

Amendments to the 2035 Long Range Transportation Plan (LRTP) of the Coastal Region Metropolitan Planning Organization (CORE MPO)

August 2010

The Long Range Transportation Plan (LRTP) of the Coastal Region Metropolitan Planning Organization (CORE MPO), CORE Connections 2035 Framework Mobility Plan, was adopted by the MPO Board in September 2009. In May and June 2010 the MPO received amendment requests for two projects – Fort Pulaski Entrance Road and Jimmy DeLoach Connector (or Port's Last Mile Project).

According to the MPO's Participation Plan, the LRTP amendment is a two-step process.

- After the receipt of an amendment request, the MPO staff and the MPO's advisory committees (TCC, CAC and ACAT) will review the request and recommend to the CORE MPO Board to authorize a detailed study of the proposal. The MPO Board will decide either to reject the application or authorize detailed analysis of the proposal.
- If further study is authorized, the MPO staff will conduct a detailed analysis and present the findings and recommendations to the MPO's advisory committees and the MPO Board. The MPO Board will then decide either to reject the proposal or schedule the proposed change for public hearing. If a public hearing is held, the MPO Board will decide at the conclusion of the hearing whether to reject the proposal, approval the proposal, or approve the proposal with modifications.

The CORE MPO initiated the LRTP amendment process for the two projects mentioned above in June 2010. In August 2010 the MPO completed the amendment process with the adoption by the CORE MPO Board on August 25, 2010. The MPO Board also approved to add some clarifying language to the 2035 LRTP.

The following lists the specific information regarding the August 2010 LRTP amendments with the signed resolution.

Fort Pulaski Entrance Road Project

In May 2010 the Georgia Department of Transportation (GDOT) proposed a list of projects to be included in the CORE MPO's FY 2011 – 2014 Transportation Improvement Program (TIP), including a project to be funded by the National Park Service (NPS) funds – Fort Pulaski Monument Entrance Road Bridge Rehabilitation. Since all the projects included in the TIP must be consistent with the LRTP and this project is not a part of the 2035 Framework Mobility Plan, the MPO initiated an LRTP amendment in June.

This project is administered by the Federal Land Management agencies. Eastern Federal Lands Highway Division works primarily with the National Park Service, U.S. Forest Service and US Fish and Wildlife Service. Usually these kinds of projects are SAFETEA-LU High Priority Projects that require coordination from the state and the Federal Highway Administration (FHWA) division office. The Georgia Division of the FHWA is managing this project.

Reason for Requested LRTP Amendment:

Addition of a project to the LRTP or TIP requires an amendment according to the MPO's Participation Plan.

Project Description:

PI# 0009915 is construction for Fort Pulaski Monument Entrance Road Bridge Rehabilitation. This bridge provides access to Fort Pulaski from U.S. Route 80. The structure is 1283 foot long and spans the south channel of the Savannah River. The work to be completed is a full reconstruction of the bridge.

Project Status:

Detailed scope of work is being developed. GDOT is proposing to program the construction of this project in fiscal year 2013 in the CORE MPO's FY 2011-2014 TIP. After the LRTP amendment is adopted, the project will be amended into the TIP.

Expected Funding Sources:

The funds for the construction of Fort Pulaski Monument Entrance Road Bridge Rehabilitation will come from the National Park Service (NPS) in the amount of \$6 million. Because the project would be entirely NPS-funded, with money not already on any other project in the LRTP, it is not expected to affect the financial balance of the CORE MPO's 2035 LRTP.

Jimmy DeLoach Connector/Port's Last Mile Project

In June 2010 the GDOT staff informed the MPO staff that the Jimmy DeLoach Connector (PI# 0008690), from Bourne Avenue / SR 307 to Jimmy DeLoach Parkway, is to be funded with 100% state funds and requested this to be reflected in the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The MPO initiated the LRTP amendment in June.

Reason for Requested LRTP Amendment:

The project funding source has been revised.

This project was included in the MPO's Framework Mobility Plan based on the assumption that it expected to receive TIGER (Transportation Improvement Generating Economic Recovery) grant funding. It turned out that the project did not get any TIGER grant funding. However, GDOT expects to finance this project with funds from the Governor's bond program whose budget has been approved by the Legislature and signed by the Governor though the bonds are to be issued. In short, GDOT expects to fund this project with state funds which are reasonably expected to be available. Because the project would be entirely state-funded, with money not already on any other project in the LRTP, it is not expected to affect the financial balance of the plan.

The LRTP amendment is to change the funding source for this project from TIGER grant funding to the Governor's bond program funding. The inclusion of this project into the 2035 LRTP is contingent upon the availability of the state funds.

Project Description:

PI# 0008690 proposes the construction of the Jimmy DeLoach Connector, a new roadway alignment that would begin at Bourne Avenue/SR 307 and terminate at the existing eastern end of Jimmy DeLoach Parkway in Savannah, Chatham County, Georgia. New interchanges would be constructed at both Grange Road and Jimmy DeLoach Parkway. The proposed project would be approximately 3.1 miles in length. The typical section of the proposed limited access roadway would consist of four 12-foot wide lanes (two in either direction) separated by a 24-foot wide raised median and 6.5 foot wide paved outside shoulders on both sides of the roadway. An exception to this typical section would begin just south of Crossgate Road and continue to the existing Jimmy DeLoach Parkway and would include a median barrier with 4-foot wide inside shoulders. The posted speed limit would be 55 mph.

Project Status:

GDOT is proposing to program this project in fiscal year 2011. The project will be design-ROW-build. After the LRTP amendment is adopted, the project will be amended into the MPO's FY 2011-2014 TIP.

Expected Development Schedule and Funding Sources:

GDOT anticipates that the funds for Jimmy DeLoach Connector will come from the Governor's bond program with funding code GOB11. These bonds were in budget which has been approved by the Legislature and signed by the Governor. However, the GDOT Board still has to vote in 2011 to allow the Georgia State Finance and Investment Commission (GSFIC) to sell bonds. Currently the debt is shown as MFT debt and not General Fund debt.

GDOT anticipates the following phases occurring in FY 2011, with cost estimates as follows:

ROW	\$ 30,127,000
UTIL	\$ 8,388,403
CST	\$ 90,689,035
Total	\$129,204,438

In addition to these new projects, the MPO would like to add the following clarifying language to the 2035 Framework Mobility Plan:

To be added to page 8.2 Roadway Projects: ...For certain projects, only pre-construction project phases could be included in the tiered list of roadway projects due to financial constraints. Should sufficient additional funding capacity be identified, additional project phases may be included administratively, provided that financial constraint is maintained.



METROPOLITAN PLANNING ORGANIZATION

**Resolution to Amend the 2035 Long Range Transportation Plan
of the Coastal Region Metropolitan Planning Organization
to include Fort Pulaski Road Entrance Road Bridge Rehabilitation and
Jimmy DeLoach Connector**

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) desires to consider and adopt the amendments to the CORE Connections 2035 Long Range Transportation Plan (LRTP) for the CORE MPO transportation planning area; and

WHEREAS, the amendments are to add two projects to the LRTP – PI# 0008690, Jimmy DeLoach Connector/Port's Last Mile Project and PI# 0009915, Fort Pulaski Entrance Road Bridge Rehabilitation; and

WHEREAS, PI# 0008690 consists of construction of the Jimmy DeLoach Connector, a new roadway alignment that would begin at Bourne Avenue/SR 307 and terminate at the existing eastern end of Jimmy DeLoach Parkway in Savannah; and

WHEREAS, PI# 0009915 consists of a full reconstruction of the existing bridge on the south channel of the Savannah River accessing to Fort Pulaski from US 80; and

WHEREAS, \$129,204,408 from the Governor's bond program will provide funding for the right-of-way acquisition, utility allocation and construction of the Jimmy DeLoach Connector project and maintain the financial balance of the CORE MPO 2035 LRTP; and

WHEREAS, \$6 million from the National Park Service (NPS) will provide funding for the construction of the Fort Pulaski Entrance Road Bridge Rehabilitation project and maintain the financial balance of the CORE MPO 2035 LRTP; and

WHEREAS, CORE MPO has completed a 15-day public review and comment period for the proposed LRTP amendments and has incorporated all comments received; and

WHEREAS, CORE MPO desires to complete the amendment process to enable the transportation improvement projects be amended to the 2035 LRTP.

NOW, THEREFORE, BE IT RESOLVED THAT, the Coastal Region Metropolitan Planning Organization approves the amendments to the 2035 Long Range Transportation Plan to include the Jimmy DeLoach Connector project and the Fort Pulaski Entrance Road Bridge Rehabilitation project.

Approved this day, August 25, 2010

A handwritten signature in cursive script that reads "Pete Liakakis".

Pete Liakakis, Chairman
Coastal Region Metropolitan Planning Organization