programmed M230 funds needed to meet cost of Part A: \$556,613 federal and \$139,153 local match with a total of \$695,766
 - **Total: \$1,073,659 federal and \$268,415 local match with a total of \$1,342,074**

Part B: The cost estimate for Part B is \$1,113,686. In the amended TIP, Part B construction will get 43% of the earmark funds (\$390,053 - unmatched) based on project length. \$94,369 of the M230 funds (unmatched) originally programmed for the Truman Linear Park Trail Phase II project will be allocated for Part B. Additional M230 funds released from PI# 0010563 will be programmed to fund Part B. The City of Savannah will provide the local match.

- CST programmed in FY 2017:
 - LY 10 funds: \$390,053 federal and \$97,513 local match with a total of \$487,566
 - Remainder of the M230 funds originally programmed for Truman Linear Park Trail Phase II: \$94,369 federal and \$23,592 local match with a total of \$117,961
 - M230 funds released from PI# 0010563: \$406,527 federal and \$101,632 local match with a total of \$508,159
 - **Total: \$890,949 federal and \$222,737 local match with a total of \$1,113,686**
- **Requesting date:** December 2014
- **Requesting Agency:** Chatham County Engineering Department
- **Comment Period:** 2/10/2015 – 2/24/2015

SAVANNAH MPO STRATEGIC PLANNING STUDY - SECTOR ELEVEN

- **PI #:** 0010563
- **MTP Priority:** planning phase is in Cost Band One (2015-2020) of the 2040 Total Mobility Plan.
- **Project description:** Special transportation studies
- **Amendment:** Reducing the project cost from \$667,780 (matched) to \$159,621 (matched) in FY 2015, and allocating \$508,159 (matched) to Truman Linear Park Trail – Phase II Part B in FY 2017.
- **Reason for Amendment:** CORE MPO has set aside some M230 funds each year to carry out special transportation studies in the Savannah Metropolitan Area. PI# 0010563 set aside \$750,000 of matched M230 funds in FY 2015 during the August 2014 TIP adoption. However, for the October 2014 TIP amendment, the revised amount for PI# 0010563 was reduced to \$667,780, with the split-out fund of \$82,220 assigned to the Chatham Area Transit special studies. In February 2015, CORE MPO would like to allocate \$508,159 of matched M230 funds from PI# 0010563 to support the implementation of the Truman Linear Park Trail project, thus effectively reducing the amount programmed for the MPO strategic study in FY 2015.
- **Funding/Year:**
 - PE programmed in FY 2015 with \$159,621 of M230 funds. The funding split is 80/20 federal/local - \$127,697/\$31,924.
- **Requesting date:** January 2015
- **Requesting Agency:** CORE MPO
- **Comment Period:** 2/10/2015 – 2/24/2015

SECTION 5307 TRANSIT IMPROVEMENTS

- **MTP Priority:** Public Transportation
- **Project Description:** Capital Schedule for Chatham Area Transit Authority
- **Amendment:** Update the Section 5307 program in FY 2015 based on current needs and available funding.

Financial Summary:

- Amount of FY 2015 Section 5307 program funds increased by \$1,141,776

- ❖ Federal grant - \$3,532,113
- ❖ State match - \$1,064,776
- ❖ Local match - \$1,064,776
- ❖ Total Section 5307 program funds - \$5,661,665

Project Summary:

- Update the FY 2015 funding amount for the following programmed projects:
 - ❖ Preventative Maintenance increased from \$1,256,031 to \$1,500,000
 - ❖ Operating Assistance, as a use currently allowed, increased from \$0 to \$3,484,102
 - ❖ Safety and Security decreased from 86,822 to \$0
 - ❖ Facilities Enhancements decreased from \$1,612,354 to \$0
 - ❖ ITS decreased from \$257,709 to \$240,063
 - ❖ Passenger Amenities increased from \$266,004 to \$437,500
 - ❖ Project Administration decreased from \$50,000 to \$0
 - ❖ Vehicle Purchases decreased from \$765,969 to \$0
 - ❖ Planning decreased from \$150,000 to \$0
 - ❖ Transit Center decreased from \$75,000 to \$0

- **Requesting date:** January 2015
- **Requesting Agency:** CAT
- **Comment Period:** 2/10/2015 – 2/24/2015

SECTION 5337 TRANSIT IMPROVEMENTS

- **MTP Priority:** Public Transportation
- **Project Description:** State of Good Repair Schedule for Chatham Area Transit Authority
- **Amendment:** 1) Amend the Section 5337 program funding of FY 2015 to include unobligated FY 2013 and FY 2014 grants that have been awarded to CAT through MAP-21; and 2) Update the state and local match as well as the total Section 5337 program funds.

Financial Summary:

- Add to FY 2015 the awarded FY 2013 and FY 2014 Section 5337 program funds
 - ❖ Federal grant – increased from \$120,651 to \$355,691
 - ❖ State match – increased from \$15,081 to \$44,461
 - ❖ Local match - increased from \$15,081 to \$44,461
 - ❖ Total Section 5337 program funds in FY 2015 – increased from \$150,814 to \$444,614

Project Summary:

- The Section 5337-State of Good Repair grant funds will be used for major improvements to extend the useful life of existing ferry vessels in the fleet.
- **Requesting date:** January 2015
- **Requesting Agency:** CAT
- **Comment Period:** 2/10/2015 – 2/24/2015

SECTION 5339 TRANSIT IMPROVEMENTS

- **MTP Priority:** Public Transportation
- **Project Description:** Bus and Bus Facility Schedule for Chatham Area Transit Authority
- **Amendment:** 1) Amend the Section 5339 program funding of FY 2015 to include unobligated FY 2013 and FY 2014 grants that have been awarded to CAT through MAP-21; and 2) Update the state and local match as well as the total Section 5339 program funds.

Financial Summary:

- Add to FY 2015 the awarded FY 2013 and FY 2014 Section 5339 program funds
 - ❖ Federal grant – increased from \$393,571 to \$1,152,982
 - ❖ State match – increased from \$49,190 to \$144,123
 - ❖ Local match – increased from \$47,757 to \$144,123
 - ❖ Total Section 5309 program funds in FY 2015 – increased from \$491,896 to \$1,441,227

Project Summary:

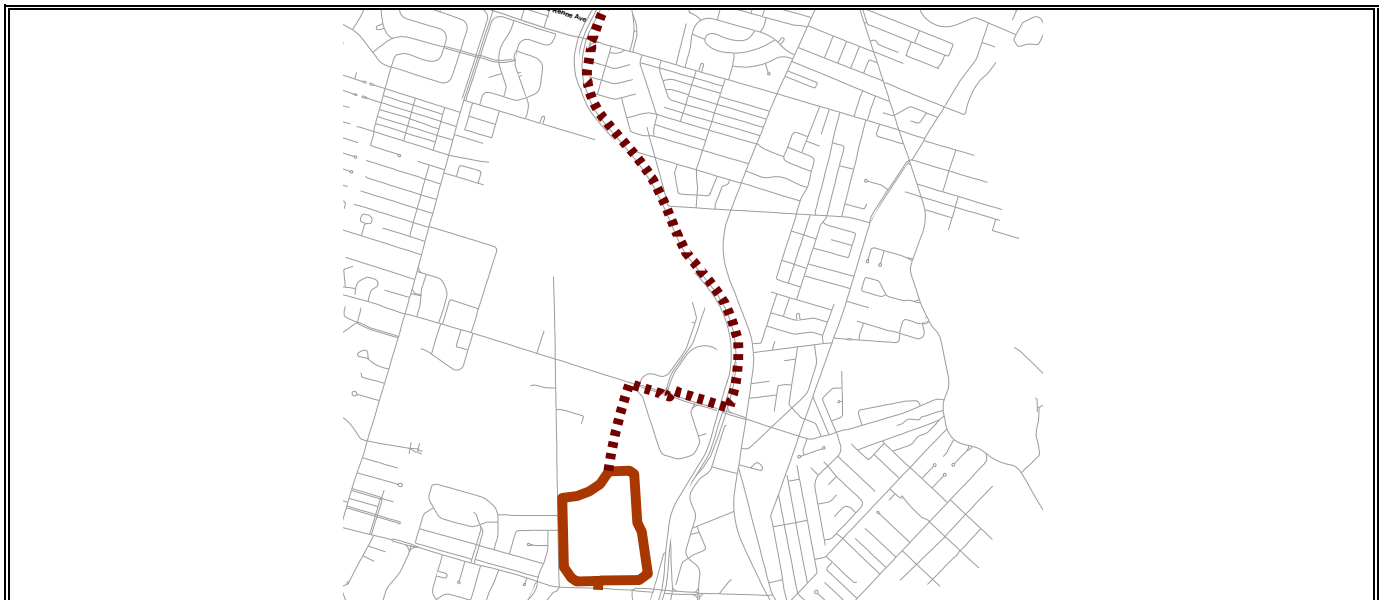
- The Section 5339-Bus and Bus Facility grant funds will be used for purchase of new vehicles as well as major improvements to extend the useful life of existing bus related facilities and vehicles in the fleet.
- **Requesting date:** January 2015
- **Requesting Agency:** CAT
- **Comment Period:** 2/10/2015 – 2/24/2015

Highway Project Pages as Adopted/Amended in August/October 2014

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

| TRUMAN LINEAR PARK TRAIL – PHASE II | | | | | | |
|--|------------------|------------|--------------------|-----------------|--------------------|--------------------|
| PROJECT DESCRIPTION: Truman Linear Park is the demonstration project for initial implementation under the Coastal Georgia Greenway Master Plan. Phase I trail construction is completed. Phase II is proposed as a development of a multipurpose trail from Phase I at 52 nd Street and Bee Road to Lake Mayer Community Park. An 8-foot wide paved trail will be constructed with boardwalks constructed to cross wetlands. | | | | P.I. #: | 0007631 | |
| | | | | TIP #: | 2007-H-08 | |
| | | | | COUNTY: | CHATHAM | |
| | | | | PROJ. #: | CSHPP-0007-00(631) | |
| | | | | FUND: | M230*, LY10* | |
| | | | | GDOT DISTRICT: | 5 | |
| TRAFFIC VOL. 2005 AADT: | N/A | 2030: | N/A | CONG. DISTRICT: | 1 | |
| NO. OF LANES EXISTING: | N/A | PLANNED: | N/A | RC: | CG | |
| LOCAL ROAD #: | STATE/US ROAD #: | | | LENGTH (MI): | | |
| COMMENTS/REMARKS: Earmark funds are funds provided by the Congress for projects, programs, or grants where the purported congressional direction (whether in statutory text, report language, or other communication) circumvents otherwise applicable merit-based or competitive allocation processes, or specifies the location or recipient, or otherwise curtails the ability of the executive branch to manage its statutory and constitutional responsibilities pertaining to the funds allocation process. Earmark funds will not lapse until they are spent. This program is being phased out. | | | | | | |
| *The construction of this project is programmed in FY 2016 with both the earmarked LY10 funds (\$907,099) and the urban attributable M230 funds (\$650,982). Both funds require a local match. Chatham County was the local sponsor for this multi-use trail project but the City of Savannah is taking over. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2015 | FY 2016 | FY 2017 | FY 2018 | TOTAL |
| PRELIM. ENGR. | Local | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | Federal/Local* | \$0 | \$1,947,602 | \$0 | \$0 | \$1,947,602 |
| PROJECT COST | | \$0 | \$1,947,602 | \$0 | \$0 | \$1,947,602 |
| FEDERAL COST* | | \$0 | \$1,558,081 | \$0 | \$0 | \$1,558,081 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$0 | \$389,521 | \$0 | \$0 | \$389,521 |

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|---|---------------|------------------|------------------|--|-------------------|--------------------|
| SAVANNAH MPO STRATEGIC PLANNING STUDY - SECTOR ELEVEN TO SECTOR FOURTEEN | | | | P.I. #: 0010563, 0011742, TBA, TBA | | |
| PROJECT DESCRIPTION: Special Transportation Studies | | | | TIP #: 2012-CORE-04, 2013-CORE-01, 2014-CORE-01, 2015-CORE-01 | | |
| | | | | COUNTY: CHATHAM | | |
| | | | | PROJ. #: | | |
| | | | | FUND: M230 | | |
| | | | | GDOT DISTRICT: 5 | | |
| TRAFFIC VOL. | 2005 AADT: | N/A | 2030: | N/A | CONG. DISTRICT: 1 | |
| NO. OF LANES | EXISTING: | N/A | PLANNED: | N/A | RC: CG | |
| LOCAL ROAD #: | | STATE/US ROAD #: | | LENGTH (MI): | | |
| COMMENTS/REMARKS: CORE MPO has set aside some M230 funds each year to carry out special transportation studies in the Savannah Metropolitan Area. PI# 0010563 originally set aside \$750,000 of matched M230 funds in FY 2015 but has split the funding in two. The revised amount for PI# 0010563 is \$667,780. A new PI# will be assigned for the split-out transit project. PI# 0011742 sets aside \$500,000 of matched M230 funds in FY 2016. Another \$500,000 is set aside for FY 2017 and FY 2018 respectively with PI# to be assigned by GDOT. These set-aside amounts are for the MPO's future planning activities. Specific planning tasks are identified as the needs arise. Previous Sector Study planning set-aside funds have been used to conduct various studies – the Southwest Sector Study, the I-16 Exit Removal Study, the development of the 2040 MTP, the President Street Development Study, the Congestion Management Process (CMP) update, the Traffic Impact Analysis (TIA) Study, the Freight Transportation Plan development, etc. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2015 | FY 2016 | FY 2017 | FY 2018 | TOTAL |
| PI# | | 0010563 | 0011742 | TBA | TBA | |
| TIP# | | 2012-CORE-04 | 2013-CORE-01 | 2014-CORE-01 | 2015-CORE-01 | |
| PRELIM. ENGR. | Federal/Local | \$667,780 | \$500,000 | \$500,000 | \$500,000 | \$2,167,780 |
| RIGHT-OF-WAY | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT COST | | \$667,780 | \$500,000 | \$500,000 | \$500,000 | \$2,167,780 |
| FEDERAL COST | | \$534,224 | \$400,000 | \$400,000 | \$400,000 | \$1,734,224 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$133,556 | \$100,000 | \$100,000 | \$100,000 | \$433,556 |

PROJECT LOCATION

CORE MPO STRATEGIC PLANNING STUDY

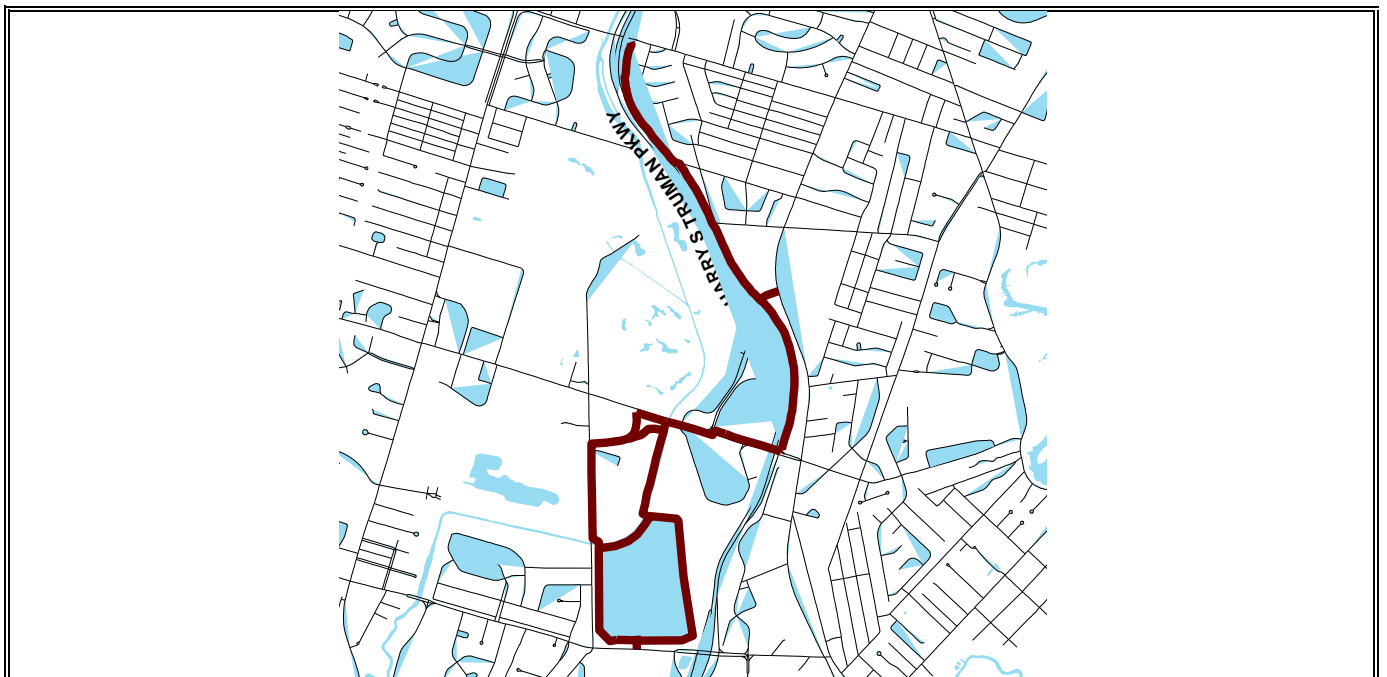
**SECTOR ELEVEN (PI# 0010563)
SECTOR TWELVE (PI# 0011742)
SECTOR THIRTEEN (PI# TBA)
SECTOR FOURTEEN (PI# TBA)**

Revised Highway Project Pages as approved on February 25, 2015

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

| TRUMAN LINEAR PARK TRAIL – PHASE II PART A | | | | P.I. #: | 0007631 | |
|---|------------------|------------|------------|--------------------|--------------------|--------------------|
| <p>PROJECT DESCRIPTION: The Truman Linear Park Trail is the demonstration project for initial implementation under the Coastal Georgia Greenway Master Plan. Phase I trail construction is completed. Phase II is proposed as a development of a multiuse trail from Phase I at 52nd Street and Bee Road to Lake Mayer Community Park. An 8- to 10-foot wide paved trail will be constructed with boardwalks to cross wetlands. Part A of the project will complete the multiuse trail from Lake Mayer to DeRenne Avenue, to be implemented by Chatham County.</p> | | | | TIP #: | 2007-H-08 | |
| | | | | COUNTY: | CHATHAM | |
| | | | | PROJ. #: | CSHPP-0007-00(631) | |
| | | | | FUND: | M230*, LY10* | |
| | | | | GDOT DISTRICT: | 5 | |
| TRAFFIC VOL. 2005 AADT: | N/A | 2030: | N/A | CONG. DISTRICT: | 1 | |
| NO. OF LANES EXISTING: | N/A | PLANNED: | N/A | RC: | CG | |
| LOCAL ROAD #: | STATE/US ROAD #: | | | LENGTH (MI): | | |
| <p>COMMENTS/REMARKS: Earmark funds are funds provided by the Congress for projects, programs, or grants where the purported congressional direction (whether in statutory text, report language, or other communication) circumvents otherwise applicable merit-based or competitive allocation processes, or specifies the location or recipient, or otherwise curtails the ability of the executive branch to manage its statutory and constitutional responsibilities pertaining to the funds allocation process. Earmark funds will not lapse until they are spent. This program is being phased out.</p> | | | | | | |
| <p>*The construction of the Part A trail project is programmed in FY 2017 with both earmarked LY10 funds (\$517,046) and urban attributable M230 funds (\$556,613). Chatham County will provide the local match.</p> | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2015 | FY 2016 | FY 2017 | FY 2018 | TOTAL |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | Federal/Local* | \$0 | \$0 | \$1,342,074 | \$0 | \$1,342,074 |
| PROJECT COST | | \$0 | \$0 | \$1,342,074 | \$0 | \$1,342,074 |
| FEDERAL COST* | | \$0 | \$0 | \$1,073,659 | \$0 | \$1,073,659 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$0 | \$0 | \$268,415 | \$0 | \$268,415 |

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM**

| TRUMAN LINEAR PARK TRAIL – PHASE II PART B | | | | P.I. #: | TBA | |
|---|------------------|------------|------------|--------------------|--------------|--------------------|
| <p>PROJECT DESCRIPTION: The Truman Linear Park Trail is the demonstration project for initial implementation under the Coastal Georgia Greenway Master Plan. Phase I trail construction is completed. Phase II is proposed as a development of a multiuse trail from Phase I at 52nd Street and Bee Road to Lake Mayer Community Park. An 8- to 10-foot wide paved trail will be constructed with boardwalks to cross wetlands. Part B of the project will complete the multiuse trail from DeRenne Avenue to 52nd Street/Bee Road, to be implemented by the City of Savannah.</p> | | | | TIP #: | 2015-M-01 | |
| | | | | COUNTY: | CHATHAM | |
| | | | | PROJ. #: | TBA | |
| | | | | FUND: | M230*, LY10* | |
| | | | | GDOT DISTRICT: | 5 | |
| TRAFFIC VOL. 2005 AADT: | N/A | 2030: | N/A | CONG. DISTRICT: | 1 | |
| NO. OF LANES EXISTING: | N/A | PLANNED: | N/A | RC: | CG | |
| LOCAL ROAD #: | STATE/US ROAD #: | | | LENGTH (MI): | | |
| <p>COMMENTS/REMARKS: Earmark funds are funds provided by the Congress for projects, programs, or grants where the purported congressional direction (whether in statutory text, report language, or other communication) circumvents otherwise applicable merit-based or competitive allocation processes, or specifies the location or recipient, or otherwise curtails the ability of the executive branch to manage its statutory and constitutional responsibilities pertaining to the funds allocation process. Earmark funds will not lapse until they are spent. This program is being phased out.</p> | | | | | | |
| <p>*The construction of the Part B trail project is programmed in FY 2017 with both earmarked LY10 funds (\$390,053) and urban attributable M230 funds (\$500,896). The City of Savannah will provide the local match.</p> | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2015 | FY 2016 | FY 2017 | FY 2018 | TOTAL |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | Federal/Local* | \$0 | \$0 | \$1,113,686 | \$0 | \$1,113,686 |
| PROJECT COST | | \$0 | \$0 | \$1,113,686 | \$0 | \$1,113,686 |
| FEDERAL COST* | | \$0 | \$0 | \$890,949 | \$0 | \$890,949 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$0 | \$0 | \$222,737 | \$0 | \$222,737 |

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|--|------------------|------------------|------------------|--|------------------|--------------------|
| SAVANNAH MPO STRATEGIC PLANNING STUDY - SECTOR ELEVEN TO SECTOR FOURTEEN | | | | P.I. #: 0010563, 0011742, TBA, TBA | | |
| PROJECT DESCRIPTION: Special Transportation Studies | | | | TIP #: 2012-CORE-04, 2013-CORE-01, 2014-CORE-01, 2015-CORE-01 | | |
| | | | | COUNTY: CHATHAM | | |
| | | | | PROJ. #: | | |
| | | | | FUND: M230 | | |
| | | | | GDOT DISTRICT: 5 | | |
| TRAFFIC VOL. 2005 AADT: | N/A | 2030: | N/A | CONG. DISTRICT: 1 | | |
| NO. OF LANES EXISTING: | N/A | PLANNED: | N/A | RC: CG | | |
| LOCAL ROAD #: | STATE/US ROAD #: | | LENGTH (MI): | | | |
| <p>COMMENTS/REMARKS: CORE MPO has set aside some M230 funds each year to carry out special transportation studies in the Savannah Metropolitan Area. PI# 0010563 originally set aside \$750,000 of matched M230 funds in FY 2015 but has split the funding to support the CAT's special transit projects and the implementation of the Truman Linear Park Trail Phase II Part B. The revised amount for PI# 0010563 is \$159,621. PI# 0011742 sets aside \$500,000 of matched M230 funds in FY 2016. Another \$500,000 is set aside for FY 2017 and FY 2018 respectively with PI# to be assigned by GDOT. These set-aside amounts are for the MPO's future planning activities. Specific planning tasks are identified as the needs arise. Previous Sector Study planning set-aside funds have been used to conduct various studies – the Southwest Sector Study, the I-16 Exit Removal Study, the development of the 2040 MTP, the President Street Development Study, the Congestion Management Process (CMP) update, the Traffic Impact Analysis (TIA) Study, the Freight Transportation Plan development, etc.</p> | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2015 | FY 2016 | FY 2017 | FY 2018 | TOTAL |
| PI# | | 0010563 | 0011742 | TBA | TBA | |
| TIP# | | 2012-CORE-04 | 2013-CORE-01 | 2014-CORE-01 | 2015-CORE-01 | |
| PRELIM. ENGR. | Federal/Local | \$159,621 | \$500,000 | \$500,000 | \$500,000 | \$1,659,621 |
| RIGHT-OF-WAY | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT COST | | \$159,621 | \$500,000 | \$500,000 | \$500,000 | \$1,659,621 |
| FEDERAL COST | | \$127,697 | \$400,000 | \$400,000 | \$400,000 | \$1,327,697 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$31,924 | \$100,000 | \$100,000 | \$100,000 | \$331,924 |

PROJECT LOCATION

CORE MPO STRATEGIC PLANNING STUDY

SECTOR ELEVEN (PI# 0011563)
SECTOR TWELVE (PI# 0011742)
SECTOR THIRTEEN (PI# TBA)
SECTOR FOURTEEN (PI# TBA)

Addendum to 2040 MTP

February 2015

| PI# | Project Name | Phase | Current MTP Cost Band | Current Cost | Revised Project Name | Phase | New MTP Cost Band | New Cost |
|---------|--|-------|-----------------------|--------------|---|-------|-------------------|-------------|
| 0007631 | Truman Linear Park Trail - Phase II | CST | One (2015-2020) | \$1,947,602 | Truman Linear Park Trail - Phase II Part A | CST | One (2015-2020) | \$1,342,074 |
| | | | | | Truman Linear Park Trail - Phase II Part B | CST | One (2015-2020) | \$1,113,686 |
| Varies | Savannah MPO Strategic Planning Studies (Sector Eleven to Sector Fourteen) - | PE | One (2015-2020) | \$3,250,000 | Savannah MPO Strategic Planning Studies (Sector Eleven to Sector Fourteen) and CAT Special Transportation Study | PE | One (2015-2020) | \$2,741,841 |

Transit Project Pages as Adopted in August 2014

| CAPITAL SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY | | | | | | | |
|--|------------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Funding | Description | Unit Cost | FY2015 | FY2016 | FY2017 | FY2018 | Total |
| | STIP# | | | | | | |
| Section 5307 | Preventive Maintenance | VARIES | 1,256,031 | 1,293,712 | 1,332,523 | 1,372,499 | 5,254,765 |
| Section 5307 | Safety and Security | VARIES | 86,822 | 89,427 | 92,109 | 94,873 | 363,231 |
| Section 5307 | Facilities Enhancement | VARIES | 1,612,354 | 1,660,725 | 1,710,546 | 1,761,863 | 6,745,488 |
| Section 5307 | ITS | VARIES | 257,709 | 265,440 | 273,403 | 281,606 | 1,078,158 |
| Section 5307 | Passenger Amenities | VARIES | 266,004 | 273,984 | 282,204 | 290,670 | 1,112,862 |
| Section 5307 | Project Administration | VARIES | 50,000 | 51,500 | 53,045 | 54,636 | 209,181 |
| Section 5307 | Vehicle Purchases | VARIES | 765,969 | 788,948 | 812,617 | 836,995 | 3,204,529 |
| Section 5307 | Planning | VARIES | 150,000 | 154,500 | 159,135 | 163,909 | 627,544 |
| Section 5307 | Transit Center | VARIES | 75,000 | 77,250 | 79,568 | 81,955 | 313,772 |
| | PROJECT COST | | 4,519,889 | 4,655,486 | 4,795,150 | 4,939,005 | 18,909,530 |
| | FEDERAL COST | | 3,615,911 | 3,724,389 | 3,836,120 | 3,951,204 | 15,127,624 |
| | STATE COST | | 451,989 | 465,549 | 479,515 | 493,900 | 1,890,953 |
| | LOCAL COST | | 451,989 | 465,549 | 479,515 | 493,900 | 1,890,953 |

| STATE OF GOOD REPAIR SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY (\$) | | | | | | | |
|--|----------------------|------------------|----------------|----------------|----------------|----------------|----------------|
| Funding | Description | Unit Cost | FY2015 | FY2016 | FY2017 | FY2018 | Total |
| Section 5337* | State of Good Repair | VARIES | 150,814 | 155,338 | 159,998 | 164,798 | 630,948 |
| | PROJECT COST | | 150,814 | 155,338 | 159,998 | 164,798 | 630,948 |
| | FEDERAL COST | | 120,651 | 124,270 | 127,999 | 131,839 | 504,758 |
| | STATE COST | | 15,081 | 15,534 | 16,000 | 16,480 | 63,095 |
| | LOCAL COST | | 15,081 | 15,534 | 16,000 | 16,480 | 63,095 |
| | DOT DISTRICT # 5 | | CONG.DIST. 1 | | CRC | | CG |

| BUS AND BUS FACILITY CHATHAM AREA TRANSIT AUTHORITY (\$) | | | | | | | |
|---|------------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| Funding | Description | Unit Cost | FY2015 | FY2016 | FY2017 | FY2018 | Total |
| Section 5339* | Bus and Bus Facilities | VARIES | 491,896 | 506,653 | 521,853 | 537,508 | 2,057,910 |
| | PROJECT COST | | 491,896 | 506,653 | 521,853 | 537,508 | 2,057,910 |
| | FEDERAL COST | | 393,517 | 405,322 | 417,482 | 430,006 | 1,646,328 |
| | STATE COST | | 49,190 | 50,665 | 52,185 | 53,751 | 205,791 |
| | LOCAL COST | | \$47,757 | 49,190 | 50,665 | 52,185 | 53,751 |
| | DOT DISTRICT # | | 5 | | CONG.DIST. 1 | | CRC CG |

Revised Transit Project Pages as approved on February 25, 2015

| CAPITAL SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY | | | | | | | |
|--|------------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| FUNDING | DESCRIPTION | UNIT COST | FY2015 | FY2016 | FY2017 | FY2018 | TOTAL |
| Section 5307 | Preventive Maintenance | VARIABLES | 1,500,000 | 1,293,712 | 1,332,523 | 1,372,499 | 5,498,734 |
| Section 5307 | Operating Assistance | VARIABLES | 3,484,102 | 0 | 0 | 0 | 3,484,102 |
| Section 5307 | Safety and Security | VARIABLES | 0 | 89,427 | 92,109 | 94,873 | 276,409 |
| Section 5307 | Facilities Enhancement | VARIABLES | 0 | 1,660,725 | 1,710,546 | 1,761,863 | 5,133,134 |
| Section 5307 | ITS | VARIABLES | 240,063 | 265,440 | 273,403 | 281,606 | 1,160,512 |
| Section 5307 | Passenger Amenities | VARIABLES | 437,500 | 273,984 | 282,204 | 290,670 | 1,284,358 |
| Section 5307 | Project Administration | VARIABLES | 0 | 51,500 | 53,045 | 54,636 | 159,181 |
| Section 5307 | Vehicle Purchases | VARIABLES | 0 | 788,948 | 812,617 | 836,995 | 2,438,560 |
| Section 5307 | Planning | VARIABLES | 0 | 154,500 | 159,135 | 163,909 | 477,544 |
| Section 5307 | Transit Center | VARIABLES | 0 | 77,250 | 79,568 | 81,955 | 238,772 |
| | PROJECT COST | | 5,661,665 | 4,655,486 | 4,795,150 | 4,939,005 | 20,051,306 |
| | FEDERAL COST | | 3,532,113 | 3,724,389 | 3,836,120 | 3,951,204 | 15,043,826 |
| | STATE COST | | 1,064,776 | 465,549 | 479,515 | 493,900 | 2,503,740 |
| | LOCAL COST | | 1,064,776 | 465,549 | 479,515 | 493,900 | 2,503,740 |
| | DOT DISTRICT # 5 | | CONG.DIST. 1 | | CRC | | CG |

| STATE OF GOOD REPAIR 5337/(MAP-21) SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY | | | | | | | |
|---|----------------------|------------------|----------------|----------------|----------------|----------------|----------------|
| FUNDING | DESCRIPTION | UNIT COST | FY2015 | FY2016 | FY2017 | FY2018 | TOTAL |
| Section 5337 | State of Good Repair | VARIABLES | 444,614 | 155,338 | 159,998 | 164,798 | 924,748 |
| | PROJECT COST | | 444,614 | 155,338 | 159,998 | 164,798 | 924,748 |
| | FEDERAL COST | | 355,691 | 124,270 | 127,999 | 131,839 | 739,799 |
| | STATE COST | | 44,461 | 15,534 | 16,000 | 16,480 | 92,475 |
| | LOCAL COST | | 44,461 | 15,534 | 16,000 | 16,480 | 92,475 |
| | DOT DISTRICT # 5 | | CONG.DIST. 1 | | CRC | | CG |

| BUS AND BUS FACILITY 5339/(MAP-21) SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY | | | | | | | |
|---|----------------------|------------------|------------------|----------------|----------------|----------------|------------------|
| FUNDING | DESCRIPTION | UNIT COST | FY2015 | FY2016 | FY2017 | FY2018 | TOTAL |
| Section 5339 | Bus and Bus Facility | VARIABLES | 1,441,227 | 506,653 | 521,853 | 537,508 | 3,007,241 |
| | PROJECT COST | | 1,441,227 | 506,653 | 521,853 | 537,508 | 3,007,241 |
| | FEDERAL COST | | 1,152,982 | 405,322 | 417,482 | 430,006 | 2,405,792 |
| | STATE COST | | 144,123 | 50,665 | 52,185 | 53,751 | 300,724 |
| | LOCAL COST | | 144,123 | 50,665 | 52,185 | 53,751 | 300,724 |
| | DOT DISTRICT # 5 | | CONG.DIST. 1 | | CRC | | CG |