

METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program

Fiscal Year 2015 – 2018



PREPARED BY THE CHATHAM COUNTY - SAVANNAH METROPOLITAN PLANNING COMMISSION in cooperation with the Federal Highway Administration, the Federal Transit Administration and the Georgia Department of Transportation

CORE MPO is the Metropolitan planning Organization (MPO) Responsible for Chatham County transportation planning. The CORE MPO is comprised of the representatives of local, state and federal government and transportation authorities and ensures federal spending on transportation for urbanized areas of over 50,000 people occurs through a comprehensive, cooperative and continuing process involving both the public and policy-makers. The MPC provides staff services to the CORE MPO Board, which is chaired by the chairman of the Chatham County Board of County Commissioners.

Adopted August 27, 2014

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM

FY 2015 - 2018

Coastal Region Metropolitan Planning Organization
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MPC and CORE MPO are committed to the principle of affirmative action and shall not discriminate against otherwise qualified persons on the basis of race, color, religion, national origin, sex, age, physical or mental handicap, or disability in its recruitment, employment, facility and program accessibility or services. MPC and CORE MPO are committed to enforcing the provisions of the Civil Rights Act, Title VI, and all the related requirements mentioned above. 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.

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or the Federal Highway Administration.

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COASTAL REGION METROPOLITAN PLANNING ORGANIZATION (CORE MPO)

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City of Savannah

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Metropolitan Planning Commission

Director of Planning and Economic
Development
City of Garden City

Superintendent of Terminals
Norfolk Southern Railroad Industry

Terminal Manager
CSX Transportation

Vice Chair
CORE MPO Citizens Advisory
Committee

Vice Chair
CORE MPO Advisory Committee on
Accessible Transportation

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Georgia Department of Transportation

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Savannah Association of the Blind

Ettajane Williams-Robbins
Interested Citizen

Leslie Wilson
Economic Opportunity Authority

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STAFF MEMBERS**

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Chatham County-Savannah Metropolitan Planning Commission

Mark Wilkes, PE, AICP, Director of Transportation Planning
Chatham County-Savannah Metropolitan Planning Commission

Zhongze (Wykoda) Wang, Transportation Administrator
Chatham County-Savannah Metropolitan Planning Commission

Jane Love, Transportation Planner
Chatham County-Savannah Metropolitan Planning Commission

Jessica Hagan, Administrative Assistant
Chatham County-Savannah Metropolitan Planning Commission

CORE MPO RESOLUTION

THE COASTAL REGION METROPOLITAN PLANNING ORGANIZATION ADOPTION OF CORE MPO FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, federal regulations for urban transportation planning require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update the Transportation Improvement Program (TIP) at least every four years; and

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization of the Savannah urbanized area; and

WHEREAS, the Coastal Region Metropolitan Planning Organization has been updating TIP on a yearly basis; and

WHEREAS, the Coastal Region Metropolitan Planning Organization, in accordance with federal requirements for a Transportation Improvement Program, has developed a four-year integrated program of federally-funded multimodal projects for the Savannah urbanized area; and

WHEREAS, the TIP is consistent with all plans, goals and objectives of the Coastal Region Metropolitan Planning Organization, and shall be updated at least annually with revisions to reflect changes in program emphasis and funding availability; and

WHEREAS, the urban transportation planning regulations require that the TIP be a product of a planning process certified as in conformance with all applicable requirements of law and regulations; and

WHEREAS, the urban transportation planning regulations provide for the certification of the process by the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, the staff of the Chatham County - Savannah Metropolitan Planning Commission, the Federal Highway Administration and the Federal Transit Administration have reviewed the organization and activities of the planning process and certified them to be in conformance with the requirements of law and regulations; and

WHEREAS, the locally developed and adopted process for private sector participation has been followed in the development of the FY 2015 – 2018 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Coastal Region Metropolitan Planning Organization adopts the attached four-year Transportation Improvement Program for the period 2015 – 2018.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on August 27, 2014.

Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization

FEDERAL CERTIFICATION

RECEIVED

APR 10 2013

**METROPOLITAN PLANNING
COMMISSION**



U.S. Department
of Transportation
**Federal Highway
Administration**

Georgia Division

April 4, 2013

61 Forsyth Street
Suite 17T100
Atlanta, Georgia 30303
Phone: 404-562-3630
Fax: 404-562-3703
Georgia.fhwa@fhwa.dot.gov

In Reply Refer To:
HIP-GA

Thomas Thomson, P.E., AICP
Executive Director
Coastal Region Metropolitan Planning Organization
110 East State Street
Savannah, GA 31412

Dear Mr. Thomson:

The Federal Highway Administration and Federal Transit Administration have completed their Certification Review of the transportation planning process in the Savannah metropolitan area as required by 23 USC 134(i)(5) and 49 USC 5305(e). The Certification Report summarizes the findings, notable strengths, and recommendations that resulted from the review held February 27-28, 2013 in Savannah, Georgia. The Federal review team did not identify any corrective actions.

In consideration of ongoing and proposed planning activities for the Savannah region, the metropolitan planning process is certified until April 4, 2017. If you have any questions, please contact Ms. Tamara N. Christon, FHWA, at (404) 562-3690 or Mr. Keith Melton, FTA, at (404) 865-5614.

Sincerely,

Yvette G. Taylor
Regional Administrator
Federal Transit Administration

Rodney N. Barry, P.E.
Georgia Division Administrator
Federal Highway Administration

Attachment

Cc: Tom McQueen, GDOT
Keith Melton, FTA

GDOT-CORE MPO JOINT CERTIFICATION

CERTIFICATION OF THE COASTAL REGION MPO

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Coastal Region Metropolitan Planning Organization (CORE MPO), and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart

- Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
- All major modes of transportation are members of the MPO
- Any changes to the MPA boundaries were reflected in the Policy Board representation.
- Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
- Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
 - UPWP
 - The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
 - The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
 - The UPWP provides funding for the professional development of MPO staff.
 - The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
 - Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - Planning activities and status reports are submitted quarterly by the MPO to GDOT.
- LRTP
 - The LRTP incorporates a minimum 20-year planning horizon.
 - The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
 - The LRTP is fiscally constrained.
 - The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
 - All of the Moving Ahead for Progress in the 21st Century Act (MAP-21) planning factors were considered in the planning process.

- The LRTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- The Congestion Management Process (CMP) was developed as part of the LRTP in TMA's.
- The MPO approves the LRTP in a timely manner without entering into a planning lapse.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- The MPO approves LRTP amendments in accordance with procedures outlined in the MPO's Participation Plan.
- The transit authority's planning process is coordinated with the MPO's planning process.
- In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP in accordance with 40 CFR Part 93.

TIP

- The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- Each project included in the TIP is consistent with the LRTP.
- The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- The MPO TIP is included in the STIP by reference, without modification.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

Participation Plan

- A 45-day comment period was provided before the Participation Plan process was adopted/revised.
- Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- Opportunities are provided for participation for local, State, and federal environmental resource and permit agencies where appropriate.
- The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- The disposition of comments and changes in the final LRTP and /or TIP are documented and reported when significant comments are submitted.
- Additional time is provided if the "final" document is significantly different from the draft originally made for public review.

- The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.

CMP (applies to TMAs)

- In TMA's, the planning process includes the development of a CMP that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies, thus meeting the requirements of 23 CFR Part 500.
- The CMP is fully integrated into the overall metropolitan planning process.
- The CMP has established performance measures.
- The MPO has a process for periodically evaluating the effectiveness of the CMP.
- The CMP is updated on a periodic basis to reevaluate network strategies and projects.
- The CMP work activities are included in the UPWP.

List of Obligated Projects

- The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- The annual listing is made available to the public via the TIP or the LRTP.

II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93

- The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- The MPO coordinates the development of the LRTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- The LRTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21

- The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- The MPO has a documented policy on how Title VI complaints will be handled.
- The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.

- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**
- The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.
- V. Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects**
- The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts**
- The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**
- The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance**
- The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

- The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments



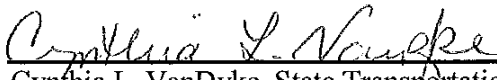
Thomas L. Thomson, Executive Director
Savannah-Chatham County Metropolitan Planning Commission

07/07/14
Date



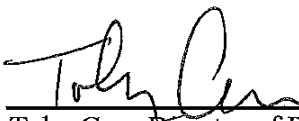
Thomas McQueen, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

7-10-14
Date



Cynthia L. VanDyke, State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

7-10-14
Date



Toby Carr, Director of Planning
Georgia Department of Transportation, Division of Planning

7-16-14
Date

CHAPTER 1: TRANSPORTATION IMPROVEMENT PROGRAM FUNDAMENTALS

1.1 Introduction

The Transportation Improvement Program (TIP) is a coordination and funding document of the Metropolitan Planning Organization (MPO). An MPO is a regional policy body, required in urbanized areas with a population over 50,000, and designated by the governor of the state. The MPO is responsible for administering the federally required transportation planning process in cooperation with the state, local and other transportation providers. When an urbanized area reaches a population of more than 200,000, the MPO is designated a Transportation Management Area (TMA). The TMA status imposes more stringent requirements on the MPO, and impacts the sources of funds available for transportation projects in the urbanized area.

The MPO is responsible for developing the 20 plus year Metropolitan Transportation Plan (MTP – also known as Long Range Transportation Plan or LRTP) and the short-range 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 a detailed capital program or a list of funded highway, transit and other multi-modal projects for the MPO planning area over the next four years. The TIP must be consistent with the MTP. All transportation projects must appear in an approved MTP and TIP before they may receive federal funds for implementation. It should be emphasized that the TIP is an expression of intent to implement the identified projects and not a final commitment of funds from any agency. The TIP is based on a reasonable estimate of the amount of federal, state and local funds expected to be available to the MPO planning area and is required to be financially constrained by year.

The Coastal Region Metropolitan Planning Organization (CORE MPO) is the designated Metropolitan Planning Organization (MPO) for the Savannah urbanized area. CORE MPO was designated a TMA in July 2002. CORE MPO is a comprehensive, cooperative and continuing process and is the forum for decision-making on transportation issues in the Savannah area. CORE MPO's current 2040 MTP, called the Total Mobility Plan, was adopted in August 2014. CORE MPO is also responsible for developing the Transportation Improvement Program (TIP). The FY 2015 - 2018 TIP is programmed to address the transportation needs of the Savannah area and consists of improvements recommended in the Total Mobility Plan. As a TMA, CORE MPO has the authority to prioritize the projects in the FY 2015 - 2018 TIP, particularly those to be funded with the Urban Attributable Funds (M230 funds). The FY 2015 - 2018 TIP identifies transportation improvements recommended for advancement during the program period, groups the projects into appropriate staging periods and includes realistic estimates of total costs and anticipated funding sources.

The CORE MPO Technical Coordinating Committee (TCC) is responsible for reviewing the TIP and recommending it to the CORE MPO Board for adoption. The two other CORE MPO advisory committees, the Citizens Advisory Committee (CAC) and the Advisory Committee on Accessible Transportation (ACAT) as well as the general public are also invited to review and comment on the proposed TIP. In addition, the federal legislation requires that in the TIP development process the MPO should consult with officials responsible for other types of planning activities that are affected by transportation in the area, and governmental agencies and non-profit organizations that receive federal assistance from a source other than USDOT. CORE MPO satisfies this requirement by inviting these agencies to participate in the TIP development process and by making the draft TIP available to them for review and comment.

Through adoption by the CORE MPO Board, the document becomes the official TIP for the Savannah area and then integrated into the State Transportation Improvement Program (STIP). Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is also necessary before federal funds become available. It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted Participation Plan (PP) by resolution of the CORE MPO Board if priorities, area goals or funding levels change.

1.2 Overview of the FY 2015 – 2018 TIP Document

The format of this FY 2015 – 2018 Transportation Improvement Program (TIP) document should be easy to follow, but if you have any questions, please contact the transportation planning staff of the Chatham County - Savannah Metropolitan Planning Commission (MPC) at (912) 651-1466 for assistance.

The first section of this document includes four components. The table of contents provides a summary of the structure in which the FY 2015 - 2018 TIP is organized. The MPO organization that follows lists the CORE MPO Board, the advisory committees, and staff members who have developed this TIP. The MPO resolution certifies the CORE MPO adoption of the FY 2015 - 2018 TIP. The MPO certifications provide proof that CORE MPO has the authority to carry out the MPO transportation planning process in the Savannah area.

Chapter 1 provides information on TIP fundamentals, including an introduction to the Metropolitan Planning Organization and the Transportation Improvement Program, the TIP funding programs, and the public participation requirements of the TIP development / update / amendment process.

Chapter 2 outlines the development process of the FY 2015 - 2018 TIP, including expected federal / state / local funding in the next four years, transportation improvement priority establishment, and the public participation process.

Chapter 3 lists the specific highway, bridge, transit, transportation enhancement and other multi-modal projects programmed in the FY 2015 - 2018 TIP. The highway section includes an index of projects in the Savannah area programmed to receive funds from the Federal Highway Administration (FHWA) and other sources in fiscal years 2015 - 2018, a map showing the locations of these projects, the individual project pages that provide more detailed project information, a list of lump sum funding categories and programs in the Savannah area for the four-year period, and a financial plan that demonstrates fiscal constraints. The highway section includes some earmarked transportation enhancement projects because their funding obligation will eventually go through FHWA. This section also includes some currently locally-funded highway and bridge projects that are expected to receive federal and/or state funds in the future. The transit section includes the financial statement of the Chatham Area Transit Authority (CAT), the capital improvement justification, the transit projects programmed to receive funds from the Federal Transit Administration (FTA) in fiscal years 2015 to 2018, as well as a bus replacement schedule.

The appendix includes a list of lump sum projects in the Savannah area that have been identified and programmed by GDOT, the funding obligation for the Savannah area in FY 2014, the priority projects that have either been implemented or have been removed from the priority list, and the public participation materials related to the FY 2015 - 2018 TIP development process.

1.3 TIP Funding Programs

As mandated by federal regulations, the Transportation Improvement Program must be financially constrained. The cost of projects selected in the overall program must be equal to or less than estimated funding available to complete these projects. The available funds, which include federal, state and local sources, and in some instances private funds as with projects financed by public-private partnerships, are those dollars that are reasonably expected over the program timeframe. The federal funds play a major part in programming the transportation improvements while the state and the local governments or agencies provide their shares of the TIP funding, thus the “matched funds” include the total funding needed for the projects. The following section introduces the specific funding programs.

1.3.1 MAP-21 Highway Programs

The current federal transportation reauthorization bill – Moving Ahead for Progress in the 21 Century Act (MAP-21) - was signed into law on July 6, 2012. MAP-21 funds surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014.

1.3.1.1 MAP-21 CORE Highway Programs

National Highway Performance Program (NHPP) - Under MAP-21, the enhanced National Highway System (NHS) is composed of approximately 220,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, all principal arterials (including some not previously designated as part of the NHS) and border crossings on those routes, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, and the network of highways important to U.S. strategic defense (STRAHNET) and its connectors to major military installations.

The NHPP is authorized at an average of \$21.8 billion per year to support the condition and performance of the NHS, for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in an asset management plan of a State for the NHS.

MAP-21 establishes a performance basis for maintaining and improving the NHS.

- States are required to develop a risk- and performance-based asset management plan for the NHS to improve or preserve asset condition and system performance; plan development process must be reviewed and recertified at least every four years. The penalty for failure to implement this requirement is a reduced Federal share for NHPP projects in that year (65 percent instead of the usual 80 percent).
- The Secretary will establish performance measures for Interstate and NHS pavements, NHS bridge conditions, and Interstate and NHS system performance. States will establish targets for these measures, to be periodically updated.
- MAP-21 also requires minimum standards for conditions of Interstate pavements and NHS bridges by requiring a State to devote resources to improve the conditions until the established minimum is exceeded. The Secretary will establish the minimum standard for Interstate pavement conditions, which may vary by geographic region. If Interstate conditions in a State fall below the minimum set by the Secretary, the State must devote resources (a specified portion of NHPP and STP funds) to improve conditions. MAP-21 establishes the minimum standard for NHS bridge conditions – if more than 10 percent of the total deck area of NHS bridges in a State

is on structurally deficient bridges, the State must devote a portion of NHPP funds to improve conditions.

Surface Transportation Program (STP) - MAP-21 continues the STP, providing an annual average of \$10 billion in flexible funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects and public bus terminals and facilities.

Most current STP eligibilities are continued, with some additions and clarifications. Activities of some programs that are no longer separately funded are incorporated, including transportation enhancements (replaced by “transportation alternatives” which encompasses many transportation enhancement activities and some new activities), recreational trails, ferry boats, truck parking facilities, and Appalachian Development Highway System projects (including local access roads). Explicit eligibilities are added for electric vehicle charging infrastructure added to existing or included in new fringe and corridor parking facilities, and projects and strategies that support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

Fifty percent of a State’s STP funds are to be distributed to areas based on population (sub-allocated), with the remainder to be used in any area of the State. Consultation with rural planning organizations, if any, is required. Also, a portion of its STP funds (equal to 15 percent of the State’s FY 2009 Highway Bridge Program apportionment) is to be set aside for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines the State has insufficient needs to justify this amount. A special rule is provided to allow a portion of funds reserved for rural areas to be spent on rural minor collectors, unless the Secretary determines this authority is being used excessively.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - The CMAQ program, continued in MAP-21 at an average annual funding level of \$3.3 billion, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). States with no nonattainment or maintenance areas may use their CMAQ funds for any CMAQ- or STP-eligible project.

Under MAP-21, a State with PM 2.5 (fine particulate matter) areas must use a portion of its funds to address PM 2.5 emissions in such areas; eligible projects to mitigate PM 2.5 include diesel retrofits. Highlighted CMAQ eligibilities include transit operating assistance and facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization).

The CMAQ program also has new performance-based features. The Secretary will establish measures for States to use to assess traffic congestion and on-road mobile source emissions. Each Metropolitan Planning Organization (MPO) with a transportation management area of more than one million in population representing a nonattainment or maintenance area is required to develop and update biennially a performance plan to achieve air quality and congestion reduction targets. A CMAQ outcomes assessment study for the program is also required.

Highway Safety Improvement Program (HSIP) - Safety throughout all transportation programs remains DOT’s number one priority. MAP-21 continues the successful HSIP, with average annual funding of \$2.4 billion, including \$220 million per year for the Rail-Highway Crossings program.

The HSIP emphasizes a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The foundation for this approach is a safety data system, which each State is required to have to identify key safety problems, establish their relative severity, and then adopt strategic and performance-based goals to maximize safety. Every State is required to develop a Strategic

Highway Safety Plan (SHSP) that lays out strategies to address these key safety problems. Every State now has an SHSP in place, and MAP-21 ensures ongoing progress toward achieving safety targets by requiring regular plan updates and defining a clear linkage between behavioral (NHTSA funded) State safety programs and the SHSP. A State that fails to have an approved updated plan will not be eligible to receive additional obligation limitation during the overall redistribution of unused obligation limitation that takes place during the last part of the fiscal year. The SHSP remains a statewide coordinated plan developed in cooperation with a broad range of multidisciplinary stakeholders.

Safety Performance

- States will set targets for the number of serious injuries and fatalities and the number per vehicle mile of travel. If a State fails to make progress toward its safety targets, it will have to devote a certain portion of its formula obligation limitation to the safety program and submit an annual implementation plan on how the State will make progress to meet performance targets.
- Although MAP-21 eliminates the requirement for every State to set aside funds for High Risk Rural Roads, a State is required to obligate funds for this purpose if the fatality rate on such roads increases.
- The Secretary is required to carry out a study of High Risk Rural Road “best practices.”
- States are required to incorporate strategies focused on older drivers and pedestrians if fatalities and injuries per capita for those groups increase.

Transportation Alternatives (TA) - MAP-21 establishes a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. This program is funded at a level equal to two percent of the total of all MAP-21 authorized Federal-aid highway and highway research funds, with the amount for each State set aside from the State’s formula apportionments. Unless a State opts out, it must use a specified portion of its TA funds for recreational trails projects. Eligible activities include:

- Transportation alternatives (new definition incorporates many transportation enhancement activities and several new activities)
- Recreational trails program (program remains unchanged)
- Safe routes to schools program
- Planning, designing, or constructing roadways within the right-of way of former Interstate routes or other divided highways.

Fifty percent of TA funds are distributed to areas based on population (sub-allocated), similar to the STP. States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for use of the sub-allocated funds; eligible applicants include tribal governments, local governments, transit agencies, and school districts. Options are included to allow States flexibility in use of these funds.

Construction of Ferry Boats and Ferry Terminal Facilities - It provides \$67 million annually to construct ferry boats and ferry terminal facilities, to be distributed by formula. Unlike the former ferry boat discretionary program, there are no set-asides for specific States.

1.3.1.2 MAP-21 Major Highway Program Funding Codes and Shares

The table below demonstrates the major highway funding codes under MAP-21. It should be noted that almost all of the federal funds require a match. Depending on different funding categories, the federal / state / local shares of funds vary. The state and local shares for specific projects are based on agreements between the state and the local project sponsors.

MAP-21 Major Highway Program Funding Codes and Shares

TITLE	MAP-21	
	FHWA Code	Federal Share
National Highway Performance Program (NHPP)	M001	80%
NHPP - Exempt	M002	80%
National Highway System (NHS)		
NHS - Territories		
Bridge (HBRRP)		
Replacement/Rehabilitation 15% Off System	M233	80%
Surface Transportation Program (STP)		
Less than 200K	M231	80%
Optional Safety (100% for certain projects**)		
Enhancement		
Urbanized > 200K	M230	80%
State Flexible	M240	80%
Highway Tax Evasion	MT30	80%
Areas < 5K	M232	80%
Special Rule for Areas < 5K	M234	80%
Rail/Highway Protective Device	MS50	90%
Rail/Highway Hazard Elimination	MS40	90%
Hazard Elimination (100% for certain projects**)		
Education and Training	M290	80%
Denali Access System	MW10	80%
Congestion Mitigation & Air Quality (CMAQ)	M400	80%
CMAQ Flexible Funding	M401	80%
Projects to Reduce PM 2.5 Emissions	M003	80%
Highway Safety Improvement Program (HSIP)	MS30	90%
Metropolitan Planning - 1% (MP)	M450	80%
State Planning and Research - 2% (SPR)	M550	80%
Research, Development & Technology Transfer (RD&T)	M560	80%
Future Strategic Highway Research Program Implementation	M561	80%
Transportation Alternatives Program (TAP) Flex	M300	80%
TAP - Urbanized > 200K	M301	80%
TAP - Over 5K to 200K	M302	80%
TAP - 5K and Under	M303	80%
Recreational Trails Program (RTP)	M940	80%
Return of 1% for RTP Administration	M941	80%
State RTP Administration	MR10	80%
RTP Educational Programs	MR20	80%
Certain Safety Projects (GRC)	GRC0	100%
Innovative Project Delivery - Increased Federal Share	M004	Up to 100%
Section 154 Penalties - Use for HSIP Activities	MS31	100%
Section 164 Penalties - Use for HSIP Activities	MS32	100%
Redistribution of Certain Authorized Funds	M030	80%

1.3.2 MAP-21 Transit Programs

MAP-21 authorizes \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 for public transportation. It furthers several important goals, including safety, state of good repair, performance, and program efficiency. The act puts new emphasis on restoring and replacing the aging public transportation infrastructure by establishing a new needs-based formula program and new asset management requirements. In addition, it establishes performance-based planning requirements that align federal funding with key goals and tracks progress towards these goals. MAP-21 also improves the efficiency of administering grant programs by consolidating several programs and streamlining the major capital investment grant program known as “New Starts.”

1.3.2.1 MAP-21 CORE Transit Programs

Urbanized Area Formula Grants (5307)

- Funds capital, planning, and JARC-eligible activities
- Creates new discretionary passenger ferry grants
- New takedown for safety oversight

Fixed Guideway Capital Investment Grants (5309)

- Modifies New Starts and Small Starts project approvals by consolidating phases and permitting streamlined review in certain circumstances
- Core Capacity: New eligibility for projects that expand the core capacity of major transit corridors

Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

- Consolidates current 5310 and New Freedom program eligibilities into single formula program
- Requires FTA to establish performance measures

Rural Area Formula Grants (5311)

- Provides funding to States for the purpose of supporting public transportation in rural areas
- Incorporates JARC-eligible activities
- Establishes \$5 million discretionary and \$25 million formula tribal grant program
- Establishes \$20 million Appalachian Development Public Transportation formula tier

Public Transportation Emergency Relief (5324)

- Assists States and public transportation systems with emergency-related expenses
- Pays for protecting, repairing, or replacing equipment and facilities in danger of failing or which have suffered serious damage as a result of an emergency

Transit Asset Management Provisions (5326)

- FTA must define “state of good repair” and develop performance measures based on that definition
- Establishes National Transit Asset Management system
- All transit agencies must develop their own asset management plan; covers all transit modes

Safety Program (5329)

- FTA granted new Public Transportation Safety Authority
- Provides additional authority to set minimum safety standards, conduct investigations, audits, and examinations
- Overhauls State Safety Oversight

- New safety requirements for all recipients

State of Good Repair (SGR) Grants (5337)

- Provides formula-based funding to maintain public transportation systems in a state of good repair
- Funding limited to fixed guideway investments (essentially replaces 5309 Fixed Guideway program)
- Defines eligible recapitalization and restoration activities
- New formula comprises: (1) former Fixed Guideway formula; (2) new service-based formula; (3) new formula for buses on HOV lanes

Bus and Bus Facilities Formula Program (5339)

- Provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities
- Replaces discretionary bus program

TOD Planning Pilot Grants

- Creates a discretionary pilot program for transit-oriented development (TOD) planning grants
- Eligible projects are related to fixed guideway or core capacity projects as defined in section 5309

Metropolitan and Statewide Planning Program (5303 and 5304)

- Requires MPOs that serve TMAs to include transit agency officials in their governing structures
- Requires states, transit agencies, and MPOs to establish performance targets; establishes a national performance measurement system

Research, Development, Demonstration, and Deployment (5312)

- Separates research from technical assistance, training and workforce development
- Creates a competitive deployment program dedicated to the acquisition of low- or no- emission vehicles and related equipment and facilities

Technical Assistance and Standards (5314)

- Provides competitive funding for technical assistance activities
- Allows FTA to develop voluntary standards and best practices

Human Resources and Training (5322)

- Provides competitive grant program for workforce development
- Funding: \$5 million/year General Fund authorization
- Continues the National Transit Institute (NTI), but only through a competitive selection process
- NTI funded with separate \$5 million/year Trust Fund authorization

1.3.2.2 MAP-21 Major Transit Program Funding Shares

As in highway funding, the state and local project sponsors must provide matching funds for each of the federal transit funding programs. The table below lists the major transit funding categories and the respective federal and state/local shares. The specific state and local shares are based on established agreements between the state and the local project sponsors.

MAP-21 Major Transit Funding Programs

Funding Code	Federal Share	State/Local Share
Section 5307 Urbanized Area Program - Capital	80%	20%
Section 5307 Urbanized Area Program - Operating	50%	50%
Section 5307 Program for Americans with Disabilities Act (ADA) non-fixed-route paratransit service	80%	20%
Section 5309 Fixed Guideway Capital Investment Program	80%	20%
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - Capital	80%	20%
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - Operating	50%	50%
Section 5324 Public Transportation Emergency Relief Program	80%	20%
Section 5329 Transit Safety Program	80%	20%
Section 5337 State of Good Repair Program	80%	20%
Section 5339 Bus and Bus Facilities Program	80%	20%

1.3.3 Carry over Funding

Besides the expected annual obligation of federal highway and transit funds, some carryover funds can also be used in developing the Transportation Improvement Program.

1.3.3.1 Where Carryover Funds Come From

Carryover funding describes two types of federal funds not obligated in the year appropriated. The first type of these funds results when a State is unable to fully access the annual distribution of funds due to a congressional budgetary restriction call of "obligation authority". Obligation authority restricts a state from spending total appropriated funds. Unobligated balances of appropriated funds may be utilized to fund projects in the following ways:

1. A state may choose to advance fund the construction authorization of a federal-aid project by temporarily funding the federal share with non-federal funds. Multi-year Transportation Acts allow states to advance construct up to the contract authority provided in the Act. Advance construction is a method of "pre-financing" the federal share of project costs. These costs are later converted to regular federal highway funds as Congress provides new appropriation and/or obligation authority.
2. A state can use carryover funds when obligation authority is redistributed from other states. Near the end of each federal fiscal year, the Federal Highway Administration redistributes obligation authority from states that return unused spending authority.
3. A state can use unobligated balances to fund a project if Congress appropriates additional obligation authority.

The second type of carryover funds results when a State does not fully obligate special federal-aid funding categories such as minimum guarantee, highway demonstration projects, and high priority projects. For these types of funding categories, Appropriations Acts provide obligation authority for each appropriated dollar.

1.3.3.2 How Carryover Funds Are Used

The following describes how the STIP Financial Plan (SFP) is developed. The SFP is the spending plan for allocating transportation funding to state and local projects. It addresses a time period of four years, and, by law, is financially constrained by forecasted funding levels. Forecasted funding levels are based on the historical spending authority provided to the State in the last available year. These levels are adjusted to funding estimates provided in the current multi-year transportation bill. Added to the adjusted funding ceiling are the previously appropriated/allocated Federal funds (carryover) that are unexpended and available. Both types of carryover funds are assigned to projects. However, type 2 carryover funds are not used until all the current year obligation authority has been utilized. If the advanced construction method is used, type 1 carryover funds, a conversion project is set up in the STIP for the year that federal funds are going to be used to reimburse project costs.

1.3.3.3 How Carryover Funds Are Shown For Fiscal Constraint

The federal regulations (23 CFR 450.216) require that the State Transportation Improvement Program (STIP) "... include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available". Since both types of carryover funds can be used to fund projects in a year different than the year funds were received, they are considered reasonably available and are added to the annual estimated appropriated funds for the period covered by the STIP. The STIP financial plan fully documents the amount of carryover funds by year and category of funding, as well as estimates of future revenues.

1.3.4 Other Funding Programs

Earmarks: Some transportation improvement projects have earmarked funds. These 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. It should be noted that the earmarks are being phased out. It is expected that after all the projects with earmarked funds have been implemented, future projects will be funded by merit-based program allocations.

Bonds: Some transportation improvement projects might be financed through the issuance of bonds, which is a debt security, in which the authorized issuer owes the holders a debt and, depending on the terms of the bond, is obliged to pay interest to use and/or to repay the principal at a later date, termed maturity.

Public-Private Partnerships: Some transportation improvement projects might be financed through public-private partnerships (P3), which involve a contract between a public sector authority and a private party, in which the private party provides a public service or project and assumes substantial financial, technical and operational risk in the project. There are different types of P3. FHWA encourages the consideration of P3 in the development of transportation improvements.

1.3.5 Lump Sum Funding Programs

A portion of the STIP funding is set aside for various groups of projects that do not affect the capacity of the roadway. The Lump Sum program is intended to give the Department and MPO flexibility to address projects of an immediate need while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These

lump sums banks, located in the statewide or “All” county section of the STIP, are listed in a number of funding types for each year for the Department’s convenience in managing and accounting for the funding. These Lump Sum Banks are shown in the TIP/STIP with the words “Lump Sum” in the *project description* and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these lump sum groups and information about them. Except for groups for preliminary engineering and rights of way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Individual projects are programmed and funds drawn from the Lump Sum Bank at the time these funds are needed for Preliminary Engineering, Rights of Way and Construction. These projects may be funded in the current year or one of the other TIP/STIP years. Funds for these projects are not counted until authorization is requested for the funds. At that time the actual cost is deducted from the balance in the Lump Sum Bank.

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2015 and a preliminary estimated cost. These projects are also denoted with the words “Uses Lump Sum Bank PI # 000xxxx” in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

Group: Maintenance

Criteria: existing system maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

Group: Safety

Criteria: work qualifying for the High Hazard Safety Program and other safety projects

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

Group: Preliminary Engineering

Criteria: planning, studies and management systems

This group is a single item

Group: Roadway/Interchange Lighting

Criteria: lighting

This group is a single item.

Group: Rights of Way - Protective Buying and Hardship Acquisitions

Criteria: purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP.

This group is a single item.

Group: Transportation Enhancement

Criteria: projects qualifying for the Transportation Enhancement program (TE) and the Recreational Trails & Scenic Byway programs

TE projects shown in the STIP will be funded on a first come first served basis. When a project is funded it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1.

This group has two funding types.

Group: Transportation Alternatives Program (TAP)

Criteria: TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Consistent with what is allowed in the MAP-21 legislation, GDOT reserves the right to transfer 50% of available TAP funds to one of the most flexible funding categories available. Those dollars may be spent on any federal-aid eligible project to permit GDOT to focus on delivering the long-needed transportation improvements that support the safe and efficient movement of people and goods, in the most cost-effective manner.

The remaining 50% of TAP funds consists of dollars sub-allocated to MPOs over 200,000 in population as well as TAP funds held at State DOTs eligible for use in areas below 200,000 populations. Projects selected to receive these funds must be the result of a competitive selection process.

This group has two funding types.

Group: Livable Centers Initiative (LCI)

Criteria: projects qualifying for the LCI program and selected by the Atlanta Regional Commission (ARC)

LCI implementation projects are selected on a competitive basis and lump sum funding amounts are programmed according to reasonable schedules for engineering, right of way acquisitions and construction for projects comprising the overall program. Funding for individual phases of a project may be shifted between fiscal years as necessary if such shifts do not affect the implementation schedule of other projects or exceed the overall lump sum funding amount.

This group is a single item.

Group: Safe Routes to Schools

Criteria: To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

This group has three items: Infrastructure & non-infrastructure & any project.

Group: High Risk Rural Roads

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition:

any roadway functionally classified as a rural major or minor collector or a rural local road and

- A. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
- B. that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway."

Group: Regional Traffic Signal Optimization

Criteria: Applies to maintenance and operation of traffic control devices statewide. Candidate projects include:

- A. Regional Traffic Operations Concepts
- B. Micro-Regional Traffic Operations
- C. Traffic Control Maintenance Contracts
- D. Signal Timing
- E. Identification of minor operational improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

- A. Have to support the Regional or Statewide Traffic Signal Concept of Operations
- B. Focus on operating and maintaining the components of traffic control systems
- C. Local or quasi-governmental agencies may be contracted with at the project level.
- D. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries

Group: Low Impact Bridges

Criteria: Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

- A. The safety of the travelling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- B. Second only to safety, the program will foster stewardship of Georgia's environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost effective engineering solutions.
- C. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

1.4 Public Participation Requirements for TIP

The federal legislation requires that each Metropolitan Planning Organization (MPO) adopt a formal public participation process. As the federally designated MPO for the Savannah urbanized area, CORE MPO is responsible for soliciting the participation of interested citizens and parties in the transportation planning process.

CORE MPO adopted its *Public Involvement Plan* in March 2002 and revised the plan in October 2005 to incorporate the Measures of Effectiveness (MOEs). The MPO updated the *Public Involvement Plan* to a *Participation Plan* in April 2007 based on additional SAFETEA-LU requirements. The plan was revised again in 2008 and 2009 to incorporate the revised FHWA/GDOT TIP/STIP amendment process. The *Participation Plan* is intended to provide CORE MPO with a framework for carrying out public participation activities. The objective is to facilitate a public dialogue at all stages of the transportation planning process including the development / update / amendment of the Transportation Improvement Program.

Described below is an excerpt from the CORE MPO's *Participation Plan*. It details the participation requirements in the TIP development and update process and the procedures that are to be followed to amend an existing approved TIP or STIP.

1.4.1 Interested Citizens/Parties Participation in the Update/Development of TIP

The Transportation Improvement Program (TIP) is the short-range programming element of transportation planning. The TIP lists the transportation projects programmed to receive federal funds

over the next four years. Projects in the TIP are drawn from the MTP. Factors considered for a project's inclusion in the TIP include its readiness to proceed as well as the project's ability to positively impact/effect the regional transportation system. Under SAFETEA-LU, the MPO is required to annually update the listing of obligated projects. By nature of programming funds, TIPs are financially constrained. The amount of federal funds available to the MPO is subject to the state's congressional district balancing. Only lump sum projects which do not affect the capacity of roadways are not subject to congressional district balancing.

Federal regulations require the preparation of a TIP at least every four years in order for federal agencies to authorize the use of federal transportation funds in the region. Historically, the MPO has updated the TIP on a yearly basis with the CORE MPO Board consideration occurring before the end of the fiscal year (June 30).

- 1) The CAC will facilitate the participation process during the development of the TIP.
- 2) As a Transportation Management Area (TMA), the MPO will host at least one public meeting on the TIP early in the development process, for the purpose of establishing project priorities. This meeting will be held at a centralized, accessible location.
- 3) A legal notice will be published in the *Savannah Morning News* at least 10 days prior to any public meeting/open house.
- 4) In addition to the *Savannah Morning News*, all other local media and the neighborhood associations as identified in Appendix C of the Plan, and the consultation agencies as identified in Appendix E of Plan, will be notified of all public meetings. The meeting notice will also be posted on the MPC website.
- 5) Upon completion of a draft TIP, the MPO will hold a 30-day public review and comment period.
- 6) A legal notice will be published in the *Savannah Morning News* on the Sunday prior to the beginning of the public review and comment period. All the other contacts listed above will be notified as well.
- 7) During the public review and comment period, copies of the draft TIP will be made available for review at the public review agencies identified in Appendix D of the Plan, and will be posted on the MPC website.
- 8) The MPO will host at least one public meeting during the public review and comment period to be held at a centralized, accessible location.
- 9) Public comments on the draft TIP must be provided in writing and will be included as an appendix to the final TIP.
- 10) Public comments shall be accepted no later than three working days after the public review and comment period ends.
- 11) At the close of the public review and comment period, the MPO staff will review comments and identify any significant comments.
- 12) Significant comments will be reviewed by the MPO Committees and incorporated into the final TIP.

1.4.2 Interested Citizens/Parties Participation for Changes to MTP and TIP

While the MPO undertakes updating the MTP and TIP on a regular schedule, there may be instances during the cycle when either administrative changes or amendments are required. Administrative changes are considered minor changes, which do not alter the original project intent.

Amendments are required for the addition or deletion of a project or program occurring between scheduled updates or when a major change occurs in the project description, length (more than a quarter mile), cost or scope. In order to qualify for federal funds, new projects must be amended to the MTP before they are eligible for inclusion in the TIP.

Any person wishing to have a change made in the adopted Metropolitan Planning Organization's (MPO) *Metropolitan Transportation Plan* for Chatham County should complete an application and submit it to the executive director of the MPO.

After receipt of this application, the MPO staff, the MPO's Technical Coordinating Committee, Citizens Advisory Committee, and Advisory Committee on Accessible Transportation will review it and will recommend to the CORE MPO Board whether a more detailed analysis of the change is warranted. The MPO will then decide either to reject the application or authorize a detailed analysis of the proposal. If further study is authorized by the MPO, the MPO staff will conduct a detailed analysis and present its findings and recommendations to the MPO's TCC, CAC and ACAT Committees. The recommendations of the MPO staff and the MPO's Committees will then be provided to the CORE MPO Board, which will decide either to reject the proposal or schedule the proposed change for public hearing. If a public hearing is held, the MPO 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 amendments and administrative changes to the MTP and TIP will follow the Georgia Department of Transportation's (GDOT) STIP/TIP Amendment Process (Appendix G). The administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT. The 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.

1.4.3 STIP and TIP Amendment Process

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Moving Ahead for Progress in the 21st Century Act (MAP-21) with an effective date of July 2012. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification “means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”

- Amendment “means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

The following procedures have been developed for processing administrative modifications and amendments to the STIP and Metropolitan Planning Organizations (MPOs) TIPs and Metropolitan Transportation Plans (MTPs). Processes described below detail procedures that are to be used to update an existing approved STIP or TIP and associated plan, if applicable. A key element of the amendment process is to assure that funding balances are maintained.

Administrative Modifications for Initial Authorizations

The following actions are eligible as Administrative Modifications to the STIP/TIP/MTP:

- A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- B. Splitting or combining projects.
- C. Federal funding category change.
- D. Minor changes in expenditures for transit projects.
- E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
- F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

1. It does not affect the air quality conformity determination.
2. It does not impact financial constraint.
3. It does not require public review and comment.

The administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.

The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendments for Initial Authorizations

The following actions are eligible as Amendments to the STIP/TIP/MTP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP which require redemonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification item F.)

Amendments to the STIP/TIP/MTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure that the amendment process and the public involvement procedures have been followed. Cost changes made to the second, third and fourth years of the STIP will be balanced during the STIP yearly update process. All amendments should be approved by FHWA and/or FTA.

Notes:

- 1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
- 2. The date the STIP becomes effective is when FHWA and FTA approve it.
- 3. The STIP is developed on the state fiscal year which is July 1-June 30.
- 4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

Additional Funding Request After the Initial Authorization

Additional funding requests for all phases after receiving initial authorization for those phases shall be a modification and be reported at each month's end except under the following conditions:

- A. The Initial Work Authorization for the phase is older than 10 years.
- B. The additional funding request exceeds the Initial Work Authorization by greater than \$10 million.

CHAPTER 2: FY 2015 - 2018 TIP DEVELOPMENT

2.1 Expected FY 2015 - 2018 TIP Funding for CORE MPO

2.1.1 Expected Highway Funds

The matched funds shown below include the expected federal funds and state / local shares. The table also includes lump sum funds for the next four fiscal years based on the lump sum categories. The expected local funds for currently locally-sponsored projects are also listed because these projects are expected to receive federal and/or state funds in the future. In addition, the table includes the grandfathered-in earmarked High Priority Project (HPP) funds because they will go through the highway funding authorization process. The earmarked funds will not be listed separately after all the earmark projects have been implemented since congressional earmarks are being phased out.

It should be noted that those funds under SAFETEA-LU that have not been exhausted are listed in the expected revenues as well. These include the STP L220 funds for Transportation Enhancement as well as the Safe Route to School program funds (LU10, LU20, LU30). When all of these funds have been spent, they will not be included in the expected revenues in future TIPs.

It should also be noted that the expected revenues include some Transportation Alternatives Program (TAP) funds. Per MAP-21, CORE MPO conducts a Call for Projects and competitive project selection process for these funds. The TAP carryover funds from FY 2013 and FY 2014 are included in the FY 2015 total and will be used to implement awarded projects in the FY 2015 - 2018 TIP.

SAVANNAH							
TOTAL EXPECTED HIGHWAY							
STIP FUNDS							
(MATCHED)							
FY 2015 - FY 2018							
FUND	CODE	LUMP DESCRIPTION	2015	2016	2017	2018	TOTAL
NHPP	M001		\$16,407,385	\$9,638,034	\$0	\$0	\$26,045,419
STP	M230		\$16,715,108	\$4,994,322	\$5,047,094	\$5,099,865	\$31,856,389
STP	M240		\$4,932,350	\$4,474,574	\$17,500	\$42,213,776	\$51,638,200
TAP	M301		\$1,448,253	\$515,456	\$520,510	\$525,563	\$3,009,782
HPP	LY10		\$0	\$1,133,874	\$0	\$0	\$1,133,874
Local	LOC		\$3,882,917	\$3,915,414	\$4,011,010	\$1,300,082	\$13,109,423
NHPP	M001	BRIDGE PAINT - INTERSTATE	\$323,000	\$269,000	\$323,000	\$323,000	\$1,238,000
NHPP	M001	ROAD MAINT - NAT'L HWY	\$323,000	\$323,000	\$323,000	\$323,000	\$1,292,000
NHPP	M001	ROADWAY LIGHTING	\$27,000	\$13,000	\$13,000	\$27,000	\$80,000
NHPP	M002	CST MGMT	\$774,000	\$782,000	\$798,000	\$807,000	\$3,161,000
STP	L220	ENHANCEMENT	\$511,000	\$511,000	\$511,000	\$511,000	\$2,044,000
STP	M230	ROAD MAINT - GT 200K	\$648,000	\$777,000	\$777,000	\$777,000	\$2,979,000
STP	M240	OPERATIONAL	\$362,000	\$350,000	\$323,000	\$323,000	\$1,358,000
STP	M240	ROAD MAINT - ANY AREA	\$1,894,000	\$1,662,000	\$1,709,000	\$1,636,000	\$6,901,000
STP	M240	BRIDGE PAINTING	\$188,000	\$161,000	\$188,000	\$188,000	\$725,000
STP	M240	LOW IMPACT BRIDGES	\$135,000	\$94,000	\$135,000	\$135,000	\$499,000
STP	M240	TRAF CONTROL DEVICES	\$404,000	\$404,000	\$350,000	\$350,000	\$1,508,000
STP	M240	FORCE ACCT MAINT	\$484,000	\$484,000	\$404,000	\$404,000	\$1,776,000
STP	M240	TRAF&REV/D-B/STUDIES	\$0	\$7,000	\$0	\$0	\$7,000
STP	M240	RW PROTECTIVE BUY	\$27,000	\$13,000	\$27,000	\$27,000	\$94,000
TAP	M940	RECREATIONAL TRAILS	\$34,000	\$34,000	\$34,000	\$34,000	\$136,000
HSIP	LS20	HWY RISK RURAL ROADS	\$0	\$86,000	\$0	\$0	\$86,000
HSIP	MS30	SAFETY	\$1,883,000	\$2,013,000	\$2,152,000	\$2,152,000	\$8,200,000
HSIP	MS40	RRX HAZARD ELIM	\$118,000	\$118,000	\$118,000	\$118,000	\$472,000
HSIP	MS50	RRX PROTECTION DEV	\$102,000	\$102,000	\$102,000	\$102,000	\$408,000
SRTS	LU10	SAFE RT TO SCH NON-INFR	\$12,000	\$12,000	\$7,000	\$0	\$31,000
SRTS	LU20	SAFE RT TO SCH INFR	\$0	\$0	\$0	\$0	\$0
SRTS	LU30	SAFE RT TO SCH ANY PROJ	\$5,000	\$0	\$0	\$0	\$5,000
TOTAL			\$51,640,013	\$32,886,674	\$17,890,114	\$57,376,286	\$159,793,087

2.1.2 Expected Transit Funds

In the CORE MPO planning area, the Chatham Area Transit Authority (CAT) is the designated recipient of the Section 5307 funds. Since the Savannah urbanized area is a TMA, CAT receives the funds directly from the Federal Transit Administration (FTA). CAT provides the matching funds.

In Georgia, the Department of Human Services (DHS) is the designated recipient of Section 5310 funds. DHS manages the Section 5310 program and allocates the funds to sub-recipients who provide match based on agreements with DHS.

The following table lists the transit funds expected to be available to the Savannah area through various funding sources in FY 2015 - 2018.

SAVANNAH TOTAL EXPECTED MATCHED TRANSIT FUNDS (\$)*					
FY 2015 - FY 2018					
Funding Code	FY 2015	FY 2016	FY 2017	FY 2018	Total
Section 5307	\$4,519,889	\$4,655,486	\$4,795,150	\$4,939,005	\$18,909,530
FTA-FBD Discretionary Section 5307	\$468,000	\$0	\$0	\$0	\$468,000
Section 5310**	\$226,835	\$238,177	\$250,085	\$262,590	\$977,687
Section 5337	\$150,814	\$155,338	\$159,998	\$164,789	\$630,948
Section 5339	\$491,896	\$506,653	\$521,853	\$537,508	\$2,057,910
Total	\$5,857,434	\$5,555,654	\$5,727,086	\$5,903,892	\$23,044,075
* These transit revenues are estimated from the Federal Transit Administration (FTA) apportionments and projections, and the state and the local sources. The total amounts for each year include expected federal apportionments and state/local matching funds.					
** Unlike other funds that will be managed by the Chatham Area Transit Authority (CAT), Section 5310 funds will be managed by the Department of Human Services (DHS) who is the designated recipient.					

2.2 Establishment of Transportation Improvement Priorities

The CORE MPO's TIP prioritization process has been based on the prioritization policies and priority lists established in 2006 with updates and on-going planning activities of the CORE MPO and the local governments. The goal of this practice was to focus on implementing the projects that are already in the pipeline. Since 2006 many of the priority projects have been implemented (as shown in Appendix C of this document) and the priority list keeps on shrinking. It is time to update the TIP prioritization methodology and to develop a revised priority project list.

The CORE MPO's Total Mobility Plan has a component for project prioritization which focuses on long range highway projects that have not started production yet. Since the TIP is a sub-set of the MTP, the prioritization methodology developed through the MTP might be used to supplement the current TIP highway prioritization method. The prioritization of bike/pedestrian projects is based on the methodologies developed through the Non-Motorized Transportation Plan. The transit priorities are developed based on needs from the Chatham Area Transit (CAT), as well as recommendations from the CAT's Transit Development Plan and CORE MPO's Transit Mobility Vision Plan.

It should be noted that not all of the identified priority projects can be programmed in the FY 2015 – 2018 TIP because of funding constraints, development status, and other reasons. However, the priority status ensures that these projects will take precedence in being programmed in the TIP if funding becomes available, project sponsors are actively pursuing implementation, and the project development is moving along according to established schedules.

2.2.1 TIP Priority Projects

2.2.2.1 Highway and Bridge Projects

The revised highway prioritization process confirmed the following highway and bridge priority projects that have been identified via the 2006 methodology.

- PI# 0002923: SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIADUCT
- PI# 521855: SR 26 FROM I-516 TO CS 188/VICTORY DRIVE
- PI# 0012758, I-16 @ I-95 - INTERCHANGE RECONSTRUCTION
- PI# 0007259: CR 984/JIMMY DELOACH PARKWAY @ SR 17 - INTERCHANGE
- PI# 522790: JIMMY DELOACH PARKWAY EXTENSION FM I-16 TO SR 26/US 80
- PI# 0010560: SR 26/US 80 @ BULL RIVER & @ LAZARETTO CREEK
- PI# 0008358: I-516 @ CS 1503/DERENNE AVENUE
- PI# 0008359: EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY
- PI# 0010236: SR 21 FROM CS 346/MILDRED STREET TO SR 204
- PI# 0010559: SR 204 FROM FOREST RIVER TO HARRY S TRUMAN PKWY - STUDY
- PI# 0011743: SR 21 FROM I-516 TO EFFINGHAM COUNTY LINE – CORRIDOR STUDY
- PI# 0011744: I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS
- PI# 0007128: CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE

2.2.2.2 Transit Projects

CAT has the completion of three major capital projects as priorities: 1) Construction of the Transit Center, 2) Construction of the Operations Maintenance Facility, and 3) Purchase and Implementation of CAT's Intelligent Transportation System. In addition, the vehicle replacement/preventative maintenance is another TIP priority for CAT. Other transit priorities identified in plans are listed below.

Transit Priorities in Making Connections – Transit Development Plan

- Passenger Amenities - This budget line continues to invest in passenger amenities such as signage, shelters, benches, superstops at level equal to recent budget years.
- Ferry Boat Construction / Rehabilitation - Budget for normal maintenance and repair of Ferry Boat service.
- Downtown Intermodal Transit Center Project - Upkeep maintenance of downtown intermodal facility.
- Operations and Maintenance Facility Rehabilitation Project - Upkeep and maintenance for refurbished CAT maintenance facility and offices.
- Intelligent Transit System / Unified Communication / CCTV - Software and Hardware updates and improvements.
- Construction Management - Management and support for construction activities.
- Transit Development Study - Budgeted for implementation support, plan maintenance and next major update at end of 5 years.
- Savannah Riverwalk Intermodal Facility - Maintenance and improvements.
- Satellite Location - Light Bus Maintenance and Storage.
- Street Car Study - Capitalized Study.
- Bike Share Study - Capitalized Study.
- Bike Share Implementation - Program maintenance and expansion equipment / facilities.
- Capital Maintenance - FTA permitted capitalized operating costs.

- Park and Rides -New park and ride facilities.
- East Downtown TAD Project - Major community investment program for capital projects.
- Planning / Preliminary Engineering - Capitalized costs.
- Mobility Management - Eligible FTA capital costs for Mobility Management coordination and planning

Transit Priorities in Transit Mobility Vision Plan

- Hire a mobility manager to ensure regional coordination continues to build.
- Complete the Park and Ride Lot Study.
- Conduct a more detailed Express Bus Service study based on the recommendations from the Park and Ride Lot Study.
- Develop transfer locations that provide a safe and convenient environment for passengers.
- Identify short-term projects that have transit routes or identified future service.
- Coordinate with the city and CAT to continue momentum for rapid transit services throughout the city and downtown area, including analysis for bus rapid transit, streetcar, and other services.
- Conduct an assessment of existing transit services that identifies areas for coordination.

2.2.2.3 Non-Motorized Projects

There are over 100 bicycle and/or pedestrian needs identified in the Non-Motorized Transportation plan. The plan's top scoring pedestrian and bicycle projects are listed below.

Pedestrian Projects

- Eisenhower Drive, sidewalk continuity, from White Bluff Road to Casey Canal
- Abercorn Street, sidewalk continuity, from Rio Road to Truman Parkway Phase 5
- President Street, path along south side from East Broad Street to Bilbo Canal

Bikeway Projects

- Truman Greenway from Lake Mayer to Bee Road
- W. 52nd Street from US 17 to Montgomery Street
- Coastal Georgia Greenway (CGG) path along Louisville Road and W. Boundary Street, connecting future Heritage Trail to Turner Blvd.

TAP Projects: Through a competitive project selection process for the FY 2013 and 2014 TAP funds, the following three projects have been selected for implementation through the FY 2015 - 2018 TIP.

- CANEBRAKE ROAD IMPROVEMENT PROJECT FROM GATEWAY BLVD. TO BASIN RD.
- CAT BIKESHARE EXPANSION IN DOWNTOWN SAVANNAH
- MARSH HEN TRAIL FM E OF OLD HWY 80 TO BATTERY DR - PHASE II

2.2.2.4 Other Projects

Besides the highway, bridge, transit and non-motorized improvements, the FY 2015 - 2018 TIP identifies the following transportation enhancement (TE) projects, lump sum projects, and earmarked projects that are prioritized by other agencies other than CORE MPO. The TE program and earmark program are being phased out. After these projects are constructed, no TE or earmark projects will be programmed in future TIPs.

Transportation Enhancement (TE) Projects

- PI# 0008996, Broughton Street from SR 25 Conn to East Broad Street
- PI# 0010582, SR 26/US 80 from CR 761/Old US 80 to CS 853/Byers Street
- PI# 0010710, CS 117/Main Street from CS 104/Chestnut Street to SR 17

Earmark Projects

- PI# 0007620, Heritage Trail Bike/Ped in Savannah
- PI# 0007631, Truman Linear Park Trail Phase II

Lump Sum Projects

- PI# 0006464, I-16 @ I-95 Highmast Interchange Lighting
- PI# 0010738, I-95 NB Ramp @ Airways Avenue Operational Improvements
- PI# 0011832, SR 26 from McKenzie Street to Tybrisa Street @ 15 locations – RRFB
- PI# 0012689, I-516/SR 21 FM CS 1074/MONTGOMERY ST TO CR 975/VETERANS PKWY
- PI# 0012843, SR 25 @ 4 LOC; SR 26 @ 5 LOC & SR 204 @ 1 LOC – Signal Upgrades
- PI# M004056, SR 25/Sidney Lanier & SR 404SP @ Talmadge – Wind and Rain Study
- PI# M004518, I-516 Sign Upgrades at 8 locations
- PI# M004603, I-95 NB Exit Ramp @ SR 21; INC SR 21 @ I-95 NB Right Turn Lane
- PI# M004608, SR 404 Spur @ Talmadge Memorial Bridge - Maintenance Repairs
- PI# M004632, SR 26 from W of CR 1111/Coleman Blvd to E of CSX #641194C
- PI# M004633, SR 204 from E of Gateway Blvd to E of King George Blvd
- PI# M004634, SR 26 from Gary Creek to Bull River
- M004901, SR 21 FM 0.10 MI N OF CSX RR TO CS 590/SMITH AVE IN SAVANNAH – Maintenance
- M004903, SR 204 FROM CS 645/37TH STREET TO I-16 – Maintenance
- M004918, I-16 FROM 1.39 MI W OF LITTLE OGEECHEE RIVER TO CSX #641178T – Maintenance
- M005115, SR 21 FROM SR 204 TO SR 25 - Safety

2.3 FY 2015 - 2018 TIP Development Public Participation Process

The development of the CORE MPO's FY 2015 - 2018 Transportation Improvement Program revolved around two rounds of public participation: one for the TIP priority establishment and the other for the draft TIP development.

2.3.1 Participation in TIP Prioritization

To solicit participation from the general public and interested parties in the early TIP development process, CORE MPO held a public meeting on April 17, 2014 in conjunction with the Citizens Advisory Committee (CAC) to review the prioritization methodology of the highway, non-motorized, as well as transit projects and to test the methodology on the projects programmed in the FY 2014 – 2017 TIP. The advertisement for the public meeting started with a legal notice published in the *Savannah Morning News* on Sunday, April 6, 2014 followed by sending the meeting notice to the other local media, the people in the CORE MPO contact database, the neighborhood associations and the consultation agencies identified in the MPO's *Participation Plan*. The notice was published on the CORE MPO website as well. In addition, the TIP prioritization was put on the agendas of the April 2014 meetings of the Technical Coordinating Committee (TCC) and the Advisory Committee on Accessible Transportation (ACAT) for input.

The comments received during the TIP priority establishment process are listed below with the responses provided by the CORE MPO staff.

Comment: *“When will the new project prioritization methodology be implemented?”*

Response: For bike and pedestrian projects, CORE MPO is implementing the new prioritization methodology developed through the Non-Motorized Transportation Plan.

For transit projects, CORE MPO is supplementing the CAT recommendations with priorities identified through the vetted transit plan development process.

For highway and bridge projects, the new prioritization method developed through the MTP still needs to be further studied since the methodology is more tailored to long range projects that have not been initiated. It is not very applicable to the TIP projects which are already in various development stages. However, a dry-run of the new methodology has validated some of the previously identified TIP priorities.

2.3.2 Participation in Draft TIP Development

The Draft FY 2015 - 2018 TIP document has been made available for public review and comment from July 23 to August 27, 2014 at the public review agencies as well as on the CORE MPO website at www.thempc.org/transportation.htm. Subsequent updates have been posted on the MPO website. The interested citizens and parties were able to participate in the draft TIP development process in several ways – sending or emailing written comments on the draft TIP document to the MPO, providing comments at the MPO website, attending the public hearings held in August 2014 in conjunction with the Citizens Advisory Committee (CAC) and the CORE MPO Board meetings, or attending the other CORE MPO committee (TCC and ACAT) meetings in August 2014.

The MPO published a legal notice on the *Savannah Morning News* on July 20, 2014 to advertise for the public review and comment period and the public hearings for the draft TIP. The notice was also sent to the other local media, all the people in the CORE MPO contact database, all the neighborhood associations and all the consultation agencies identified in the MPO’s *Participation Plan*. The notice has been published on the MPO website as well.

During the public review and comment period, CORE MPO has received both general and specific comments from GDOT, FHWA, FTA, the City of Savannah, Chatham County, the Coastal Georgia Greenway, and others. The written comments received during the 30-day public review period are included in Appendix D of this document. The comments regarding specific project programming information have been incorporated into the project pages and throughout the TIP document. Other significant comments and the responses prepared by the CORE MPO staff are being documented in this section. To provide a better response to the received comments, the CORE MPO staff coordinated with the project sponsors and project managers where necessary to obtain the accurate project information.

Comment: *“Projects in the TIP must come from an approved plan. Please ensure that the projects’ name and descriptions are consistent to the MTP. This inconsistency can result in a delay of project approval. Ensure the projects’ names match exactly to what GDOT has provided in the TIP’s Detailed Tables, incorrect project names will result in “non-AUTH” of projects per federal approval.”*

Response: The project names in the FY 2015 - 2018 TIP have been corrected to match the GDOT’s database. For MTP/TIP consistency, the project names and descriptions in the 2040 MTP have been revised as well.

- Comment: *“Ensure the tables on pgs. 56-59 are reflective of the changes noted on the TIP sheets. Any updates to the projects in the plan should also be reflected in the tables.”*
- Response: The notes made by GDOT in July to the specific TIP project sheets reflect an updated version of project list that is different from the one CORE MPO received on May 8, 2014 which was the basis for the draft FY 2015-2018 TIP. CORE MPO has since coordinated with GDOT and other project sponsors to incorporate the latest information. The financial plan tables (originally on Pages 56-59) and the expected revenues tables (chapter two) have been updated to reflect the cost and schedule revisions. The updates are also reflected in the specific project pages and the financial summary.
- Comment: *“PI 0010446 Savannah River Ferry Sys- Landside & Vessel Capital Improvement construction phase must remain in the TIP as this project is not M230.”*
- Response: This project was included in the draft TIP when the document became available for public review and comment in July 2014 – it was listed in the transit section since it’s managed by the Chatham Area Transit Authority (CAT). The funding portion for this project was also listed under “Expected Transit Fund” – Ferry Boat L950 in Section 2.1.2 in the draft TIP. However, during the public review and comment period, these funds have been obligated and drawn down by CAT through the TEAM system, thus the TIP document was revised to remove this project.
- Comment: *“Please confirm that the following two projects SR 204 from Forest River to Harry S Truman PKWY (PI 0010559)- Study and SR 21 from I-516 to Effingham County Line- Corridor Study PE phases will not be pursued in the FY 15-18 TIP.”*
- Response: These two projects are not programmed individually in the FY 2015-2018 TIP though CORE MPO would like to continue exploring options for the SR 204 and SR 21 corridor improvements.
- Comment: *“On pg. 32, PI 0010563 Sector Eleven PE cost is noted for \$750,000; however, this study was programmed in 2011 in the amount of \$500,000.”*
- Response: It is true that CORE MPO programmed PI# 0010563 with \$500,000 in 2011. However, the CORE MPO Board approved the funding increase to \$750,000 in the April 2014 TIP amendments, mostly to accommodate the Parking Study of Savannah. The GDOT representative voted “YES” on this increase with all the other CORE MPO Board members. The FY 2015 - 2018 TIP is carrying forward the TIP amendment information.
- Comment: *“In FY 16 and FY 17, the MPO has over programmed M230 funds. At this time, GDOT request that the MPO provide corrections in order to become fiscally constrained.”*
- Response: The M230 funding balance is maintained for years 2015 through 2018 in the TIP. Since the CORE MPO has control over the M230 funds, the MPO-programmed M230 projects are different from what GDOT proposed in the May 8, 2014 project list which does not have M230 funding balance. CORE MPO coordinated with all of the agencies who are involved in or requested M230 funds – GDOT, the City of Savannah, the Chatham Area Transit Authority, and Chatham County – to revise the M230 funded project list and M230 funding balance.
- Comment: *“These projects were not identified in the MTP or didn’t have a project number (mainly stated TBA) - PI#0010553 and 0012722, Marsh Hen Trail Phase 2, Canebrake Road Improvement Project, and CAT Bikeshare Expansion. Please explain.”*

Response: PI# 0010553 and PI# 0012722 are in the cost feasible plan of the 2040 MTP. CORE MPO corrected their names in the 2040 MTP and their PI#s so that it's easier to check the consistency between the MTP and TIP. The other three projects are TAP (Transportation Alternatives Program) funded projects that were awarded in June 2014. They have been added to the cost feasible plan of the 2040 MTP. GDOT will assign PI#s to them after the TIP adoption.

Comment: *"When possible, the TIP should cross-reference projects with the corresponding MTP project. This action will assist in a quick review and approval process of amendments."*

Response: The TIP is a sub-set of the MTP. The FY 2015 - 2018 TIP was developed in concert with the 2040 MTP development and the project managers coordinated with each other. Whenever there is an update to either plan/program, both documents are revised.

Comment: *"Remove the "Transportation Enhancement Program (TE)" and add "Transportation Alternatives Program" (TAP) and the write-up for that information in the lump sum program."*

Response: The Lump Sum descriptions are developed by GDOT and are sent to CORE MPO for incorporation into the TIP document. The TAP program has been added to the lump sum descriptions and the revised TIP reflects the updates. GDOT continues to list TE program in the lump sum descriptions because GDOT has not exhausted all of the TE funds yet. It is expected that GDOT will delete the TE program in future lump sum programs after all of the TE funds have been spent.

Comment: *"FTA would like to see the FY 2015 – 2018 TIP include FTA Grant Awards for FY 2014 from FTA for obligated transit funds."*

Response: CORE MPO has coordinated with the Chatham Area Transit Authority (CAT) to include the transit funding obligation information in the FY 2015 - 2018 TIP, as shown in Appendix B.

Comment: *"Provide the M230 Fund Balance for FY 2015-2018 showing rollover funds in the TIP."*

Response: The M230 funding balance is a part of the highway financial plan and has been added to the FY 2015 - 2018 TIP as a stand-alone page in the financial balance section.

Comment: *"On sheet 21, under Section 2.2.2.1, revise 'Jimmy DeLoach Parkway, Phase 2' to 'Jimmy DeLoach Parkway Extension'."*

Response: Both GDOT and FHWA requested that the TIP should use the projects' names to match exactly to what GDOT has provided in the TIP's Detailed Tables, otherwise incorrect project names will result in "non-authorization" of projects per federal approval. Thus CORE MPO staff has corrected all of the project names in the TIP. The official name for this project in the GDOT TPRO program is "JIMMY DELOACH PARKWAY EXTENSION FM I-16 TO SR 26/US 80".

Comment: *"For PI#0002923, Bay Street Improvements, the construction cost does not match what is shown in the MTP. Verify both are up to date with GDOT's current construction cost estimate. In addition, the County requests M230 funds in the amount of \$574,300 for Utilities in FY 2016. The County will provide a match in the amount of \$143,576, for a total utility cost of \$717,876. "*

Response: The project page in the TIP has been corrected to show the right amount for construction cost and total project cost, which match both the MTP and the GDOT's current cost estimates.

Regarding the M230 funding request, please keep in mind that CORE MPO only receives around \$4 million (federal portion) of M230 funds each year for the Savannah area and the requests for them far exceed the total available amount. The CORE MPO strives to accommodate as many local requests for M230 funding as possible, consistent with established MPO policies and priorities. GDOT's TPRO program currently shows the utility phase of this project as a local responsibility, however, the current M230 balance will allow the MPO to accommodate this request.

Comment: *"Please add two new projects in the TIP, one for the SR 21 Culvert Replacement at Pipemakers Canal and another for the SR 25 Culvert Replacement at the Pipemakers Canal. The County requests \$500,000 of M230 money (\$625,000 matched M230 amount) be programmed for PE for each project in FY 2016. Chatham County will provide the \$125,000 match for each project. Both projects fall within Cost Band 1 of the proposed 2040 MTP. "*

Response: These two projects are included in the 2040 MTP Cost Band One as requested by Chatham County, thus they are eligible to be included in the TIP. However, as indicated above, CORE MPO can accommodate M230 funding requests only when there is a positive balance. The inclusion of these two projects as M230 funded projects will cause the eventual M230 negative funding balance. The MPO can include these two projects as locally funded projects in the TIP, but the project sponsor needs to provide the project details so that the specific project pages can be prepared for them.

Comment: *"For PI#0010563, Sector Eleven, who is providing the \$150,000 local match? What projects are proposed to be funded in Sector Eleven?"*

Response: As per usual practice, CORE MPO will be requesting matching funds from appropriate agencies. The projects to be pursued are identified in the approved FY 2015 UPWP and include: Victory Drive Study Phase 3, MAP 21 Implementation Tasks, Canal District Study and Travel Demand Model Improvements.

Comment: *"For PI#0011744, I-16 Exit Ramp Removal, who is the project sponsor? For PI#0008358, East Terminus Interchange at DeRenne, is \$4,960,000 of M230 funds being proposed in FY 2018?"*

Response: For PI# 0011744, CORE MPO is currently the project sponsor. It is expected that the City of Savannah will eventually be the local sponsor and work with GDOT to implement the project.

For PI#0008358, the City of Savannah in June 2014 requested M230 funds of \$4,960,000 in FY 2018 for ROW. CORE MPO was able to accommodate the request based on the M230 funding balance as of June 2014.

Comment: *"For PI#0007259, Jimmy DeLoach Parkway at US 80 Interchange, the ROW cost needs to be updated. The new cost is \$8,700,000, which will increase the local cost to \$4,700,000."*

Response: The ROW cost for this project included in the TIP is based on the latest available information from GDOT. If the ROW cost has been revised, both the GDOT' TPRO program and the CORE MPO's 2040 MTP need to be updated to reflect the change before the approved information can be included in the final TIP. As of August 2014, the GDOT Planning Office has not been contacted by the GDOT Project Manager to confirm the updated ROW cost nor is this reflected in TPRO. Please coordinate with the GDOT Project Manager so that the proper process occurs, ensuring that the cost revisions are incorporated.

Comment: *“For PI#522790, revise the name of the project to Jimmy DeLoach Parkway Extension from I-16 to US 80. In addition, the Utility Costs shown in FY 2018 are shown as local, but the funding is added to the total project cost.”*

Response: The name of the project has been corrected to match the GDOT’s database, which shows JIMMY DELOACH PARKWAY EXTENSION FM I-16 TO SR 26/US 80. The total project cost includes cost estimates for all phases regardless of funding sources. The utility cost is a part of the total project cost estimates.

Comment: *“For PI#0007128, Islands Expressway Bridge Replacement, the current schedule has a management Let Date in FY 2016 for FY 2017. Construction funding needs to be identified. As GDOT is providing construction funding, this will need to be coordinated with GDOT.”*

Response: As mentioned before, the FY 2015 - 2018 TIP was developed based mostly on the latest available information provided by GDOT. This bridge replacement is a costly project and is not included in the GDOT’s project list. Per the GDOT Project Manager, this project is not on schedule and is not recommended to be advanced into the TIP. Since GDOT programs funding for the CST phase, please coordinate with GDOT on all development stages and secure the funding before CORE MPO can include this phase in the TIP.

Comment: *“For PI#0007402, funding says M230, but no M230 funds are proposed in the current TIP.”*

Response: This mistake has been corrected. Previously some M230 funds have been programmed for the CST phase of this project, but the project development schedule has been revised because of new development. As of now, only local funds are used to continue the project.

Comment: *“For PI#0010236, the Comment/Remark section says \$190,000 is planned for ROW but \$750,000 is programmed for ROW in FY 2017.”*

Response: The Comment/Remark section for project description was provided by the project sponsor (the City of Savannah) based on the original cost estimates. As the project develops to advanced stages, the cost estimates have been revised. The MPO has corrected the Comment/Remark section in coordination with the project sponsor.

Comment: *“TIP 2015-18 recognizes GDOT Project PI # 0002267- Savannah-Ogeechee Canal / Triplett Trail Design & Construction, part of the Coastal Georgia Greenway in Chatham/Savannah as an existing funded project needing immediate local matching funds in the amount of \$271,751.07 to complete Phase I as described in the GDOT approved Concept Report by Thomas and Hutton, dated June 12, 2012. The project currently has \$409,000 federal funds. Coastal Georgia Greenway, Inc. recommends that the Transportation Improvement Program 2015-2018 identify the Coastal Georgia Greenway Trail, as the priority trail for construction within the next five years, utilizing Non-motorized set aside funding, and other funding sources as may be identified by the city and/or the Coastal Georgia Greenway, Inc. We recommend that the TIP include a brief project description and recommend matching funds be immediately approved for the project from Non-Motorized set aside funds for completion of GDOT Project PI# 0002267.”*

Response: The Non-Motorized set-aside funds in the 2040 MTP are representing a portion of expected revenues in the next 25 years including all of the funding sources. The purpose of the set aside funds in the MTP is to ensure that a reasonable number of bike and pedestrian projects can be included within the financially constrained project list. In order for a project such as the Coastal Georgia Greenway to be included in the TIP, it is still necessary for GDOT and the local project sponsor to identify specific federal funds and matching funds. CORE MPO

has researched the GDOT's TPRO program but could not locate PI# 0002267. Staff was unable to locate any records to indicate that either GDOT or local sponsors are actively pursuing this project. Please be mindful that a project programmed with federal funds must be included in the GDOT program as well as the MPO's TIP before they can proceed. CORE MPO recommends that the Coastal Georgia Greenway review the project status with the sponsor and GDOT to ensure the project is being actively developed. Until the MPO staff receives written verification, the MPO cannot include the project in the TIP.

Comment: *"Chatham County requested M230 money be programmed to start the preliminary engineering for both the SR 21 Culvert Replacement at Pipemakers Canal Project and the SR 25 Culvert Replacement at Pipemakers Canal project. No M230 money was obligated, however, at the end of every fiscal year there is a positive M230 balance. In FY 2018, you are showing a M230 balance of \$677,731. If there is residual M230 money at the end of every fiscal year, why can't \$300,000 of M230 money be programmed for each of these projects for preliminary engineering in FY 2016?"*

Response: The federal requirement is that the financial balance be maintained for every fiscal year in the TIP – in another word, each fiscal year must show a positive balance. The positive balance in the previous year (e.g. 2015) is carried over to the next year (e.g. 2016) to cover the projects programmed in that year, and so on. Thus the last year's fiscal balance in the FY 2015 - 2018 TIP (in this case fiscal year 2018) must show a positive balance as well. The over-programming of projects in a previous year (e.g. 2016) might not lead to a negative balance in that specific year, but will lead to negative balances in later years (e.g. 2017 or 2018 or both). CORE MPO can accommodate M230 funding requests only when there is a positive balance for each of the four fiscal years.

In early August 2014 Chatham County requested \$625,000 of M230 funds each in FY 2016 for the two culvert replacement projects with a total of \$1,250,000. The accommodation of this request would cause a negative M230 funding balance of over \$600,000 in FY 2018. In addition, CORE MPO did not receive any specific project information regarding these projects (development schedule, project description, cost estimate breakdowns for preliminary engineering, right-of-way, utility and construction, as well as availability of local funds). To accommodate the County's request, the MPO included these two culvert replacement projects as locally- funded projects in the draft TIP.

Now that the County is willing to reduce the requested M230 funding, CORE MPO would review the M230 balance to see whether and how the revised request can be accommodated. However, the County needs to send the MPO all of the requested information. Moreover, the County needs to coordinate with GDOT to have appropriate documents developed and signed (Project Framework Agreement, etc.) per federal and state requirements should the M230 funds (federal funds) be programmed for the two projects.

Comment: *"Verify that the cost of programmed projects using M230 money correlates between the chart titled M230 Funding Balance for FY 2015 to 2018 (page 62), the Surface Transportation Program (STP) for MPOs with Population Larger than 200,000 (M230) (page 65), and the Savannah Total Expected Highway STIP Funds (Matched) (page 19). While some of the amounts are matched and others are not, they do not appear to correspond."*

Response: All three charts are corresponding to each other.

The chart on Page 19 - Total Expected Highway STIP Funds – is developed by GDOT based on past funding obligations and GDOT funding formula. CORE MPO receives around \$5

million of M230 funds (federal portion and matching funds) each year for the Savannah Urbanized Area. It should be noted that the M230 funds in FY 2015 include carryover funds that have not been obligated from previous years. It should also be noted that the expected M230 funds for 2015 - 2018 in the chart include the federal portion (80%) and the local match (20%).

The chart on Page 19 was the basis to develop the M230 Funding Balance for FY 2015 - 2018 (originally on Page 62) and the M230 Financial Plan (originally on Pages 65). The M230 Funding Balance table and the M230 Financial Plan table not only show the total expected M230 funds for the next four years provided by GDOT, but also show the programmed project costs and carryover funds for each year. It should be emphasized that the project costs shown in these two tables only include the portion related to M230 funds (federal/local 80/20 split). If a sponsor overmatches M230 funds for a certain project (more than 20%), the overmatch is not included in the M230 funding balance.

The Financial Plan (originally on Pages 64-68) shows where the overmatch is listed – Local Sponsored Projects. For example, the total ROW cost for PI#0007259 is \$8,463,000. The \$5 million of M230 funds programmed for this project (\$4 million federal and \$1 million local match) are listed under the M230 Financial Plan, but the overmatch from the County (\$3,463,000) is listed under the Local Sponsored Projects.

It is thus very important to look at all of the information included in the Expected Revenues and the full Financial Plan when comparing the funding availability and programmed projects for M230 funded projects since a project might have multiple funding sources.

Comment: *“Based on the response to a previous comment, the Sector Eleven money is obligated to specific studies approved by the MPO Board. Is the M230 money obligated for Sector Twelve, Sector Thirteen and Sector Fourteen committed to specific projects? If not, there is no reason to continue to obligate M230 money for to be determined studies. If the need arises for a specific study in the future, a project can be created and M230 money obligated on an as needed basis.”*

Response: The Sector Study funds have been approved by the CORE MPO Board as a priority to support the MPO planning activities. Without the CORE MPO planning operations, the Savannah area risks losing all of the federal and state funding for transportation improvements.

Comment: *“Add a third lane on I-16 from the beginning until I-95.”*

Response: The projects programmed in the TIP must come from the financially-constrained MTP. I-16 Widening is an identified need, but the high cost of this project and the limited expected revenues for the next 25 years would not allow it to be included in the financially-constrained MTP, thus this project cannot be programmed in the FY 2015 - 2018 TIP. It is currently listed under the Vision Plan of the MTP as an unfunded project.

Comment: *“Preserve trees where possible on large projects. GDOT has room to improve in this area. For example, on the new King George Blvd / Rt. 204 interchange they clear cut down approximately 30 acres of trees, where many were several centuries old, for one project. I think they could have saved substantially more trees if they had made an effort on the site engineering. Not only does a lack of trees mean more runoff they now have to capture by spending our money creating retention basins (instead of just letting trees intercept rain), but it also means spending money mowing the grass in the area between the interchange going forward. Trees on an interchange look nicer and provide value for our community.”*

Response: The CORE MPO actively supports tree preservation through such efforts as the Transportation Amenities Plan, Context Sensitive Design Manual, Complete Streets policy and the CORE MPO Thoroughfare Plan. Ultimately, however, the implementation agency, such as GDOT must address specific tree issues on a project by project basis. Your comment will be forwarded to the project sponsor, GDOT, for consideration.

Comment: *“The Savannah Tree Foundation (STF) supports the use of Best Management Practices (BMP) for trees and urban forests in all construction and roadway projects. Projects must include provisions for proper tree protection to preserve existing trees and replanting when removal is the last possible option. For transportation improvement projects, the STF recommends that 1) a tree inventory and assessment by a certified arborist be completed at the conceptual stage and the recommendations be carried out throughout the other phases of the project; 2) the construction of the transportation project consider the preservation and protection of stands of mature hardwoods; 3) the provisions for tree protection be a line item in the project budget with stringent penalties imposed on the contractor for infringement on the protected areas; 4) a reforestation plan or a mitigation plan be adopted for trees planted at the site or at a mitigation site in case of canopy loss due to a construction project; 5) private property trees be evaluated by an arborist and property owners be appropriately compensated for any trees removed by the project; 6) trees previously planted in compliance with local ordinances be preserved; 8) shade trees be included as passenger amenities for transit improvements and park and ride facilities as well as in and bicycle and pedestrian projects; and 9) tree care and maintenance should be included in operating costs.”*

Response: The CORE MPO is a planning agency, and actively supports tree preservation through such efforts as the Transportation Amenities Plan, Context Sensitive Design Manual, Complete Streets policy and the CORE MPO Thoroughfare Plan. Ultimately, however, the implementation agency, such as GDOT must address specific tree issues on a project by project basis. Your comments will be forwarded to project implementers for consideration. The MPO would like to encourage STF to be proactive beginning in the early stages of transportation improvement projects to ensure that tree preservation be an integral part of the project development.

Comment: *“I hope to see a much greater emphasis on cleanly, conveniently, and safely moving people and products from point A to point B. We should re-instate our regional rail lines with a 21st century approach. Tunnels and overpasses should be considered so that traffic doesn't come to a standstill. Also, we should emphasize safety and connectivity for pedestrians throughout the region (e.g. use pedestrian bridges, etc.).”*

Response: As indicated in the 2040 Metropolitan Transportation Plan (MTP), the CORE MPO strives to plan a multi-modal transportation system that provides a safe environment for all of the modal users in the Savannah area. Establishment of regional passenger rail service will, of course, require policy and funding initiatives at the state and federal level, and as such, is beyond the current fiscal constraints imposed on the Total Mobility Plan /2040 MTP. However, CORE MPO staff has been actively participating in the current High Speed Rail Study being conducted by GDOT. The MPO is also developing the Non-Motorized Transportation Plan which identifies bicycle and pedestrian needs and potential improvement opportunities. However, the implementation of these proposed improvements depends on available funding. The MPO would like to encourage the general public to work with us to identify funding opportunities to improve our transportation network.

The FY 2015 – 2018 TIP was endorsed by the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) on August 21, 2014, and by the Advisory Committee on Accessible Transportation (ACAT) on August 25, 2014. The TIP was adopted by the CORE MPO Board on August 27, 2014.

CHAPTER 3: FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROJECTS

3.1 FY 2015 - 2018 Highway Improvement Projects

3.1.1 Index of Highway Projects

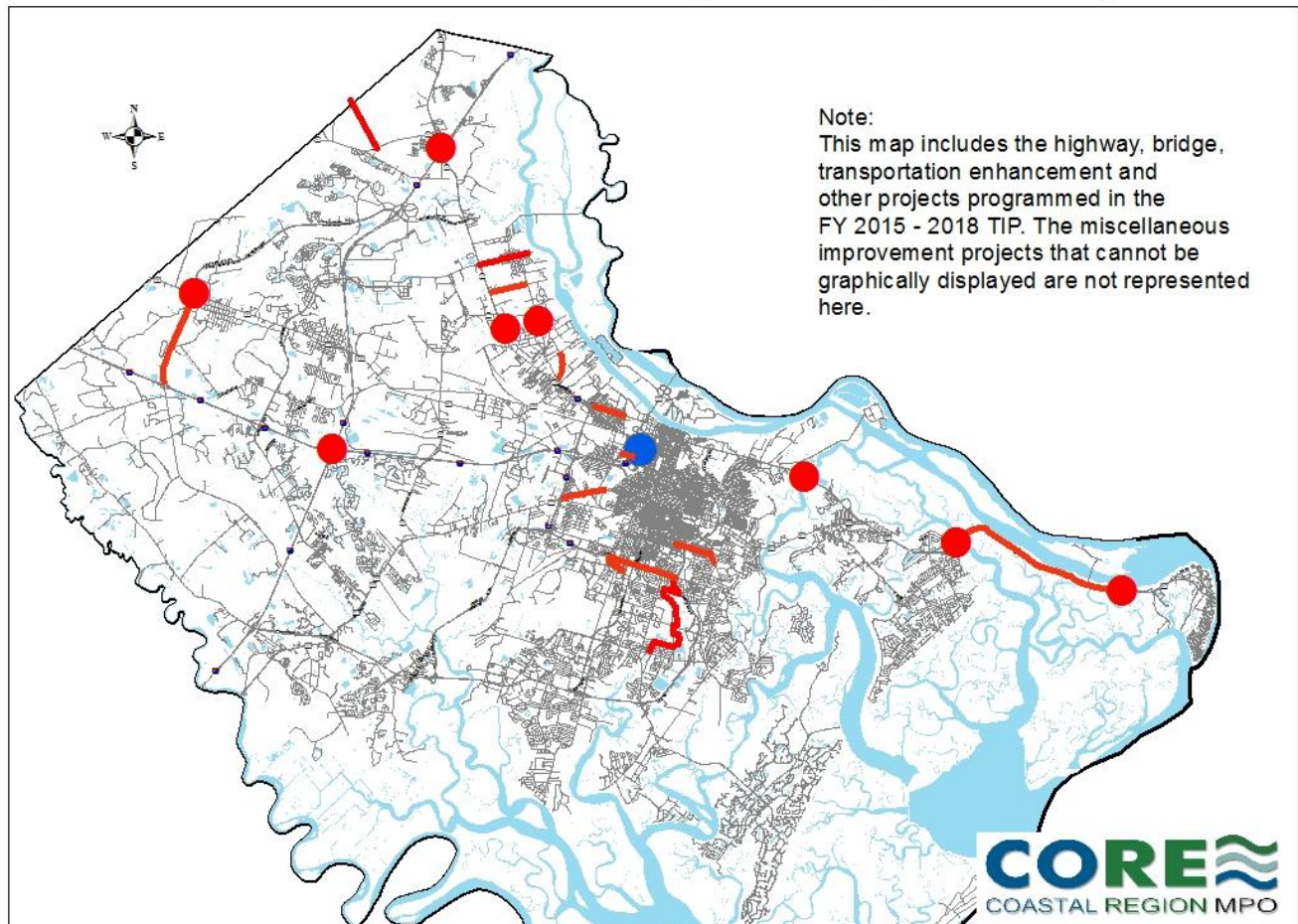
PI #	DESCRIPTION	FUNDING	CURRENT SPONSOR	FY CST	PAGE
0002923	SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIADUCT	M001, M230	Chatham County	2016	36
0007885	CS 602/CS 650/GRANGE ROAD FROM SR 21 TO E OF SR 25	M001	GDOT	2015	37
0012758	I-16 @ I-95 - INTERCHANGE RECONSTRUCTION	M001	GDOT	Long Range	38
521855	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	M001, M230	GDOT	Long Range	39
0010563, 0011742, TBA TBA	SAVANNAH MPO STRATEGIC PLANNING STUDY – SECTOR ELEVEN, TWELVE, THIRTEEN and FOURTEEN	M230	CORE MPO	N/A	40
0013277, 0013278, 0013279, 0013280	CAT VEHICLE PURCHASE FOR 2015, 2016, 2017 AND 2018	M230	CAT	2015-2018	41
0010560	SR 26/US 80 @ BULL RIVER & @ LAZARETTO CREEK	M230	GDOT	Long Range	42
0011744	I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS	M230	CORE MPO	Long Range	43
0007631	TRUMAN LINEAR PARK TRAIL - PHASE II	M230, LY 10	City of Savannah	2016	44
0010028	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	M230, Local	City of Savannah	Long Range	45
0008358	I-516 @ CS 1503/DERENNE AVE	M230, Local	City of Savannah	Long Range	46
0013281	SR 21 Culvert Replacement at Pipemakers Canal	M230, Local	Chatham County	Long Range	47
0013282	SR 25 Culvert Replacement at Pipemakers Canal	M230, Local	Chatham County	Long Range	48
0007259	CR 984/JIMMY DELOACH PARKWAY @ SR 17 - INTERCHANGE	M230, M240, Local	Chatham County	2018	49
522790	JIMMY DELOACH PARKWAY EXTENSION FM I-16 TO SR 26/US 80	M240, Local	Chatham County	2018	50
0010915, 0010916, 0010917	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2015, FY 2016 AND FY 2017	M240	GDOT	N/A	51
0006328	BRAMPTON ROAD CONNECTOR FM FOUNDATION DR TO SR 21/SR25/US80	M240	Georgia Ports Authority	Long Range	52
0010553	CS 651/CROSSGATE RD FM SR 21 TO NS#734150L IN PORT WENTWORTH	M240	GDOT	2015	53
0012722	SR 21 FROM SR 30 TO I-95; INC INTERCHANGE	M240	GDOT	2015	54
0013271	MARSH HEN TRAIL FM E OF OLD HWY 80 TO BATTERY DR - PHASE II	M301	Tybee Island	2015	55
0013272	CANEBRAKE ROAD IMPROVEMENT PROJECT FROM GATEWAY BLVD. TO BASIN RD.	M301, Local	Chatham County	2017	56
0013273	CAT BIKESHARE EXPANSION IN DOWNTOWN SAVANNAH	M301	CAT	2015	57
0007128	CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE	Local	Chatham County	Long Range	58
0007402	CS 1504/GWINNETT ST FM STILES AVE TO I-16	Local	City of Savannah	Long Range	59
0008359	EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY	Local	City of Savannah	Long Range	60
0010236	SR 21 FROM CS 346/MILDRED STREET TO SR 204	Local	City of Savannah	Long Range	61
0006700	EFFINGHAM PKWY FROM SR 119/EFFINGHAM TO SR 30/CHATHAM	Local	Effingham County	Long Range	62

3.1.2 FY 2015 - 2018 TIP Highway Project Locations

The map below depicts most of the highway and bridge projects programmed for FY 2015 - 2018 in the Savannah area. The map includes some bicycle, pedestrian and trail projects that utilize highway funding. The lump sum projects and other miscellaneous improvement projects that cannot be displayed in maps are not included.

The map shows where the projects are located. For detailed project information and funding sources, please refer to the individual project pages that follow.

CORE MPO FY 2015 - 2018 Transportation Improvement Program



3.1.3 FY 2015 - 2018 TIP Highway Project Pages

The highway projects are grouped according to their sources of federal funding and project sponsors. The state and local match funds are listed according to their respective shares. The types of highway projects being funded over the next four fiscal years include roadway improvements, new roadway construction, intersection improvements, interchange construction and/or reconstruction, bridge replacements, transportation enhancements and others. Some earmarked projects are included in this section because their funding needs to filter through FHWA before being obligated. Several locally-funded projects are also included due to their expected federal/state funding in the future. The funding information for the earmark and local projects is used for highway financial balance as well.

The individual page descriptions for the highway projects include several important items. The MPO TIP Number is assigned for administrative use by various government agencies. The State PI Number is assigned by the GDOT Office of Programming and is used to identify a specific project. The Congressional District (CD) demonstrates where the project is located – the Savannah area is located in Congressional District One (1). Regional Commission (RC) wise, the Savannah region is located in the Coastal Georgia (CG) area, within the boundary of the Coastal Regional Commission (CRC).

In addition, Preliminary Engineering (PE) includes field surveys, project concepts and designs. In recent years, GDOT has implemented a two-phase PE that includes Scoping and the rest of the PE phase. Right-of-way (ROW) involves land acquisition. Utility (UTL) involves utility relocation and related work. Construction (CST) involves the final stage of the project implementation.

The project description is a summary of the concept report developed for the project. The map on each page shows where the project is located but does not depict the exact alignments.

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

SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIADUCT

PROJECT DESCRIPTION: Improve SR 25 Connector/West Bay Street between West Lathrop Avenue and East Lathrop Avenue to connect the existing four-lane divided section at the west end of the project with the existing five-lane undivided section at the east end of the project. The project would include four 11/12-foot travel lanes with a variable width raised median that separates westbound and eastbound traffic. Left and right turn lanes would be added or improved as appropriate. The project would include outside curb and gutter with 16-foot shoulder with 6/8-foot wide sidewalks, constructed in compliance with ADA requirements. Crosswalks would be striped and improved to allow for safer pedestrian access.

P.I. #: 0002923
TIP #: 97-H-10
COUNTY: CHATHAM
PROJ. #: NHS-002-00(923)
FUND: M001, M230

GDOT DISTRICT: 5

TRAFFIC VOL. 2005 AADT: 22,400 2030: 32,500
NO. OF LANES EXISTING: 4 PLANNED: 4

CONG. DISTRICT: 1
RC: CG

LOCAL ROAD #: STATE/US ROAD #: SR 25

LENGTH (MI): 1.1

COMMENTS/REMARKS: Preliminary engineering funds were authorized in 2002. Several Public Information Open Houses (PIOH) have been held for the project. Right-of-way funds programmed for FY 2010 with the MPO sub-allocation of ARRA funds (C230 funds) and for FY 2013 with the National Highway System funds (M001 funds) have been authorized. ROW acquisition is underway. Utility phase and construction are programmed in FY 2016. County requested M230 funds for UTL. CST will be funded with M001 funds. A PE phase was added to FY 2015 with M001 funds to cover GDOT project oversight.

PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/State	\$25,000	\$0	\$0	\$0	\$25,000
RIGHT-OF-WAY	Authorized	\$0	\$0	\$0	\$0	\$0
UTILITY	Federal/Local	\$0	717,876	\$0	\$0	\$717,876
CONSTRUCTION	Federal/State	\$0	\$9,638,034	\$0	\$0	\$9,638,034
PROJECT COST		\$25,000	\$10,355,910	\$0	\$0	\$10,380,910
FEDERAL COST		\$20,000	\$8,284,727	\$0	\$0	\$8,304,727
STATE COST		\$5,000	\$1,927,609	\$0	\$0	\$1,932,609
LOCAL COST		\$0	\$143,576	\$0	\$0	\$143,576

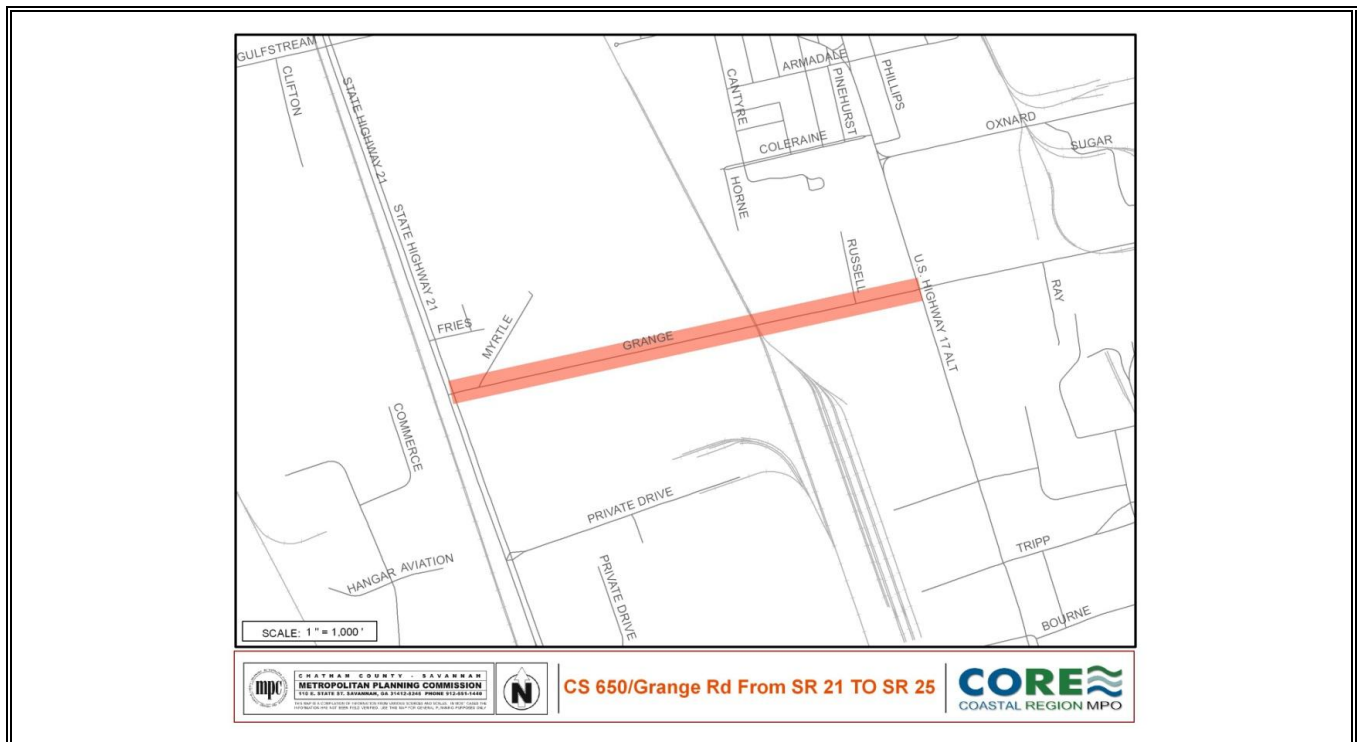
PROJECT LOCATION



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

CS 602/CS 650/GRANGE ROAD FROM SR 21 TO E OF SR 25 PROJECT DESCRIPTION: CS650, Grange Road, is located in the city of Port Wentworth, Chatham County. Grange Road was designated as an Intermodal Connector on the National Highway System (NHS) and is described as a port terminal, Facility ID No. GA33P. The proposed project length along Grange Road is approximately 1.6 miles, from SR21 to the Port of Savannah terminal facilities. The proposed project will consist of widening the existing typical section from two 9-foot lanes to four 12-foot lanes, one 16-foot two way turn lane (TWTL), and 10-foot rural shoulders.					P.I. #: 0007885	
					TIP #: 2006-H-01	
					COUNTY: CHATHAM	
					PROJ. #: CSNHS-0007-00(885)	
					FUND: M001	
					GDOT DISTRICT: 5	
TRAFFIC VOL. 2005 AADT: 4,300			2030: 3,000		CONG. DISTRICT: 1	
NO. OF LANES EXISTING: 2			PLANNED: 3		RC: CG	
LOCAL ROAD #: CS 650		STATE/US ROAD #:			LENGTH (MI): 1.55	
COMMENTS/REMARKS: Grange Road was amended to the National Highway System and is eligible for federal aid. Preliminary engineering phase was amended to the FY 2006-2008 TIP with L050 funds in FY 2006 and funding was authorized. Right-of-way was programmed in FY 2013 and the funds have been authorized. Utility phase and construction phase are programmed in FY 2015 with M001 funds.						
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
UTILITY	Federal/State	\$4,009,416	\$0	\$0	\$0	\$4,009,416
CONSTRUCTION	Federal/State	\$6,150,769	\$0	\$0	\$0	\$6,150,769
PROJECT COST		\$10,160,185	\$0	\$0	\$0	\$10,160,185
FEDERAL COST		\$8,128,148	\$0	\$0	\$0	\$8,128,148
STATE COST		\$2,032,037	\$0	\$0	\$0	\$2,032,037
LOCAL COST		\$0	\$0	\$0	\$0	\$0

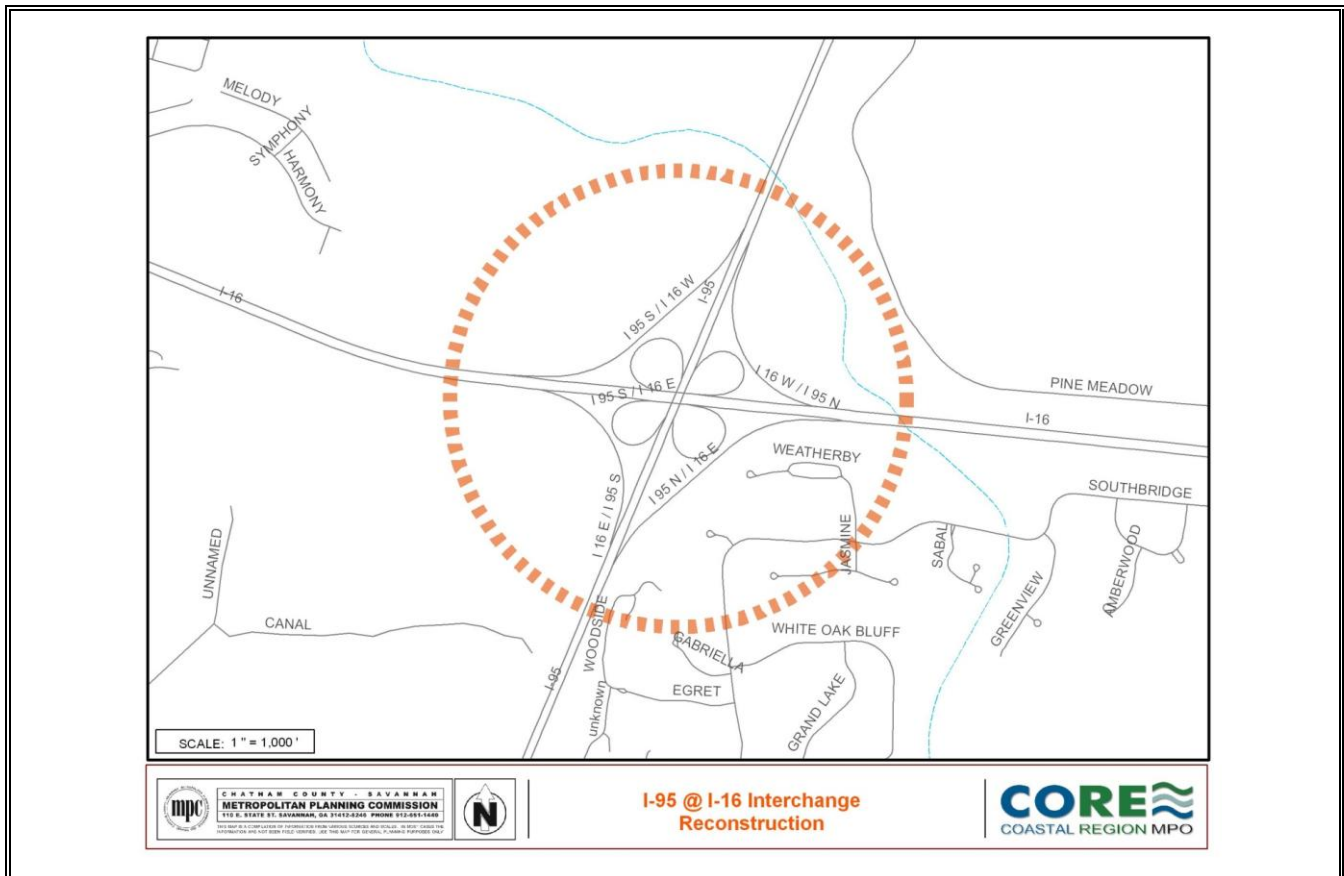
PROJECT LOCATION



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

PROJECT DESCRIPTION: Interchange reconstruction at I-95/I-16.				P.I. #: 0012758		
				TIP #: 2014-GDOT-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M001		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT:		2030:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 4		PLANNED: 4		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #:			LENGTH (MI):	
COMMENTS/REMARKS: This is a much needed interchange reconstruction project that has been identified in both the CORE MPO's Metropolitan Transportation Plan and GDOT's Chatham County Interstate Needs Analysis and Prioritization Plan. Preliminary Engineering phase is programmed in FY 2015 with M001 funds. Both the right-of-way phase and the construction phase are in long range.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/State	\$5,722,200	\$0	\$0	\$0	\$5,722,200
RIGHT-OF-WAY	Federal/State	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$5,722,200	\$0	\$0	\$0	\$5,722,200
FEDERAL COST		\$4,577,760	\$0	\$0	\$0	\$4,577,760
STATE COST		\$1,144,440	\$0	\$0	\$0	\$1,144,440
LOCAL COST		\$0	\$0	\$0	\$0	\$0

PROJECT LOCATION



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

SR 26 FROM I-516 TO CS 188/VICTORY DRIVE

PROJECT DESCRIPTION: This project consists of the proposed widening of SR 26/US 80/Ogeechee Road from just east of Lynes Parkway to just east of the Springfield Canal and the SR 26/US 80/Ogeechee Road Intersection with Victory Drive. Approximately 1400 feet of Victory Drive would also be reconstructed to tie the proposed widening of SR 26/US 80/Ogeechee Road into the existing Victory Drive roadway. The existing two-lane roadway would be widened to provide four twelve-foot wide travel lanes, with two four-foot wide bicycle lanes, one in each direction, and a twenty-foot wide raised median.

P.I. #: 521855
TIP #: 87-H-18B
COUNTY: CHATHAM
PROJ. #: STP-064-1(40)SPUR
FUND: M001, M230

GDOT DISTRICT: 5

TRAFFIC VOL. 2005 AADT: 16,300 2030: 30,960

CONG. DISTRICT: 1

NO. OF LANES EXISTING: 2 PLANNED: 4

RC: CG

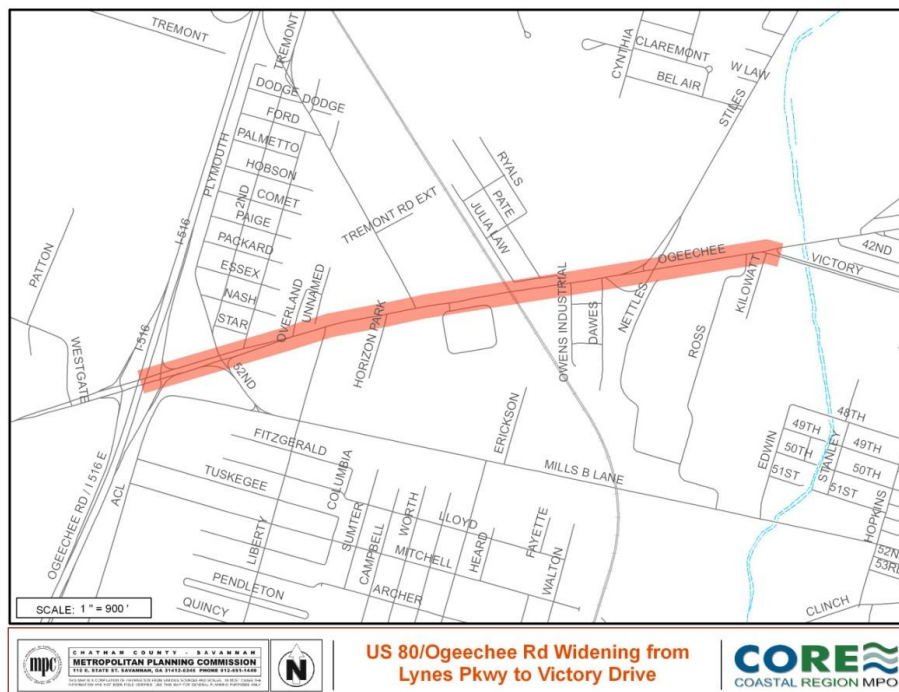
LOCAL ROAD #: STATE/US ROAD #: SR 26/US 80

LENGTH (MI): 1.38

COMMENTS/REMARKS: This is an identified priority bikeway corridor in the CORE MPO's Bikeway Plan. Preliminary engineering funds were authorized in 1993. The project was originally scheduled to be let for construction in FY 1996 but got delayed for various reasons. The project is currently going through the environmental process. Right-of-way phase is programmed in FY 2017 with M230 funds. A PE phase was added to FY 2015 with M001 funds to cover GDOT project oversight.

PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/State	\$500,000	\$0	\$0	\$0	\$500,000
RIGHT-OF-WAY	Federal/State	\$0	\$0	\$6,630,428	\$0	\$6,630,428
UTILITY	State	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$500,000	\$0	\$6,630,428	\$0	\$7,130,428
FEDERAL COST		\$400,000	\$0	\$5,304,342	\$0	\$5,704,342
STATE COST		\$100,000	\$0	\$1,326,086	\$0	\$1,426,086
LOCAL COST		\$0	\$0	\$0	\$0	\$0

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		
				TIP #: 2012-CORE-04, 2013-CORE-01, 2014-CORE-01, 2015-CORE-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M230		
				GDOT DISTRICT: 5		
PROJECT DESCRIPTION: Special Transportation Studies						
TRAFFIC VOL. 2005 AADT:		N/A	2030:		N/A	
NO. OF LANES EXISTING:		N/A	PLANNED:		N/A	
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 sets aside \$750,000 of matched M230 funds in FY 2015. 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	\$750,000	\$500,000	\$500,000	\$500,000	\$2,250,000
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$750,000	\$500,000	\$500,000	\$500,000	\$2,250,000
FEDERAL COST		\$600,000	\$400,000	\$400,000	\$400,000	\$1,800,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$150,000	\$100,000	\$100,000	\$100,000	\$2,250,000

PROJECT LOCATION

CORE MPO STRATEGIC PLANNING STUDY

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

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

CAT VEHICLE PURCHASE FOR 2015 TO 2018				P.I. #: 0013277, 0013278, 0013279, 0013280		
PROJECT DESCRIPTION: Transit				TIP #: 2015-Transit-01, 2015-Transit-02, 2015-Transit-03, 2015-Transit-04		
				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 is transferring some FHWA funds to the Chatham Area Transit (CAT) for vehicle purchase based on FTA criteria and State of Good Repair.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PI#		0013277	0013278	0013279	0013280	
TIP#		2015-Transit-01	2015-Transit-02	2015-Transit-03	2015-Transit-04	
PRELIM. ENGR.	None	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/Local	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000
PROJECT COST		\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000
FEDERAL COST		\$560,000	\$560,000	\$560,000	\$560,000	\$2,240,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$140,000	\$140,000	\$140,000	\$140,000	\$560,000

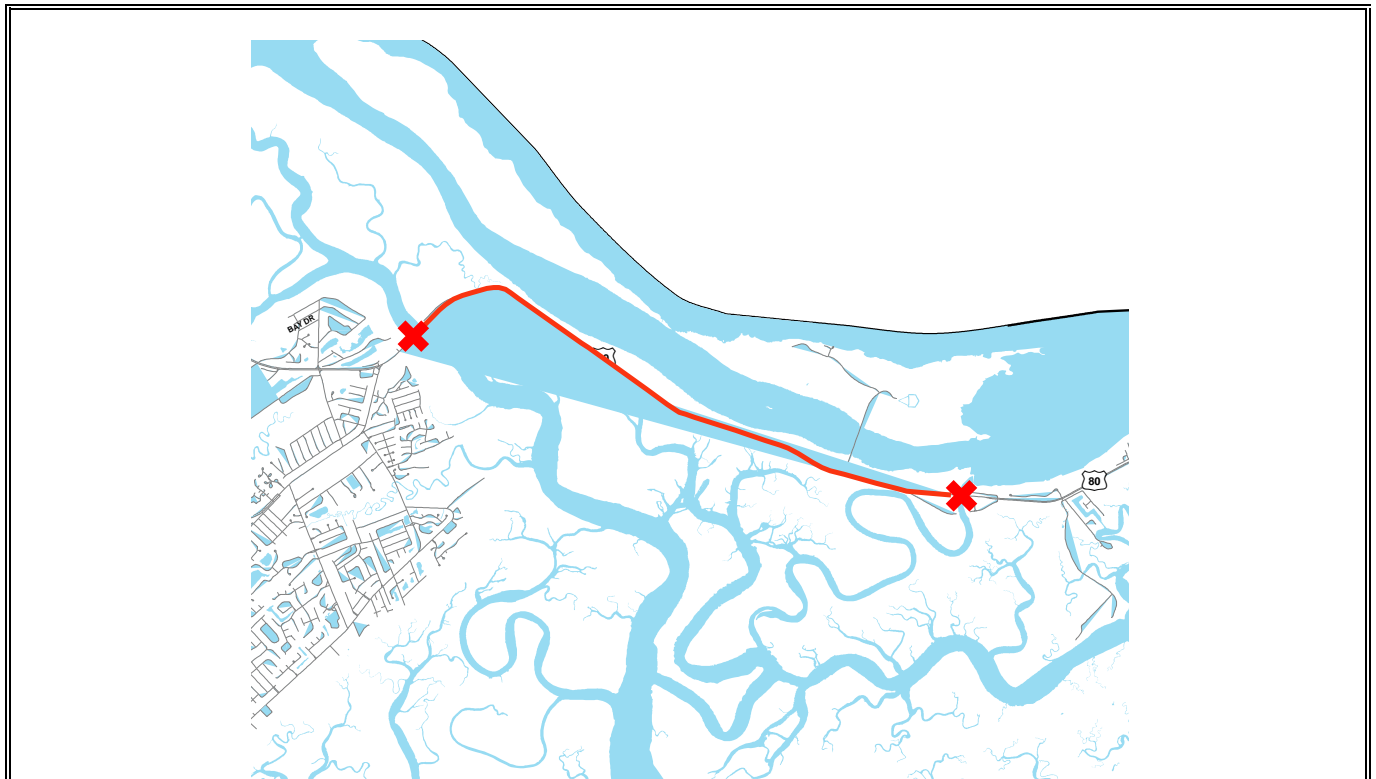
PROJECT LOCATION

**CHATHAM AREA TRANSIT (CAT) VEHICLE PURCHASE
FOR 2015, 2016, 2017 AND 2018**

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

SR 26/US 80 @ BULL RIVER & @ LAZARETTO CREEK				P.I. #: 0010560		
PROJECT DESCRIPTION: US 80 Bridge Replacements at Bull River and Lazaretto Creek and roadway safety improvements between the bridges.				TIP #: 2012-Bri-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT:		2030:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 2		PLANNED: 2		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #: US 80		LENGTH (MI):		
COMMENTS/REMARKS: The MPO has programmed some ARRA funds to finance a US 80 Bridges Replacement Study (PI# 0009379). The study is complete. The study is being developed into a project. GDOT is the project sponsor. Some M230 funds programmed in FY 2013 for GDOT oversight and project scoping (including environmental process) have been authorized. Additional M230 funds are programmed in FY 2017 for the rest of the preliminary engineering. The ROW and CST phases are in long range.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Project Oversight	Authorized	\$0	\$0	\$0	\$0	\$0
SCOPING	Authorized	\$0	\$0		\$0	
PRELIM. ENGR.	Federal/State	\$0	\$0	\$3,104,090	\$0	\$3,104,090
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$0	\$3,104,090	\$0	\$3,104,090
FEDERAL COST		\$0	\$0	\$2,483,272	\$0	\$2,483,272
STATE COST*		\$0	\$0	\$620,818	\$0	\$620,818
LOCAL COST		\$0	\$0	\$0	\$0	\$0

PROJECT LOCATION



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

I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS				P.I. #:		0011744	
				TIP #:		2013-H-02	
				COUNTY:		CHATHAM	
				PROJ. #:			
				FUND:		M230*	
				GDOT DISTRICT:		5	
TRAFFIC VOL. 2005 AADT:		N/A	2030:		N/A	CONG. DISTRICT:	1
NO. OF LANES EXISTING:		0	PLANNED:		0	RC:	CG
LOCAL ROAD #:		STATE/US ROAD #:			I-16	LENGTH (MI):	
COMMENTS/REMARKS: The CORE MPO has conducted the I-16 Exit Ramp Removal Study and is developing the study recommendations into a highway and economic development project. The funds programmed in FY 2017 are to be used for GDOT oversight of the project and for initiating the 1 st phase of preliminary engineering work (scoping). The CST phase is in long range.							
*CORE MPO is currently the project manager. Chatham County SPLOST funds will provide the local match. However, the MPO will continue to seek state match.							
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL	
SCOPING	Federal/Local*	\$0	\$0	\$1,100,000	\$0	\$1,100,000	
PRELIM. ENGR.	None	\$0	\$0	\$0	\$0	\$0	
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0	
PROJECT COST		\$0	\$0	\$1,100,000	\$0	\$1,100,000	
FEDERAL COST		\$0	\$0	\$880,000	\$0	\$880,000	
STATE COST		\$0	\$0	\$0	\$0	\$0	
LOCAL COST*		\$0	\$0	\$220,000	\$0	\$220,000	

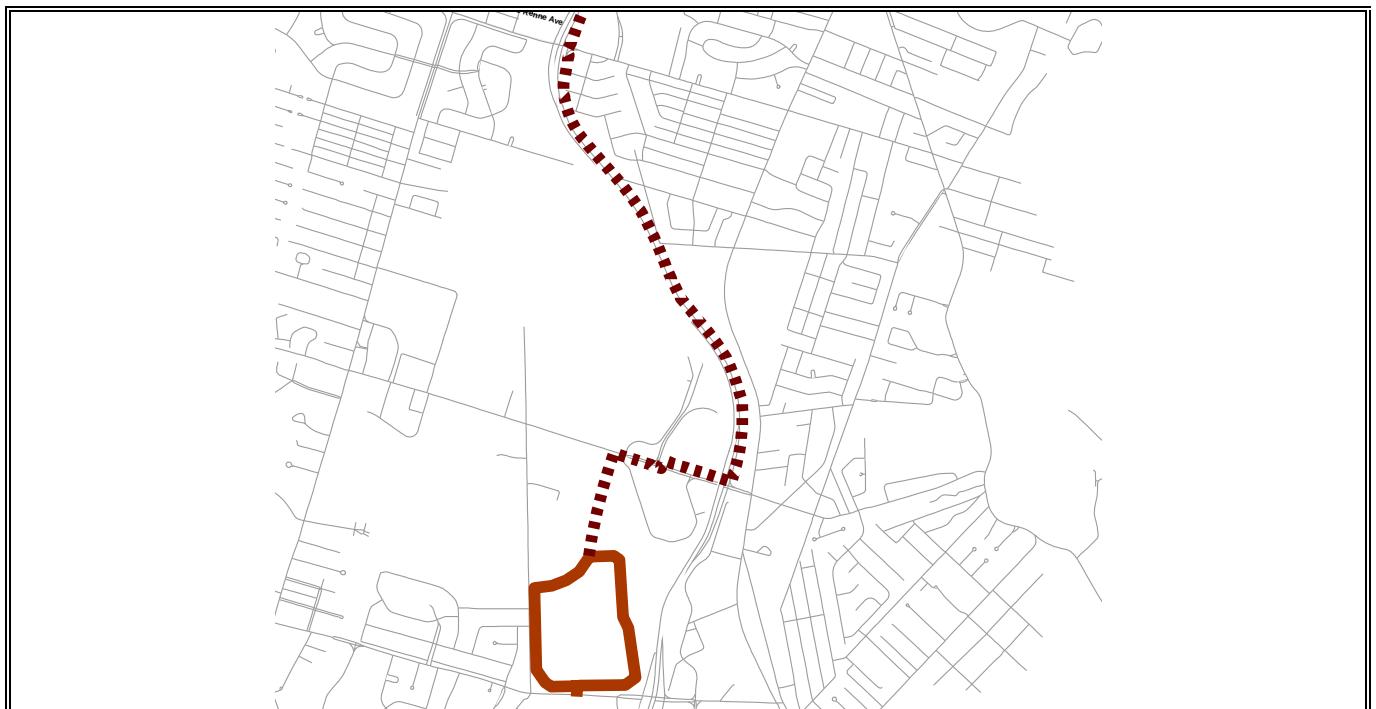
PROJECT LOCATION



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

TRUMAN LINEAR PARK TRAIL – PHASE II				P.I. #: 0007631		
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.				TIP #: 2007-H-08		
				COUNTY: CHATHAM		
				PROJ. #: CSHPP-0007-00(631)		
				FUND: M230*, LY10*		
TRAFFIC VOL. 2005 AADT: N/A 2030: N/A				GDOT DISTRICT: 5		
NO. OF LANES EXISTING: N/A PLANNED: N/A				CONG. DISTRICT: 1		
LOCAL ROAD #:		STATE/US ROAD #:		RC: CG		
				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

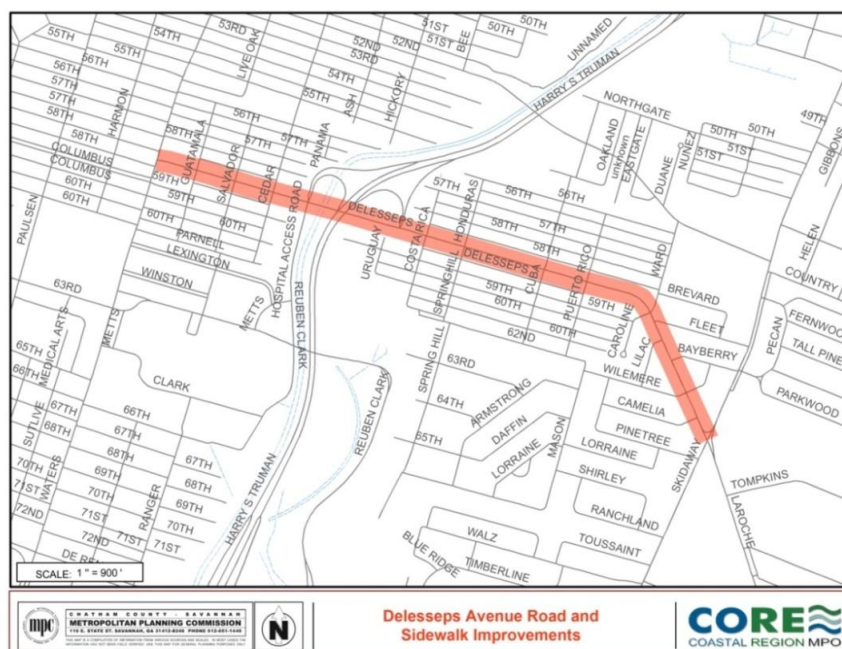
PROJECT LOCATION



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

CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD				P.I. #: 0010028		
				TIP #: 2012-BP-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M230, Local		
PROJECT DESCRIPTION: The Delesseups Avenue Road and Sidewalk Improvements project involves a minor road widening to 11' travel lanes and curb and gutter to improve drainage from Waters Avenue to Skidaway Road. By providing an accessible route for pedestrians by installing curb & gutter, curb ramps, sidewalk, and crosswalks, push buttons and pedestrian signals at the three existing signals, pedestrians will be encouraged to walk to work and school.				GDOT DISTRICT: 5		
				CONG. DISTRICT: 1		
				RC: CG		
				LENGTH (MI): 1.39		
				COMMENTS/REMARKS: CORE MPO set aside some M230 funds starting in FY 2013 to fund non-motorized small transportation improvement projects identified in the Non-Motorized Transportation Plan. MPO staff coordinated with the local project sponsors in identifying local funding sources to provide the needed match. The preliminary engineering and oversight funds programmed in FY 2013 for the Delesseps Avenue Road and Sidewalk Improvement project have been authorized. Right-of-way phase is programmed in 2016. The CST phase is outside of the TIP. City requested additional funds in FY 2015 for Subsurface Utility Engineering and additional ecological work.		
*City of Savannah is the project sponsor and will provide the local match.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Project Oversight	Authorized	\$0	\$0	\$0	\$0	\$0
PRELIM. ENGR.	Federal/Local*	\$82,950	\$0	\$0	\$0	\$82,950
RIGHT-OF-WAY	Federal/Local*	\$0	\$2,545,000	\$0	\$0	\$2,545,000
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$82,950	\$2,545,000	\$0	\$0	\$2,627,950
FEDERAL COST		\$66,360	\$1,983,669	\$0	\$0	\$2,050,029
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST*		\$16,590	\$561,331	\$0	\$0	\$577,921

PROJECT LOCATION



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

I-516 @ CS/1503/DERENNE AVENUE

PROJECT DESCRIPTION: Reduce traffic congestion on DeRenne Avenue by providing a new four-lane divided connector from I-516 to a realigned White Bluff Road with a new direct connection to Hunter Army Airfield and a multi-use path. This project will more evenly distribute the 54,000 vpd on I-516 between east/west movements on DeRenne and north/south movements on White Bluff and Abercorn.

TRAFFIC VOL. 2012 AADT: 0 2020: 29,250

NO. OF LANES EXISTING: 4 **PLANNED:** 4

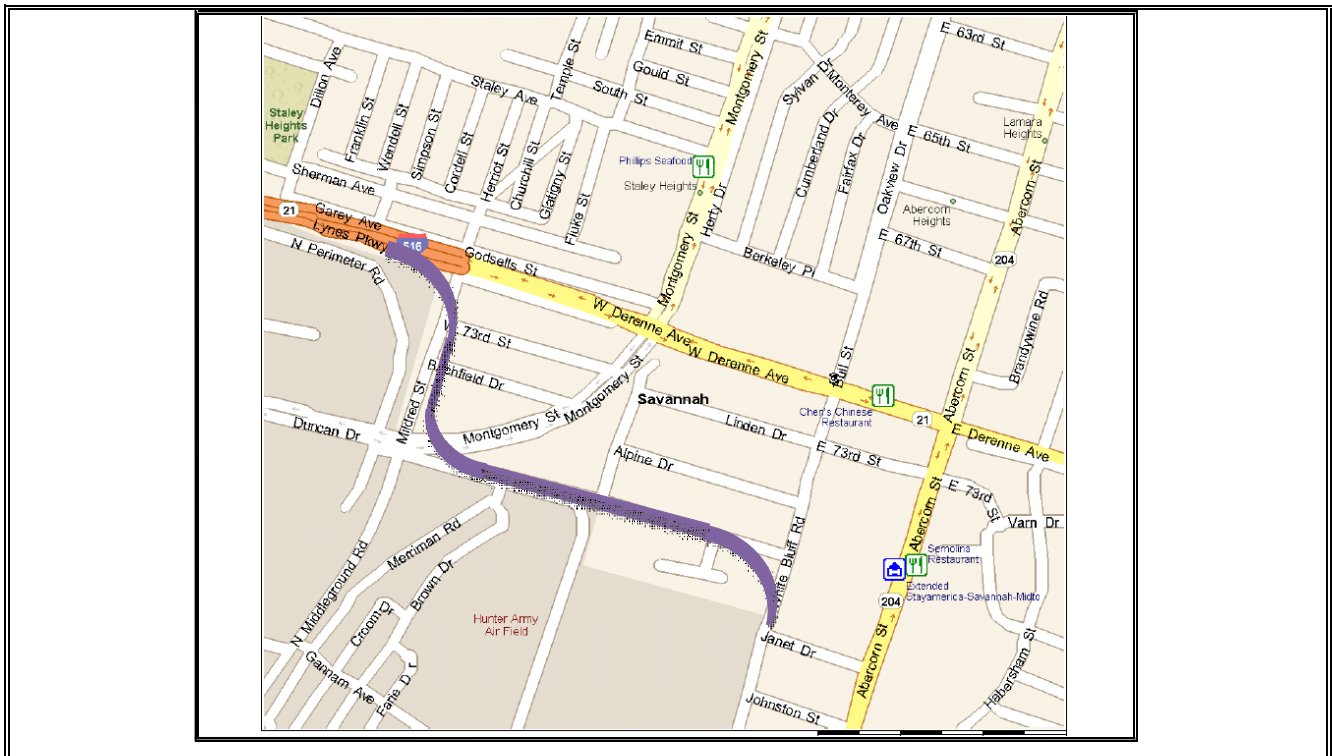
LOCAL ROAD #: **STATE/US ROAD #**

P.I. #: 0008358
TIP #: 2006-H-06
COUNTY: CHATHAM
PROJ. #:
FUND: M230, Local
GDOT DISTRICT: 5
CONG. DISTRICT: 1
RC: CG
LENGTH (MI): 0.91

COMMENTS/REMARKS: The Savannah City Council has adopted the Boulevard Concept as the preferred alignment. Special purpose local option sales tax (SPLOST) money is planned to fund the engineering and the right-of-way. The MPO programmed \$75,000 of matched M230 funds for PE oversight in previous TIPs and the funds have been authorized. Additional local funds needed for PE oversight and scoping were programmed in 2012 and were authorized. Rest of PE is programmed in 2016. ROW is programmed in 2018. The construction of this project is out of this TIP. The City is seeking federal and/or state funds to finance it.

PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/Local	\$0	\$2,088,000	\$0	\$0	\$2,088,000
RIGHT-OF-WAY	Federal/Local	\$0	\$0	\$0	\$6,200,000	\$6,200,000
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$2,088,000	\$0	\$6,200,000	\$8,288,000
FEDERAL COST		\$0	\$0	\$0	\$4,960,000	\$4,960,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$2,088,000	\$0	\$1,240,000	\$3,328,000

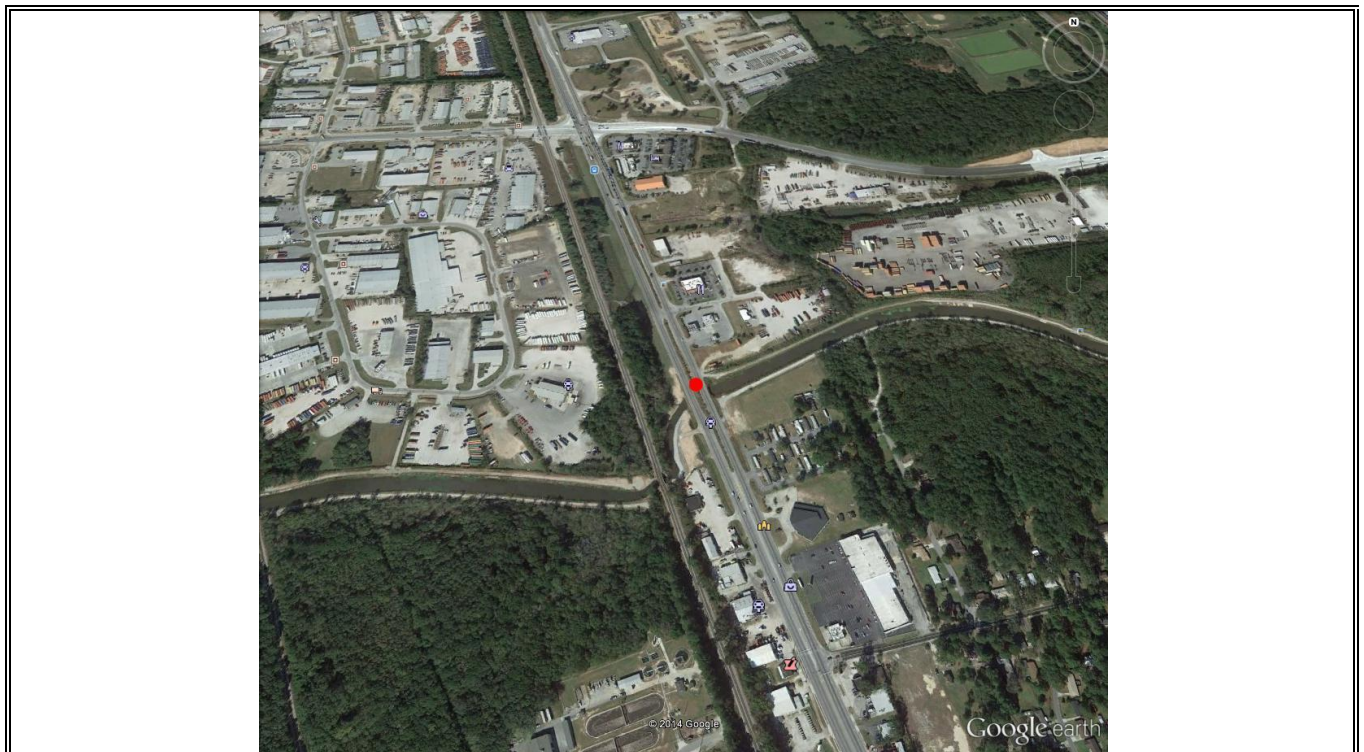
PROJECT LOCATION



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

SR 21 CULVERT REPLACEMENT AT PIPEMAKERS CANAL PROJECT DESCRIPTION: The existing structure under SR 21 is a quadruple 10-ft by 12-ft box culvert. The conveyance at this structure is less than the downstream channel. Two additional culverts are needed at this location to provide adequate conveyance. Improvements associated with this project will also include improvements to the existing railroad crossing at Pipemaker Canal just upstream.				P.I. #: 0013281		
				TIP #: 2015-County-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M230, Local		
				GDOT DISTRICT: 5		
TRAFFIC VOL.	2005 AADT:	31,200	2035 AADT:	44,750	CONG. DISTRICT: 1	
NO. OF LANES	EXISTING:	4	PLANNED:	4	RC: CG	
LOCAL ROAD #:		STATE/US ROAD #:			21	LENGTH (MI): 0.1
COMMENTS/REMARKS: Chatham County requested to add this project to the 2040 MTP and FY 2015-2018 TIP. Chatham County is the project sponsor. Preliminary engineering is programmed in FY 2016 with M230 and local funds. Right-of-way is programmed in 2018 with local funds. Construction is out of this TIP.						
*Local funds of \$60,000 will be used to match the Federal M230 grant. Additional \$325,000 of local funds will be used for the balance of the PE costs.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/Local*	\$0	\$625,000	\$0	\$0	\$625,000
RIGHT-OF-WAY	Local	\$0	\$0	\$0	\$400,000	\$400,000
CONSTRUCTION	Local	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$625,000	\$0	\$400,000	\$1,025,000
FEDERAL COST		\$0	\$240,000	\$0	\$0	\$240,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$385,000	\$0	\$400,000	\$785,000

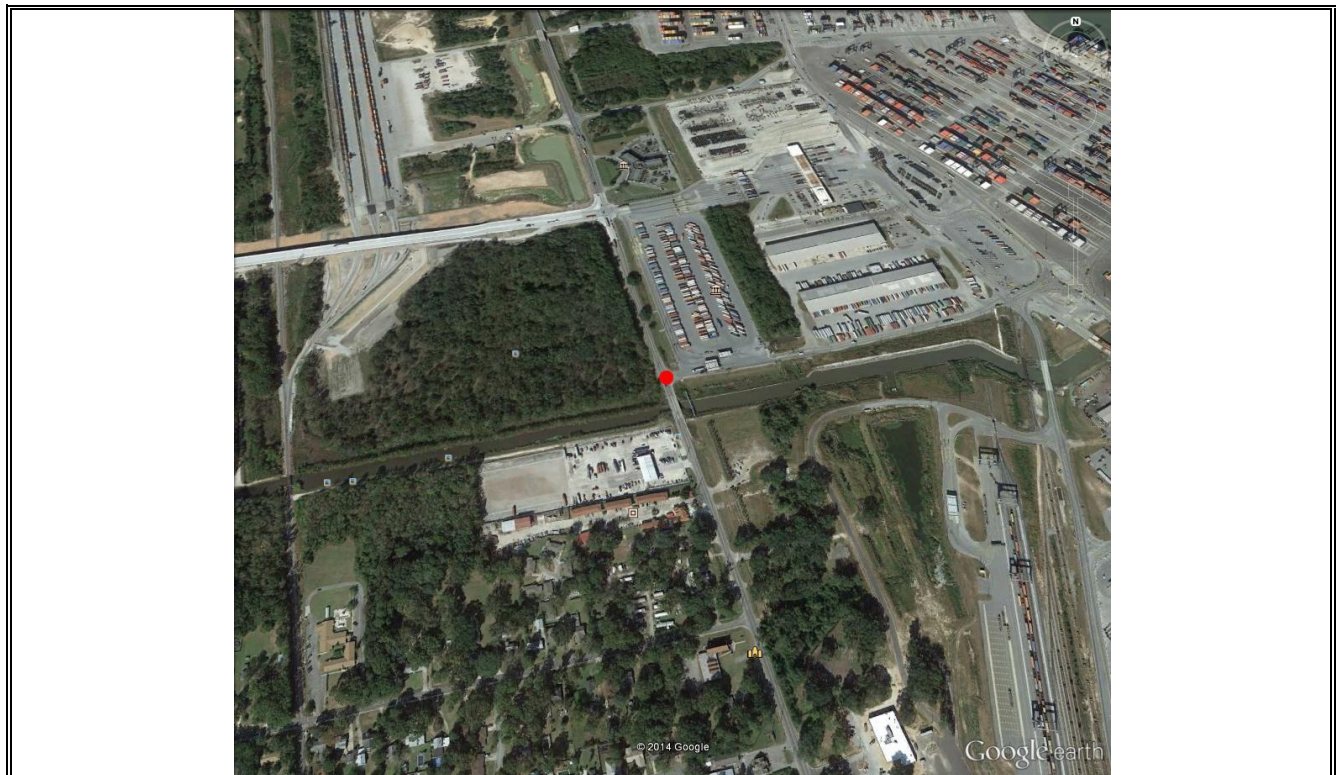
PROJECT LOCATION



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

SR 25 CULVERT REPLACEMENT AT PIPEMAKERS CANAL PROJECT DESCRIPTION: The structure is currently a bridge. While the existing bridge deck length is adequate, the abutment and pile structure result in a constriction to flow. The bridge needs to be replaced with one which spans the connection between the wider channel on either side. Six 12-ft by 12-ft box culverts would be an acceptable alternative.				P.I. #: 0013282			
				TIP #: 2015-County-02			
				COUNTY: CHATHAM			
				PROJ. #:			
				FUND: M230, Local			
				GDOT DISTRICT: 5			
TRAFFIC VOL. 2005 AADT:		7,000	2035 AADT:		18,600	CONG. DISTRICT:	1
NO. OF LANES EXISTING:		2	PLANNED:		2	RC:	CG
LOCAL ROAD #:		STATE/US ROAD #:			25	LENGTH (MI): 0.1	
COMMENTS/REMARKS: Chatham County requested to add this project to the 2040 MTP and FY 2015-2018 TIP. Chatham County is the project sponsor. Preliminary engineering is programmed in FY 2016 with M230 and local funds. Right-of-way is programmed in 2018 with local funds. Construction is out of this TIP.							
*Local funds of \$60,000 will be used to match the Federal M230 grant. Additional \$325,000 of local funds will be used for the balance of the PE costs.							
PROJECT PHASE		\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.		Federal/Local*	\$0	\$625,000	\$0	\$0	\$625,000
RIGHT-OF-WAY		Local	\$0	\$0	\$0	\$400,000	\$400,000
CONSTRUCTION		Local	\$0	\$0	\$0	\$0	\$0
PROJECT COST			\$0	\$625,000	\$0	\$400,000	\$1,025,000
FEDERAL COST			\$0	\$240,000	\$0	\$0	\$240,000
STATE COST			\$0	\$0	\$0	\$0	\$0
LOCAL COST			\$0	\$385,000	\$0	\$400,000	\$785,000

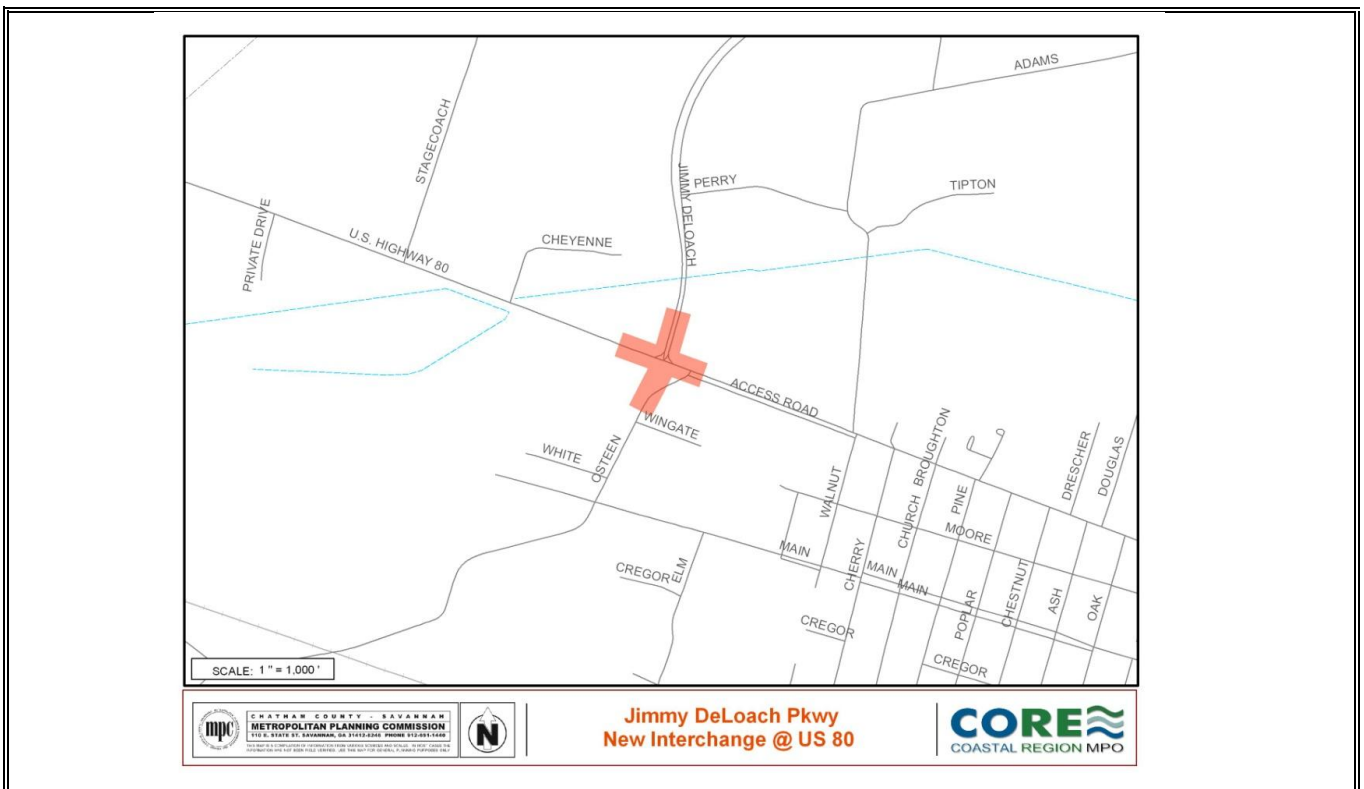
PROJECT LOCATION



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

CR 984/JIMMY DELOACH PARKWAY @ SR 17 - INTERCHANGE				P.I. #: 0007259		
PROJECT DESCRIPTION: Construct a new interchange where Jimmy DeLoach Parkway currently intersects US 80/SR 26/SR17 at grade.				TIP #: 2005-H-1		
				COUNTY: CHATHAM		
				PROJ. #: CSSTP-0007-00(259)		
				FUND: M230*, Local*, M240		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2010 AADT:	17,760/10,860	2030:	30,650/29,280	CONG. DISTRICT: 1		
NO. OF LANES EXISTING:	6	PLANNED:	6	RC: CG		
LOCAL ROAD #:		STATE/US ROAD #: SR 26/US 80		LENGTH (MI): 1.1		
COMMENTS/REMARKS: The Concept Report was approved on April 17, 2008. VE study is complete. Environmental document was approved in May 2014. Right-of-way is programmed in FY 2015 with M230 funds and local SPLOST funds. Utility phase is programmed in FY 2018 with local funds. Construction is scheduled in FY 2018 with M240 funds.						
*Local funds of \$1 million will come from SPLOST and will be used to match the Federal M230 grant. Additional \$3,463,000 local SPLOST funds will be used for the balance of the ROW costs.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Federal/Local*	\$8,463,000	\$0	\$0	\$0	\$8,463,000
UTILITY	Local	\$0	\$0	\$0	\$478,000	\$478,000
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$17,664,432	\$17,664,432
PROJECT COST		\$8,463,000	\$0	\$0	\$18,142,432	\$26,605,432
FEDERAL COST		\$4,000,000	\$0	\$0	\$14,131,546	\$18,131,546
STATE COST		\$0	\$0	\$0	\$3,532,886	\$3,532,886
LOCAL COST*		\$4,463,000	\$0	\$0	\$478,000	\$4,941,000

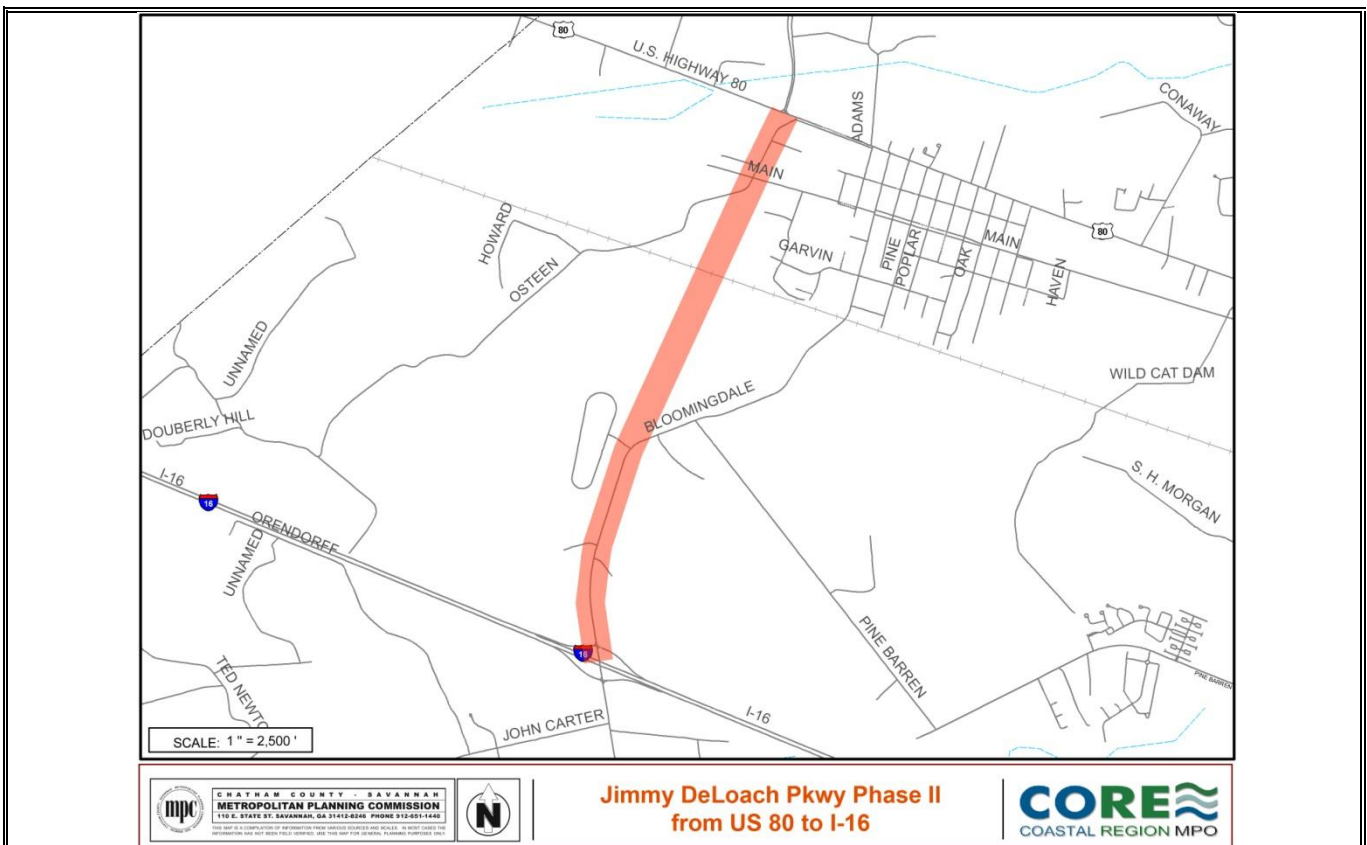
PROJECT LOCATION



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

JIMMY DELOACH PARKWAY EXTENSION FM I-16 TO SR 26/US 80				P.I. #: 522790		
PROJECT DESCRIPTION: Widen and reconstruct to four lanes divided, Bloomingdale Road from I-16 to Pine Barren Road. Construct four lanes divided on new location from Pine Barren Road to SR 26/US 80 in Bloomingdale.				TIP #: 94-H-02		
				COUNTY: CHATHAM		
				PROJ. #: STP00-0218-01(001)		
				FUND: M240, Local		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2009 AADT:		11,000	2029:		40,000	CONG. DISTRICT: 1
NO. OF LANES EXISTING:		0	PLANNED:		4	RC: CG
LOCAL ROAD #:		STATE/US ROAD #: SR 17			LENGTH (MI): 2.55	
COMMENTS/REMARKS: This is a road project from the 1993 1% sales tax program. PE was authorized in 1997. The revised Concept Report was approved in January 2013. Environmental re-evaluation was approved in June 2014. Right-of-way was programmed in FY 2014 with M230 funds and local SPLOST funds and the funds have been authorized. Utility phase is programmed in FY 2018 with local funds. Construction is scheduled in FY 2018 with M240 funds.						
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
UTILITY	Local	\$0	\$0	\$0	\$22,082	\$22,082
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$24,549,344	\$24,549,344
PROJECT COST		\$0	\$0	\$0	\$24,571,426	\$24,571,426
FEDERAL COST		\$0	\$0	\$0	\$19,639,475	\$19,639,475
STATE COST		\$0	\$0	\$0	\$4,909,869	\$4,909,869
LOCAL COST*		\$0	\$0	\$0	\$22,082	\$22,082

PROJECT LOCATION



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

OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2015 TO FY 2017				P.I. #:		0010915, 0010916, 0010917	
				TIP #:		2013-GDOT-01, 2013-GDOT-02, 2014-GDOT-03	
				COUNTY:		CHATHAM	
				PROJ. #:			
				FUND:		M240	
				GDOT DISTRICT:		5	
PROJECT DESCRIPTION: GDOT oversight.				CONG. DISTRICT:		1	
				RC:		CG	
TRAFFIC VOL. 2005 AADT:		N/A		2030:		N/A	
NO. OF LANES EXISTING:		N/A		PLANNED:		N/A	
LOCAL ROAD #:		STATE/US ROAD #:				LENGTH (MI):	
COMMENTS/REMARKS: GDOT set up these oversight funds to manage STP/M230 and TAP funded TIP projects.							
PROJECT PHASE		\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PI#			0010915	0010916	0010917		
TIP#			2013-GDOT-01	2013-GDOT-02	2014-GDOT-03		
PRELIM. ENGR.		Federal/State	\$17,500	\$17,500	\$17,500	\$0	\$52,500
RIGHT-OF-WAY		None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		None	\$0	\$0	\$0	\$0	\$0
PROJECT COST			\$17,500	\$17,500	\$17,500	\$0	\$52,500
FEDERAL COST			\$14,000	\$14,000	\$14,000	\$0	\$42,000
STATE COST			\$3,500	\$3,500	\$3,500	\$0	\$10,500
LOCAL COST			\$0	\$0	\$0	\$0	\$0

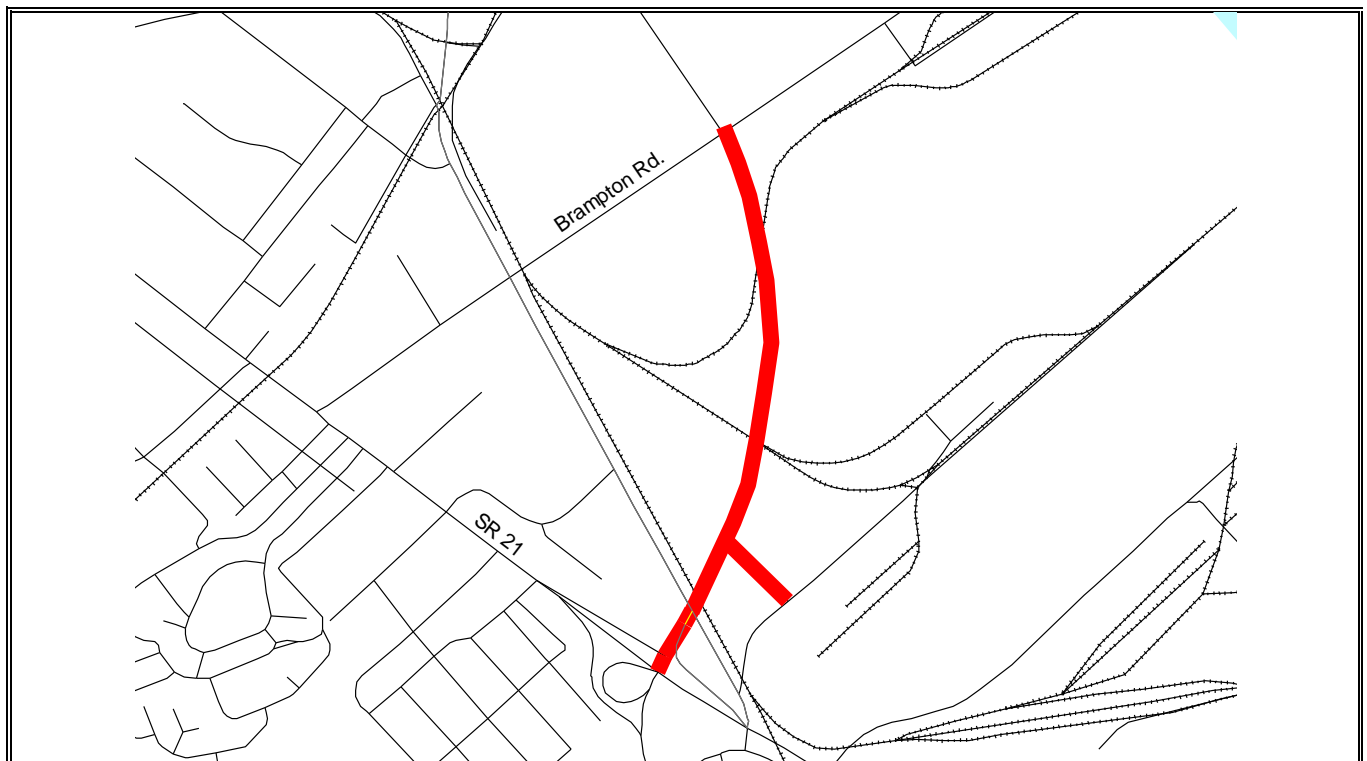
PROJECT LOCATION

**GDOT OVERSIGHT SERVICES FOR STP/M230 AND TAP
FUNDED TIP PROJECTS**

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

BRAMPTON ROAD CONNECTOR FM FOUNDATION DR TO SR 21/SR25/US80				P.I. #: 0006328		
PROJECT DESCRIPTION: Construct a 4 lane highway and State Route Spur to connect Brampton Road, Georgia Ports Authority Gate 2 and Foundation Drive to SR 25, SR 21, and US 80. This project will provide direct access to the Interstate System for the heavy commercial truck traffic related to the intermodal terminal transfers, and will improve the efficiency of the transfer of goods between the port, rail, and interstate highway systems.				TIP #: 2004-H-08		
				COUNTY: CHATHAM		
				PROJ. #: CSSTP-0006-00(328)		
				FUND: M240		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT: N/A		2030: N/A		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 0		PLANNED: 4		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: The Georgia Ports Authority (GPA) is the local project sponsor and is funding the preliminary engineering. Some PE funds have been programmed and authorized for GDOT oversight in previous years. Additional PE/oversight funds were programmed for FY 2013 and have been authorized. Right-of-way is programmed for FY 2016 with M240 funds. Construction is in long range.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Federal/State	\$0	\$4,457,074	\$0	\$0	\$4,457,074
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$4,457,074	\$0	\$0	\$4,457,074
FEDERAL COST		\$0	\$3,565,659	\$0	\$0	\$3,565,659
STATE COST		\$0	\$891,415	\$0	\$0	\$891,415
LOCAL COST		\$0	\$0	\$0	\$0	\$0

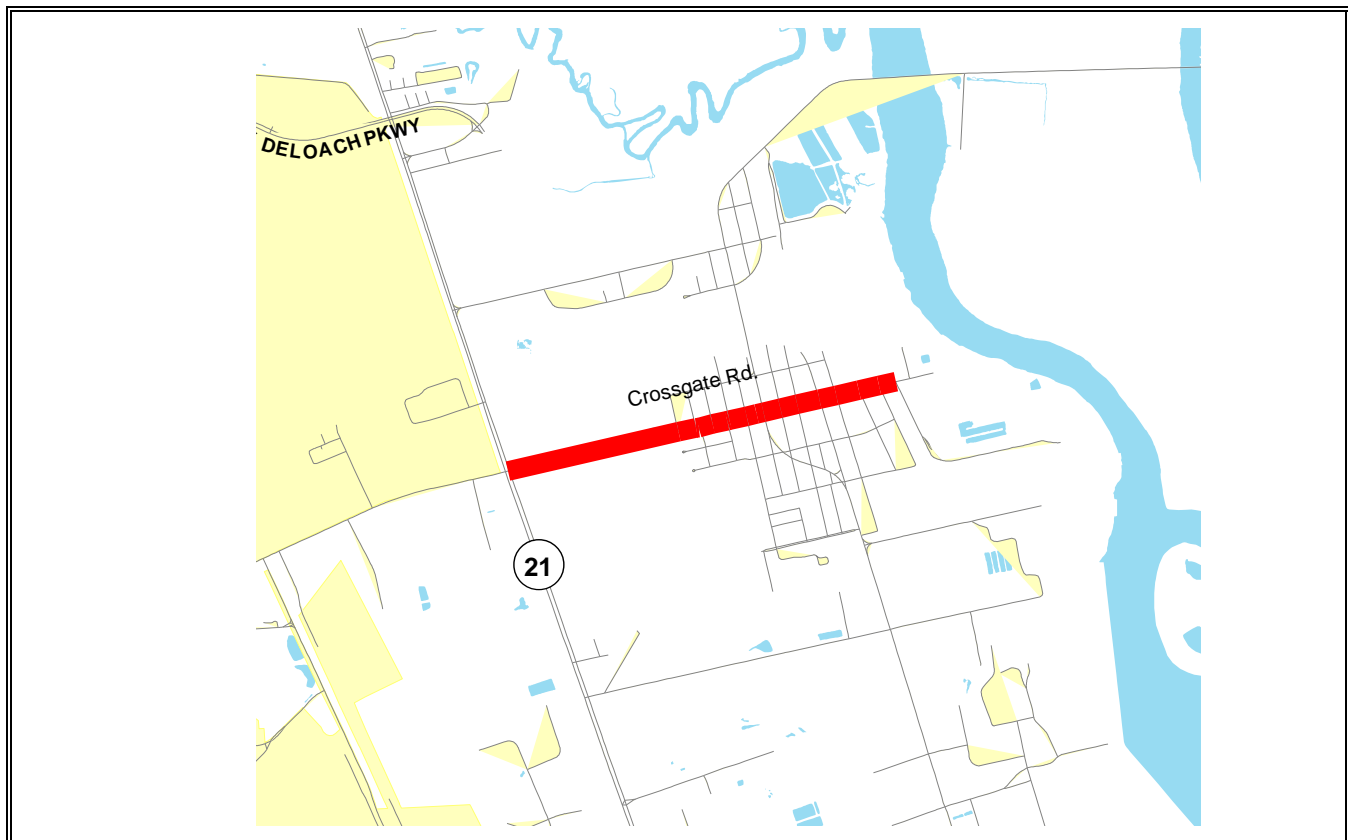
PROJECT LOCATION



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

CS 651/CROSSGATE RD FM SR 21 TO NS#734150L IN PORT WENTWORTH				P.I. #: 0010553		
				TIP #: 2014-GDOT-02		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M240		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT:		2030:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 2		PLANNED: 2		CRC: CG		
LOCAL ROAD #:		STATE/US ROAD:			LENGTH (MI): 0.6	
COMMENTS/REMARKS: This is a newly added project by GDOT. The project is related to the Port's Last Mile project (PI# 0008690) that has been let. Preliminary engineering was programmed in FY 2014 and the funds have been authorized. CST is programmed in FY 2015 with M240 funds.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/State	\$1,273,450	\$0	\$0	\$0	\$1,273,450
PROJECT COST		\$1,273,450	\$0	\$0	\$0	\$1,273,450
FEDERAL COST		\$1,018,760	\$0	\$0	\$0	\$1,018,760
STATE COST		\$254,690	\$0	\$0	\$0	\$254,690
LOCAL COST		\$0	\$0	\$0	\$0	\$0

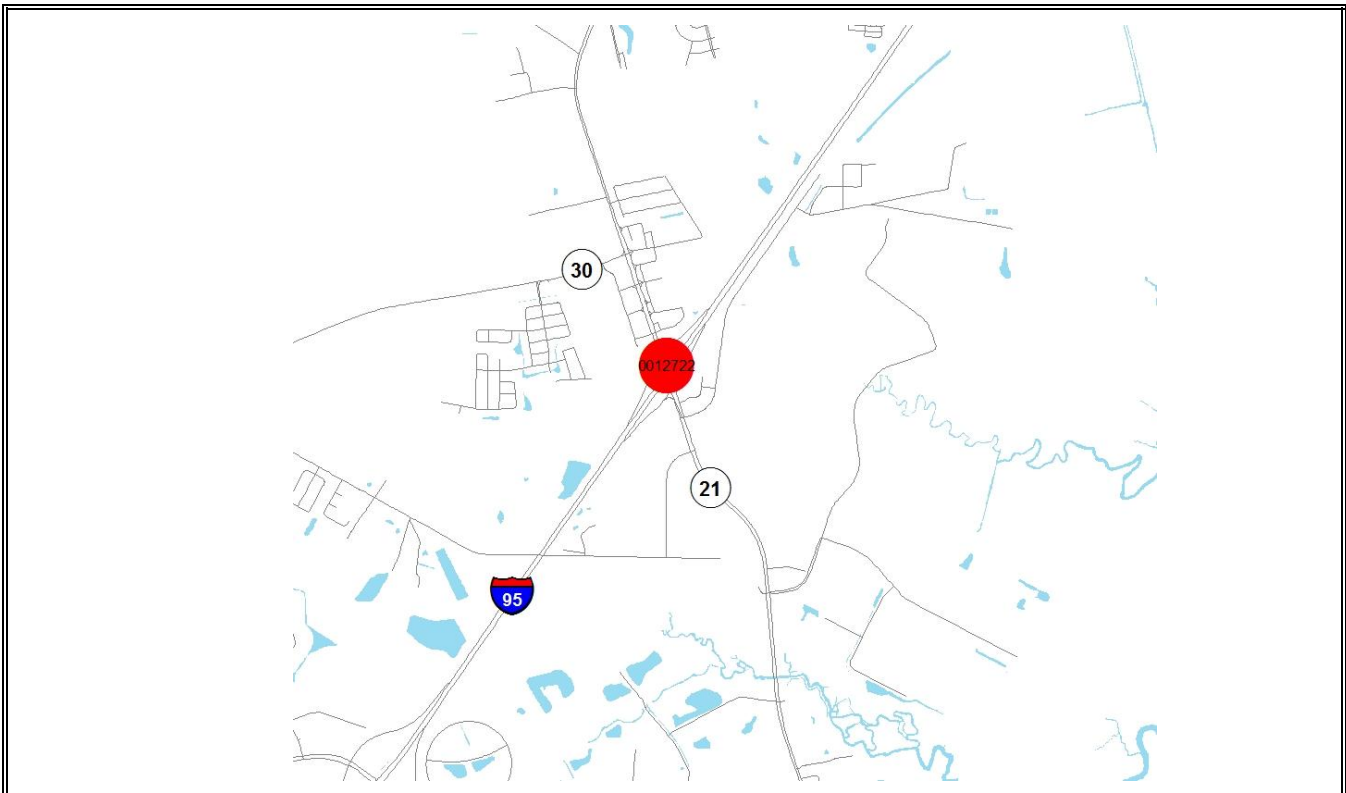
PROJECT LOCATION



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

PROJECT DESCRIPTION: The proposed quick operational improvement project would consist of reconfiguring the exiting I-95/SR 21 interchange to a diverging diamond interchange. The project would retain the existing bridge, modify lane configurations and storage lengths on all SR 21 and ramp approaches, and upgrade the signalized intersections to accommodate the interchange reconfiguration. The project would also add a left turn lane dropping at the intersection of SR 21 and SR 30.				P.I. #: 0012722		
				TIP #: 2015-GDOT-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M240		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT:		2030:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 4		PLANNED: 4		CRC: CG		
LOCAL ROAD #:		STATE/US ROAD:		LENGTH (MI): 0.99		
COMMENTS/REMARKS: This is a newly added project by GDOT. Preliminary engineering funds have been authorized. CST is programmed in FY 2015 with M240 funds.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/State	\$3,641,400	\$0	\$0	\$0	\$3,641,400
PROJECT COST		\$3,641,400	\$0	\$0	\$0	\$3,641,400
FEDERAL COST		\$2,913,120	\$0	\$0	\$0	\$2,913,120
STATE COST		\$728,280	\$0	\$0	\$0	\$728,280
LOCAL COST		\$0	\$0	\$0	\$0	\$0

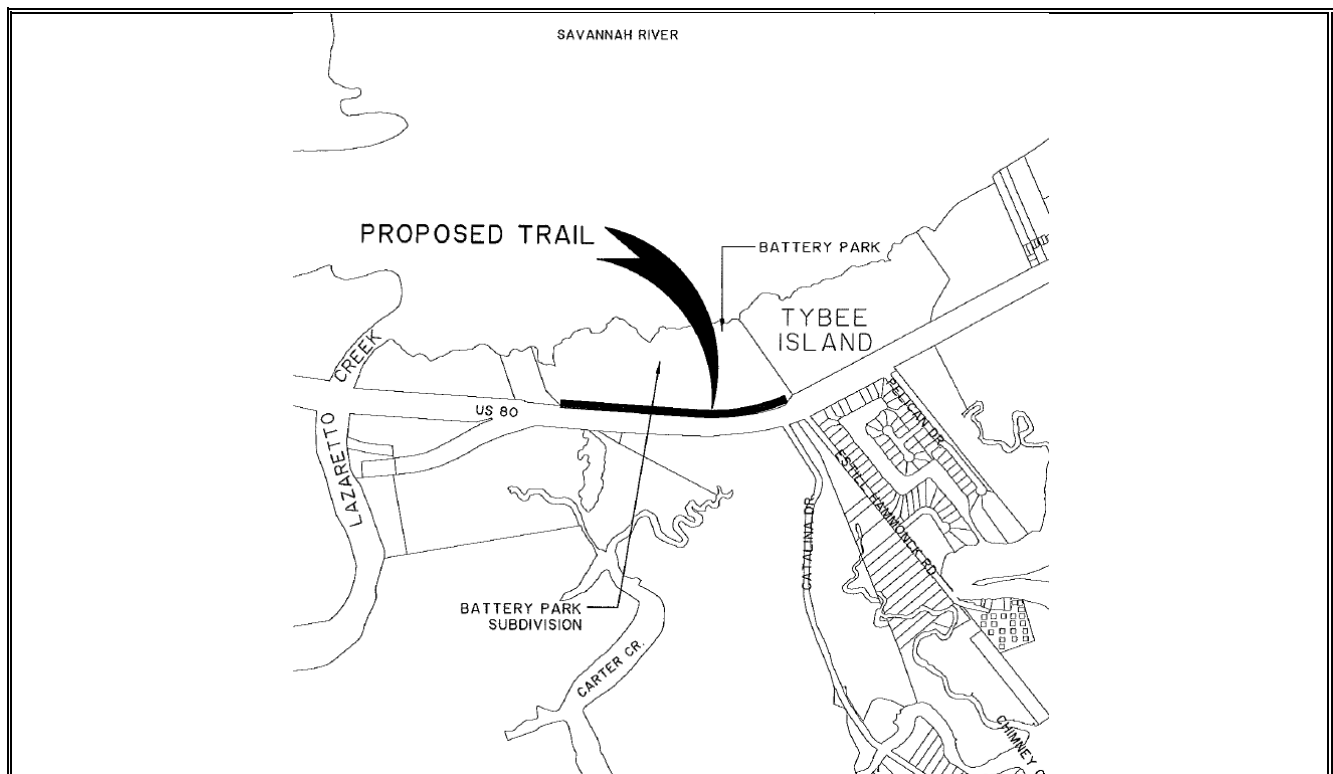
PROJECT LOCATION



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

MARSH HEN TRAIL FM E OF OLD HWY 80 TO BATTERY DR - PHASE II				P.I. #: 0013271		
				TIP #: 2015-TAP-1		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M301		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT:		2030:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING:		PLANNED:		RC:		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI): 0.40		
COMMENTS/REMARKS: This project is consistent with the Non-motorized Transportation Plan and the CORE MPO US 80 Bridges Study. Along with bike/ped accommodations on the Lazaretto Bridge replacement, also recommended in the latter study, the Marsh Hen Trail will provide an off-road connection from Tybee Island onto McQueen’s Island. That bridge replacement project is in the scoping phase.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
GDOT Oversight	Federal/Local	\$7,000	\$0	\$0	\$0	\$7,000
PRELIM. ENGR.	Local	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Local	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/Local	\$168,453	\$0	\$0	\$0	\$168,453
PROJECT COST		\$168,453	\$0	\$0	\$0	\$168,453
FEDERAL COST		\$134,762	\$0	\$0	\$0	\$134,762
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$33,691	\$0	\$0	\$0	\$33,691

PROJECT LOCATION



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

**CANEBRAKE ROAD IMPROVEMENT PROJECT FROM
GATEWAY BLVD. TO BASIN RD.**

PROJECT DESCRIPTION: The proposed project is an extension of the Coastal Georgia Greenway that will provide for a 10-ft shared use path on the southside of Canebrake Road and a 5-ft sidewalk on the north side of Canebrake Road. The shared-use path will connect to the existing shared-use path along Basin Road, which is also part of the Coastal Georgia Greenway.

TRAFFIC VOL. 2005 AADT:

2030:

NO. OF LANES EXISTING:

2

PLANNED:

2

LOCAL ROAD #:

STATE/US ROAD #:

P.I. #: 0013272

TIP #: 2015-TAP-2

COUNTY: CHATHAM

PROJ. #:

FUND: M301, Local

GDOT DISTRICT: 5

CONG. DISTRICT: 1

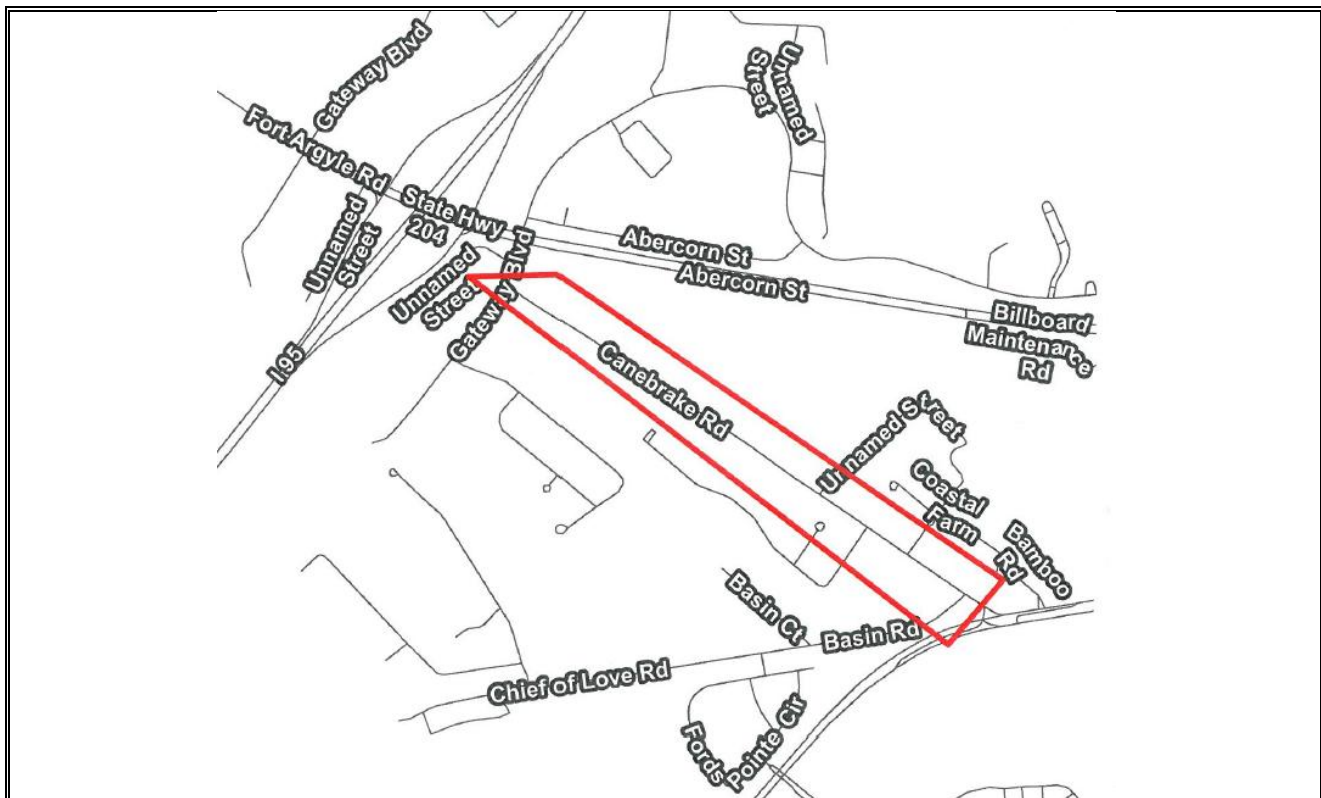
RC:

LENGTH (MI): 0.78

COMMENTS/REMARKS: This project is consistent with the Non-motorized Transportation Plan.

PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
GDOT Oversight	Federal/Local	11,000	\$0	\$0	\$0	\$11,000
PRELIM. ENGR.	Local	\$300,000	\$0	\$0	\$0	\$300,000
RIGHT-OF-WAY	Local	\$0	\$200,000	\$0	\$0	\$200,000
UTILITY	Local	\$0	\$0	\$50,000	\$0	\$50,000
CONSTRUCTION	Federal/Local	\$0	\$0	\$1,100,000	\$0	\$1,100,000
PROJECT COST		\$311,000	\$200,000	\$1,150,000	\$0	\$1,661,000
FEDERAL COST		\$8,800	\$0	\$510,186	\$0	\$518,986
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$302,200	\$200,000	\$639,814	\$0	\$1,142,014

PROJECT LOCATION



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

CAT BIKESHARE EXPANSION IN DOWNTOWN SAVANNAH

PROJECT DESCRIPTION: The "CAT Bike" bike sharing system will be expanded to include five additional stations and 40 more bikes, to build upon the existing two stations and 16 bikes. The stations will be placed approximately ¼ mile apart in visible, walkable locations within the area bounded by Park Ave., River St., MLK, Jr. Blvd, and West Broad St. This area includes significant trip origins and destinations and connections to other modes of transportation. Operation of the system is funded through CAT's budget.

P.I. #: 0013273
TIP #: 2015-TAP-3
COUNTY: CHATHAM
PROJ. #:
FUND: M301
GDOT DISTRICT: 5

TRAFFIC VOL. 2005 AADT:

2030:

CONG. DISTRICT: 1

NO. OF LANES EXISTING:

PLANNED:

RC:

LOCAL ROAD #:

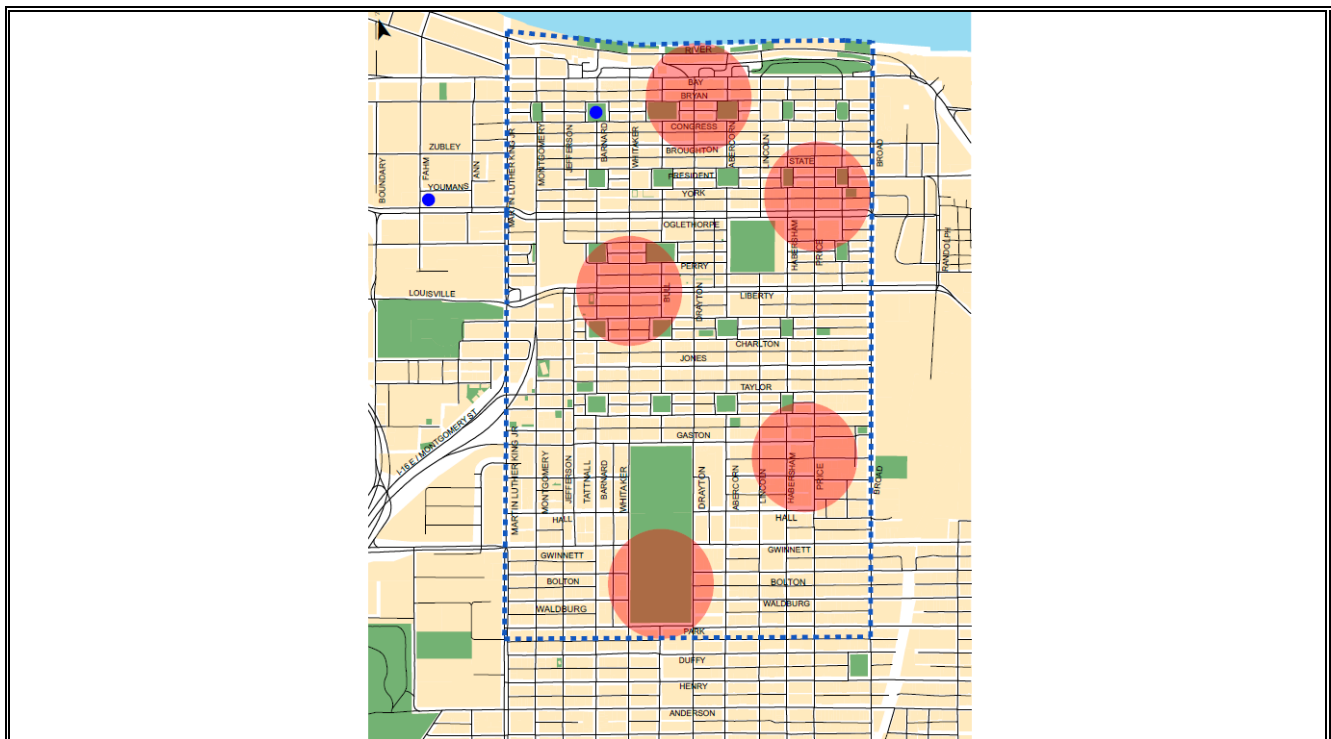
STATE/US ROAD #:

LENGTH (MI): NA

COMMENTS/REMARKS: This project is consistent with the Non-motorized Transportation Plan. Station locations shown on the map are approximate at this time. CAT is coordinating with the City of Savannah on station locations. Project costs include only capital costs (stations and bicycles) and installation costs. Federal/local split is 80/20 on each of the two phases.

PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
GDOT Oversight	Federal/Local	7,000	\$0	\$0	\$0	7,000
PRELIM. ENGR.	Local	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Local	\$0	\$0	\$0	\$0	\$0
CAPITAL	Federal/Local	\$208,900	\$0	\$0	\$0	\$208,900
CONSTRUCTION	Federal/Local	\$9,910	\$0	\$0	\$0	\$9,910
PROJECT COST		\$225,810	\$0	\$0	\$0	\$225,810
FEDERAL COST		\$180,648	\$0	\$0	\$0	\$180,648
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$45,162	\$0	\$0	\$0	\$45,162

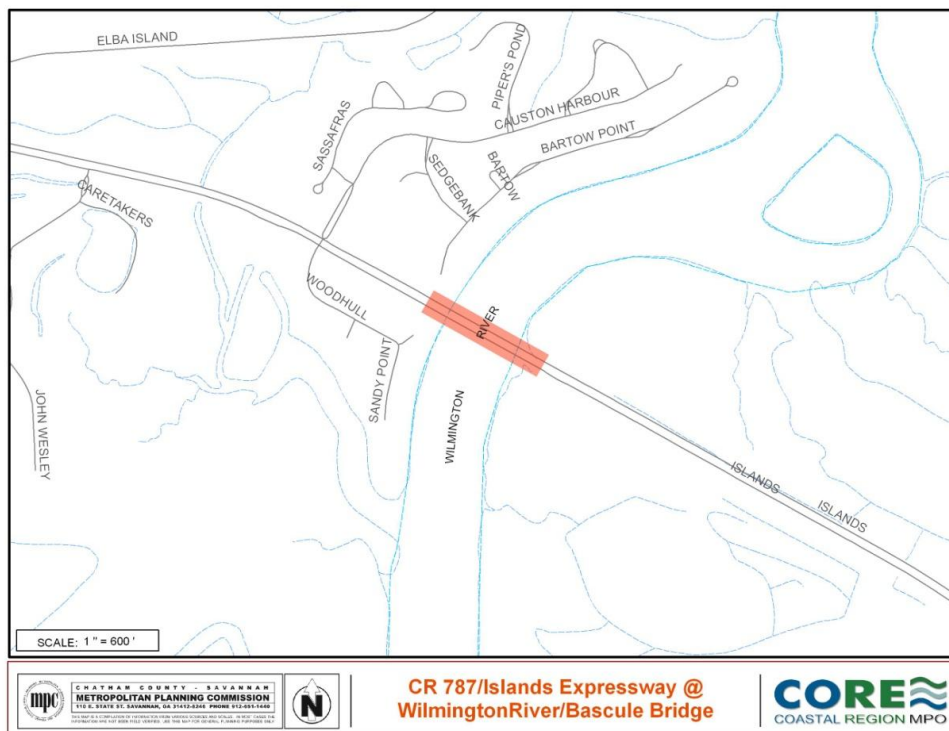
PROJECT LOCATION



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

CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE				P.I. #: 0007128		
				TIP #: 2005-H-03		
				COUNTY: CHATHAM		
				PROJ. #: CSBRG-0007-00(128)		
				FUND: Local		
				GDOT DISTRICT: 5		
PROJECT DESCRIPTION: Replace the bascule bridge at Islands Expressway/Wilmington River with a high-level fixed bridge.				CONG. DISTRICT: 1		
				RC: CG		
TRAFFIC VOL. 2005 AADT:		2030:				
NO. OF LANES EXISTING: 4		PLANNED: 4				
LOCAL ROAD #:		STATE/US ROAD #:			LENGTH (MI): 1.2	
COMMENTS/REMARKS: Chatham County is the project sponsor. A concept meeting was held in 2007. The consultant has analyzed the alternatives and GDOT selected Alternative 8. The revised concept report was approved on March 9, 2012. Design is on-going. \$1 million of MPO sub-allocation of ARRA funds were authorized to fund PE in FY 2010. Right-of-way is the local responsibility and programmed in 2015. Construction is in long range.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Local	\$119,917	\$0	\$0	\$0	\$119,917
UTILITY	Local	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$119,917	\$0	\$0	\$0	\$119,917
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$119,917	\$0	\$0	\$0	\$119,917

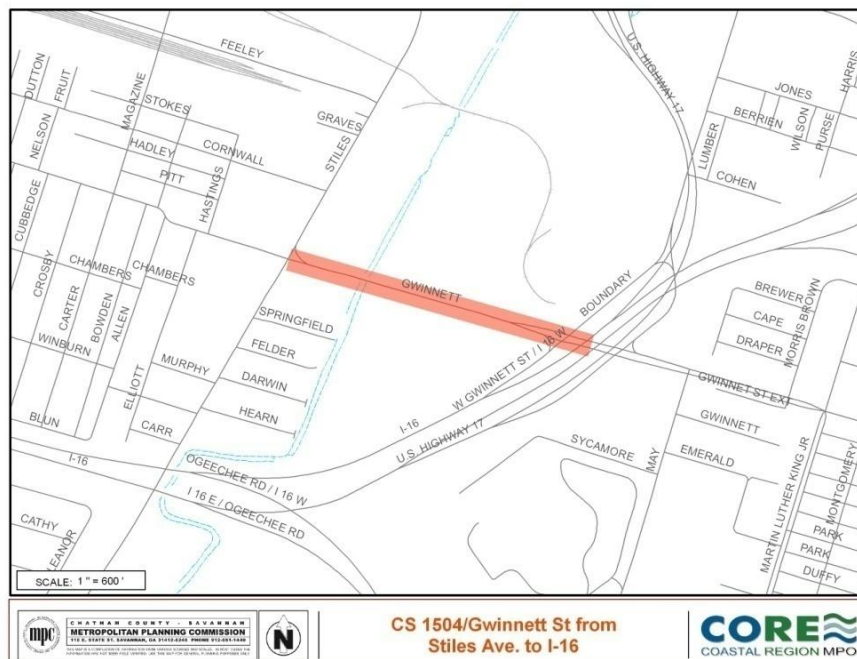
PROJECT LOCATION



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

CS 1504/GWINNETT ST FM STILES AVE TO I-16					P.I. #: 0007402	
PROJECT DESCRIPTION: Improve Gwinnett Street from I-16 to Stiles Avenue. The improvements will include two 11 foot lanes, one in each direction, with a four feet wide dedicated bicycle lane in each direction. The shoulder will be 12 feet wide, with 30-inch curb and gutter, two foot grass strip and 5 feet sidewalks on each side. The project will also include the replacement of the existing 32-foot bridge culvert over the Springfield Canal with a new 50 foot wide 220 feet long bridge to accommodate future expansion of the canal.					TIP #: 2004-H-07	
					COUNTY: CHATHAM	
					PROJ. #: CSSTP-0007-00(402)	
					FUND: Local	
					GDOT DISTRICT: 5	
TRAFFIC VOL.		2005 AADT:	8,400	2030:	15,540	CONG. DISTRICT: 1
NO. OF LANES		EXISTING:	2	PLANNED:	2	RC: CG
LOCAL ROAD #:		CS 1504	STATE/US ROAD #:			LENGTH (MI): 0.40
COMMENTS/REMARKS: In FY 2006, some L230 funds were authorized for preliminary engineering oversight. GDOT requested additional M230 funds in FY 2014 for project oversight and these funds have been authorized. The right-of-way acquisition funds are the responsibilities of the local project sponsor – the City of Savannah. The revised concept was approved in September 2009 but FHWA questioned needs and purpose for widening. City revised the project concept and design in cooperation with GDOT and developed a new project development schedule. However, the arena site in the project area will further impact the project development - ROW was programmed in FY 2015 but is being moved to FY 2017; and CST was programmed in FY 2016 but is being moved to FY 2019.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Local	\$0	\$0	\$469,775	\$0	\$469,775
CONSTRUCTION	Federal/Local	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$0	\$469,775	\$0	\$469,775
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$469,775	\$0	\$469,775

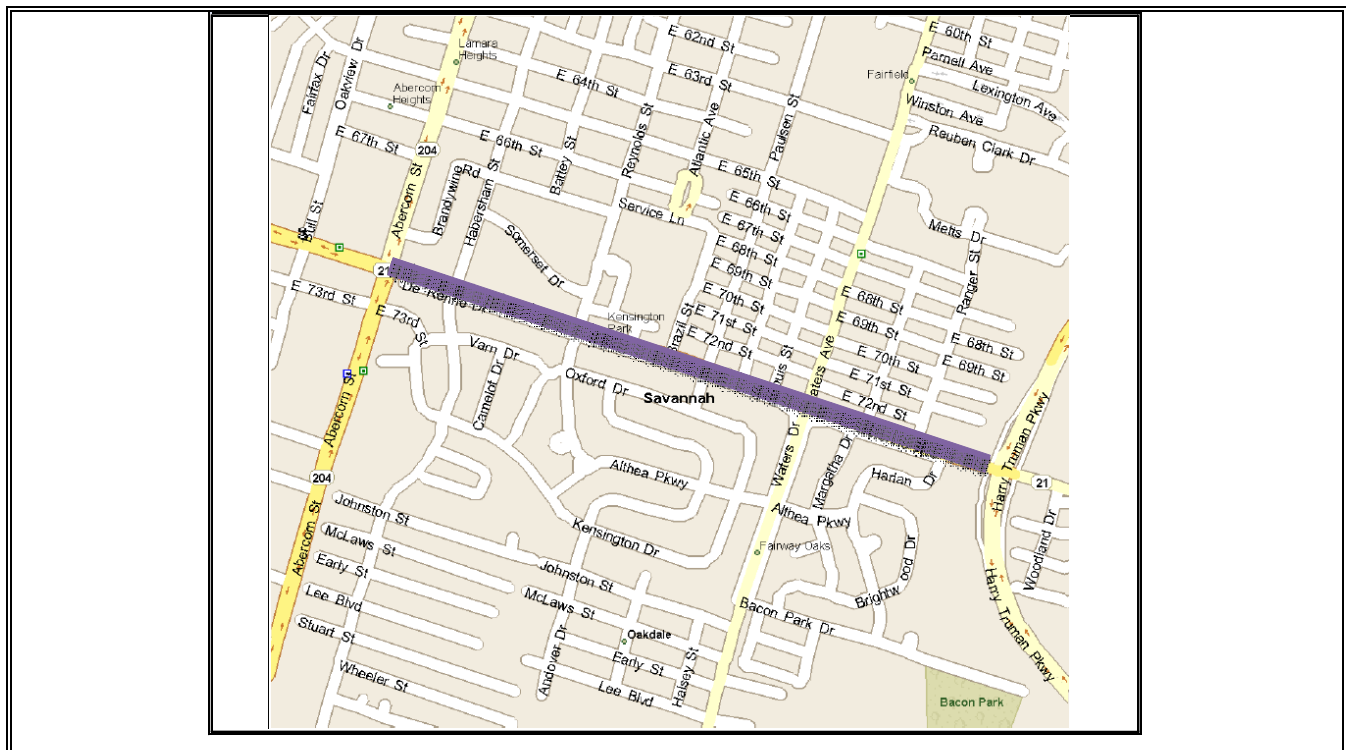
PROJECT LOCATION



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

EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY				P.I. #: 0008359		
PROJECT DESCRIPTION: Replace the existing two way left turn lane along DeRenne Avenue between SR 204/Abercorn Street and the Truman Parkway with a landscaped median to create a four lane divided section. The project will improve signalized intersections to enhance accommodation for pedestrians, improve sidewalks on both sides, establish a parallel bicycle route along DeRenne Drive and remove ineffective acceleration/deceleration lanes.				TIP #: 2011-H-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Local		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2012 AADT: 41,000		2020: 46,310		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 4		PLANNED: 4		RC: CG		
LOCAL ROAD #: DeRenne Avenue		STATE/US ROAD #:		LENGTH (MI): 1.19		
COMMENTS/REMARKS: The Savannah City Council has adopted the Median Concept as the preferred improvement for this segment. Special purpose local option sales tax (SPLOST) money is planned to fund the engineering and ROW. The MPO programmed \$75,000 of matched M230 funds for PE oversight in previous TIPs which have been authorized. Additional local funds needed for PE oversight and scoping were programmed in 2012 and were authorized. Rest of PE is programmed in 2016. ROW is programmed in 2017. The construction of this project is out of this TIP. The City is seeking federal and/or state funds to finance it.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/Local	\$0	\$456,000	\$0	\$0	\$456,000
RIGHT-OF-WAY	Local	\$0	\$0	\$190,000	\$0	\$190,000
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$456,000	\$190,000	\$0	\$646,000
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$456,000	\$190,000	\$0	\$646,000

PROJECT LOCATION



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

SR 21 FROM CS 346/MILDRED STREET TO SR 204

PROJECT DESCRIPTION: Improve the raised median along DeRenne Avenue between Mildred Street and Abercorn Street to better control access. The project will also improve signalized intersections to enhance accommodation for pedestrians, and improve sidewalks on both sides of DeRenne Avenue and remove ineffective acceleration/deceleration lanes.

P.I. #: 0010236
TIP #: 2011-H-02
COUNTY: CHATHAM
PROJ. #:
FUND: Local
GDOT DISTRICT: 5
CONG. DISTRICT: 1
RC: CG
LENGTH (MI): 0.60

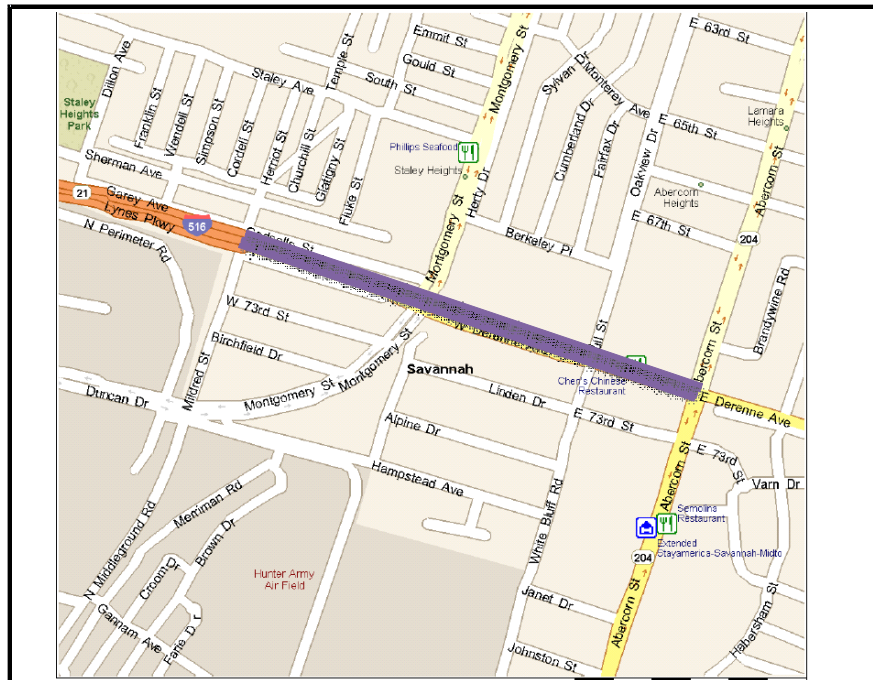
TRAFFIC VOL. 2012 AADT: 59,380 2020: 37,720
NO. OF LANES EXISTING: 6 PLANNED: 6

LOCAL ROAD #: DeRenne Avenue STATE/US ROAD #: SR 21

COMMENTS/REMARKS: The Savannah City Council has adopted the Median Concept as the preferred improvement for this segment. Special purpose local option sales tax (SPLOST) money is planned to fund the engineering and ROW. Additional local funds needed for PE oversight and scoping were programmed in 2012 and were authorized. Rest of PE is programmed for 2016. ROW is programmed in 2017. The construction of this project is out of this TIP. The City is seeking federal and/or state funds to finance it.

PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Local	\$0	\$456,000	\$0	\$0	\$456,000
RIGHT-OF-WAY	Local	\$0	\$0	\$750,000	\$0	\$750,000
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$456,000	\$750,000	\$0	\$1,206,000
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$456,000	\$750,000	\$0	\$1,206,000

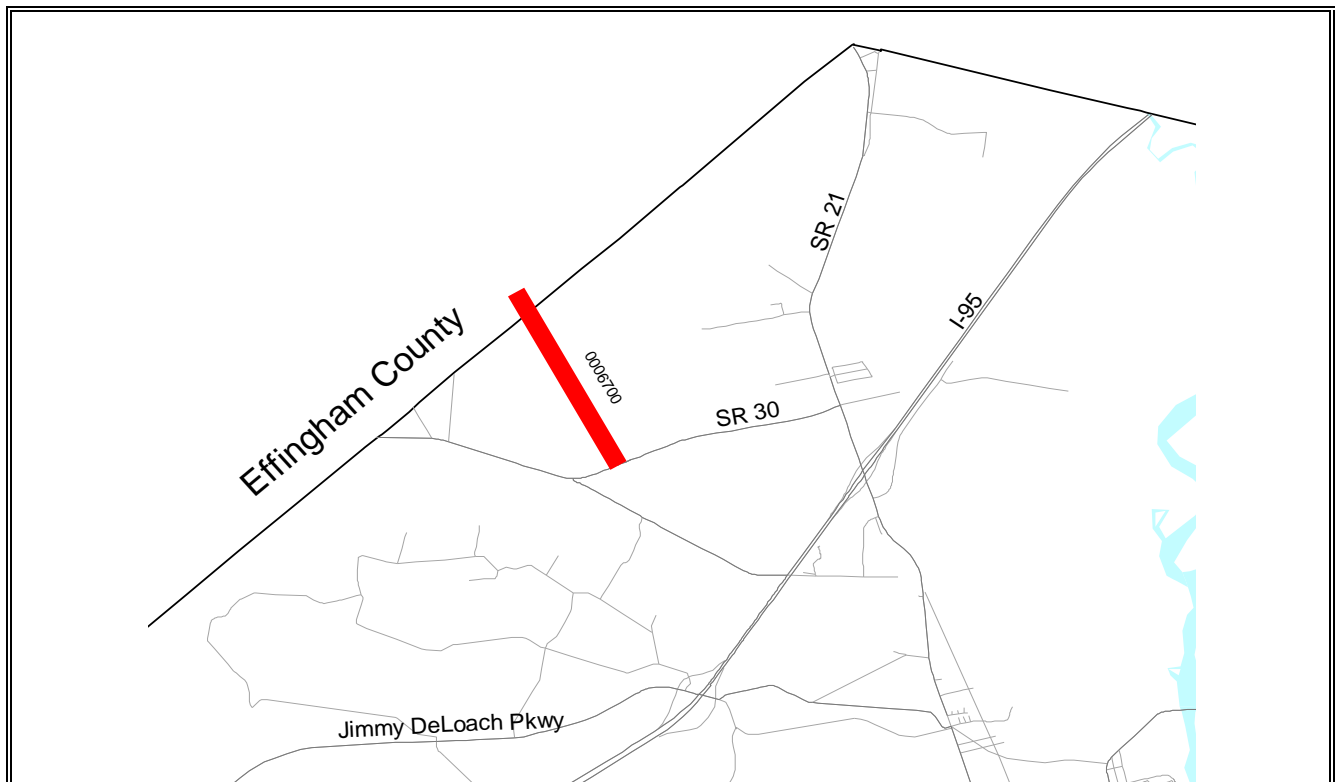
PROJECT LOCATION



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

EFFINGHAM PKWY FROM SR 119/EFFINGHAM TO SR 30/CHATHAM				P.I. #: 0006700		
PROJECT DESCRIPTION: This project is a part of the Effingham Parkway that will extend from Effingham County to northwest of Chatham County. Terminus in Chatham County and the connection routes are to be determined with the coordination among CORE MPO, the Chatham County and Effingham County governments, as well as GDOT.				TIP #: 2004-H-06		
				COUNTY: CHATHAM		
				PROJ. #: CSMSL-0006-00(700)		
				FUND: Local*		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT:	N/A	2030 AADT:	9,000	CONG. DISTRICT: 1		
NO. OF LANES EXISTING:	0	PLANNED:	4	RC: CG		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI): 1.2		
COMMENTS/REMARKS: Some preliminary engineering fund was authorized in 2005 with congressional earmark money of which \$20,000 was for Chatham County. More funds were programmed for PE in FY 2008 and were authorized. Right-of-way (ROW) is programmed in FY 2017 with local funds. Construction is in long range.						
* Effingham County local SPLOST funds						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Local*	\$0	\$0	\$2,088,967	\$0	\$2,088,967
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$0	\$2,088,967	\$0	\$2,088,967
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$2,088,967	\$0	\$2,088,967

PROJECT LOCATION



3.1.4 FY 2015 - 2018 TIP Highway Lump Sum Program

The lump sum section below lists the lump sum funding categories and the kinds of projects programmed within each category for fiscal years 2015 to 2018. The funding for these project categories is used for calculation of the CORE MPO's FY 2015 - 2018 TIP financial balance. Specific lump sum projects, when identified, will be funded from these funding categories.

**FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
LUMP SUM FUNDING CATEGORIES**

PROJECT NAME:		VARIOUS LUMP SUM IMPROVEMENT PROJECTS		CST. YEAR:	FY 2015 - 2018	
PROJECT DESCRIPTION: LUMP SUM RESURFACING, REPAIRS & MAINTENANCE, TRAFFIC SIGNALS, PLANNING & MANAGEMENT, FACILITY MAINTENANCE, WETLAND MITIGATION, RIGHT-OF-WAY, SAFETY IMPROVEMENTS USING VARIOUS FUNDS.				P.L. NOS:		
				TIP#	LUMP SUMS	
				COUNTY	CHATHAM	
LENGTH (MI): NA		# OF LANES – EXISTING: NA		# OF LANES - PLANNED: NA		
TRAFFIC VOLUMES (ADT)		2014: NA		2040: NA		
LOCAL ROAD #:		STATE/US ROAD #:		PROJECT #:	NA	
DISTRICT: 5		CONGRESSIONAL DISTRICT: 1		RC: CG		
COMMENTS/REMARKS: SEE BELOW						
Lump Sum Funding Program	Funding Code - Federal /Match Split (%)	Project	Total Funding			
			FY 2015	FY 2016	FY 2017	FY 2018
Lump Sum - National Highway Performance Program (NHPP)	M001 - 80/20	BRIDGE PAINT - INTERSTATE	\$323,000	\$269,000	\$323,000	\$323,000
		ROAD MAINT - NAT'L HWY	\$323,000	\$323,000	\$323,000	\$323,000
		ROADWAY LIGHTING	\$27,000	\$13,000	\$13,000	\$27,000
	M002 - 80/20	CST MGMT	\$774,000	\$782,000	\$798,000	\$807,000
Lump Sum - Surface Transportation Program (STP)	L220 - 80/20	ENHANCEMENT	\$511,000	\$511,000	\$511,000	\$511,000
	M230 - 80/20	ROAD MAINT - GT 200K	\$648,000	\$777,000	\$777,000	\$777,000
	M240 - 80/20	OPERATIONAL	\$362,000	\$350,000	\$323,000	\$323,000
		ROAD MAINT - ANY AREA	\$1,894,000	\$1,662,000	\$1,709,000	\$1,636,000
		BRIDGE PAINTING	\$188,000	\$161,000	\$188,000	\$188,000
		LOW IMPACT BRIDGES	\$135,000	\$94,000	\$135,000	\$135,000
		TRAF CONTROL DEVICES	\$404,000	\$404,000	\$350,000	\$350,000
		FORCE ACCT MAINT	\$484,000	\$484,000	\$404,000	\$404,000
		TRAF&REV/D-B/STUDIES	\$0	\$7,000	\$0	\$0
RW PROTECTIVE BUY	\$27,000	\$13,000	\$27,000	\$27,000		
Lump Sum - Transportation Alternatives Program (TAP)	M940 - 80/20	RECREATIONAL TRAILS	\$34,000	\$34,000	\$34,000	\$34,000
Lump Sum - Highway Safety Improvement Program (HSIP)	LS20 - 90/10	HWY RISK RURAL ROADS	\$0	\$86,000	\$0	\$0
	MS30 - 90/10	SAFETY	\$1,883,000	\$2,013,000	\$2,152,000	\$2,152,000
	MS40 - 90/10	RRX HAZARD ELIM	\$118,000	\$118,000	\$118,000	\$118,000
	MS50 - 90/10	RRX PROTECTION DEV	\$102,000	\$102,000	\$102,000	\$102,000
Lump Sum - Safe Route to School (SRTS)	LU10 - 100/0	SAFE RT TO SCH NON-INFR	\$12,000	\$12,000	\$7,000	\$0
	LU20 - 100/0	SAFE RT TO SCH INFR	\$0	\$0	\$0	\$0
	LU30 - 100/0	SAFE RT TO SCH ANY PROJ	\$5,000	\$0	\$0	\$0
FUNDING SUMMARY						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
LUMPS CST	Federal/State	\$8,254,000	\$8,215,000	\$8,294,000	\$8,237,000	\$33,000,000
PROJECT COST	Federal/State	\$8,254,000	\$8,215,000	\$8,294,000	\$8,237,000	\$33,000,000
FEDERAL COST		\$6,816,900	\$6,806,300	\$6,873,800	\$6,826,800	\$27,323,800
STATE COST		\$1,334,900	\$1,306,500	\$1,318,000	\$1,308,000	\$5,267,400
LOCAL COST		\$102,200	\$102,200	\$102,200	\$102,200	\$408,800

3.1.5 FY 2015 - 2018 TIP Highway Financial Balance

The summary sheet lists the total financial figures for the highway projects programmed in the FY 2015 - 2018 TIP. The financial plan groups all the projects in the TIP by funding sources and demonstrates that the FY 2015 - 2018 TIP is financially balanced.

Please note that in the calculation of the financial plan, extra funds in the previous fiscal year(s) (carry over funds) are rolled over to be used for the projects programmed in the next fiscal year(s) to keep the financial balance for each year as demonstrated by the M230 funding balance below.

M230 Funding Balance for FY 2015 - 2018

	FY 2015	FY 2016	FY 2017	FY 2018
Expected M230 Funds (provided by GDOT based on historic funding obligations)	\$16,715,108	\$4,994,322	\$5,047,094	\$5,099,865
Costs of Programmed Projects	\$6,532,950			
M230 Balance - Rollover Funds to 2016	\$10,182,158			
Expected M230 Funds +Rollover		\$15,176,480		
Costs of Programmed Projects		\$5,811,190		
M230 Balance - Rollover Funds to 2017		\$9,365,290		
Expected M230 Funds +Rollover			\$14,412,384	
Costs of Programmed Projects			\$12,034,518	
M230 Balance - Rollover Funds to 2018			\$2,377,866	
Expected M230 Funds +Rollover				\$7,477,731
Costs of Programmed Projects				\$7,400,000
M230 Balance - Rollover Funds to 2019				\$77,731

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

SUMMARY SHEET - TIP HIGHWAY PROJECTS				P.I. #: TIP #: COUNTY: CHATHAM PROJ. #: FUND: GDOT DISTRICT: 5 CONG. DISTRICT: 1 RC: CG		
PROJECT DESCRIPTION: Summary Costs						
TRAFFIC VOL. 2005 AADT:	N/A	2030:	N/A			
NO. OF LANES EXISTING:	N/A	PLANNED:	N/A			
LOCAL ROAD #:	STATE/US ROAD #:			LENGTH (MI):		
COMMENTS/REMARKS: Summary costs of projects to be funded through the Federal Highway Administration, the Georgia Department of Transportation and local funding sources.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Sum	\$7,422,650	\$4,767,500	\$4,721,590	\$500,000	\$17,411,740
RIGHT-OF-WAY	Sum	\$8,582,917	\$7,202,074	\$10,129,170	\$7,000,000	\$32,914,161
UTILITIES	Sum	\$4,009,416	\$717,876	\$50,000	\$500,082	\$5,277,374
CONSTRUCTION	Sum	\$20,399,882	\$20,500,636	\$10,094,000	\$51,150,776	\$102,145,294
PROJECT COST	Sum	\$40,414,865	\$33,188,086	\$24,994,760	\$59,150,858	\$157,748,569
FEDERAL COST	Sum	\$29,439,258	\$23,652,436	\$17,025,600	\$46,517,821	\$116,635,115
STATE COST	Sum	\$5,602,847	\$4,129,022	\$3,268,404	\$9,750,755	\$22,751,028
LOCAL COST	Sum	\$5,372,760	\$5,406,628	\$4,700,756	\$2,882,282	\$18,362,426

SUMMARY SHEET

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN – HIGHWAY PROJECT LIST FY 2015– 2018*

TRANSPORTATION IMPROVEMENT PROGRAM																			
FINANCIAL PLAN - PROJECT LIST																			
FY 2015 - 2018																			
EARMARK (LY10)																			
P1#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0007631	2007-H-08	TRUMAN LINEAR PARK TRAIL - PHASE II	Transportation Enhancement								\$1133,874				\$0				
			SUBTOTAL LY10 COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1133,874	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			TOTAL LY10 COSTS				\$0				\$1133,874				\$0			\$0	
			EXPECTED LY10 FUNDS				\$0				\$1133,874				\$0			\$0	
NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) (M001)																			
P1#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0002923	97-H-10	SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIADUCT	Road Widening	\$25,000							\$9,638,034								
0007885	2006-H-01	CS 602/CS 650/GRANGE ROAD FROM SR 21 TO E OF SR 25	Road Widening			\$4,009,416	\$6,150,769												
0012758	2014-GDOT-01	I-16 @ I-95 - INTERCHANGE RECONSTRUCTION	Interchange Reconstruction	\$5,722,200															
521855	87-H-18B	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	Road Widening	\$500,000															
		Lump Sum	Road Maintenance - Nat'l Hwy				\$323,000				\$323,000				\$323,000			\$323,000	
		Lump Sum	Bridge Painting - Interstate				\$323,000				\$269,000				\$323,000			\$323,000	
		Lump Sum	Roadway Lighting				\$27,000				\$13,000				\$13,000			\$27,000	
			SUBTOTAL M001 COSTS	\$6,247,200	\$0	\$4,009,416	\$6,823,769	\$0	\$0	\$0	\$10,243,034	\$0	\$0	\$0	\$659,000	\$0	\$0	\$673,000	
			TOTAL M001 COSTS				\$17,080,385				\$10,243,034				\$659,000			\$673,000	
			EXPECTED M001 FUNDS				\$17,080,385				\$10,243,034				\$659,000			\$673,000	
NATIONAL HIGHWAY PERFORMANCE PROGRAM EXEMPT (NHPP) (M002)																			
P1#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	CST Management				\$774,000				\$782,000				\$798,000			\$807,000	
			SUBTOTAL M002 COSTS	\$0	\$0		\$774,000	\$0	\$0	\$0	\$782,000	\$0	\$0	\$0	\$798,000	\$0	\$0	\$807,000	
			TOTAL M002 COSTS				\$774,000				\$782,000				\$798,000			\$807,000	
			EXPECTED M002 FUNDS				\$774,000				\$782,000				\$798,000			\$807,000	
SURFACE TRANSPORTATION PROGRAM (STP) ENHANCEMENT (L220)																			
P1#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	Enhancement				\$511,000				\$511,000				\$511,000			\$511,000	
			SUBTOTAL L220 COSTS	\$0	\$0		\$511,000	\$0	\$0	\$0	\$511,000	\$0	\$0	\$0	\$511,000	\$0	\$0	\$511,000	
			TOTAL L220 COSTS				\$511,000				\$511,000				\$511,000			\$511,000	
			EXPECTED L220 FUNDS				\$511,000				\$511,000				\$511,000			\$511,000	

*The expected funds are corresponding to the funding amounts listed in the table of Chapter 2, Section 2.1.1.

SURFACE TRANSPORTATION PROGRAM (STP) FOR MPOs WITH POPULATION LARGER THAN 200,000 (M230)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0010563	2012-CORE-04	SAVANNAH MPO TRANSPORTATION STUDY - SECTOR ELEVEN	Special Transportation Studies	\$750,000															
0010742	2013-CORE-01	SAVANNAH MPO STRATEGIC PLANNING STUDY - SECTOR TWELVE	Special Transportation Studies					\$500,000											
TBA	2014-CORE-01	SAVANNAH MPO STRATEGIC PLANNING STUDY - SECTOR THIRTEEN	Special Transportation Studies									\$500,000							
TBA	2015-CORE-01	SAVANNAH MPO STRATEGIC PLANNING STUDY - SECTOR	Special Transportation Studies													\$500,000			
0007259	2011-H-01	CR 984/JIMMY DELOACH PARKWAY @ SR 17 - INTERCHANGE	Interchange		\$5,000,000														
0008358	2006-H-06	I516 @ CS 1503/DERENNE AVENUE	New Roadway														\$6,200,000		
0010560	2012-Bri-01	SR 26/US 80 @ BULL RIVER & @ LAZARETTO CREEK	Bridges									\$3,104,090							
0010744	2013-H-02	I516 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS	Economic Development									\$1,100,000							
0010028	2012-BP-01	CS 1097/DELESSEPS LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	Bike/Ped	\$82,950					\$2,479,586										
0007631	2007-H-08	TRUMAN LINEAR PARK TRAIL - PHASE II	Transportation Enhancement								\$813,728								
521855	87-H-RB	SR 26 FROM I516 TO CS 188/VICTORY DRIVE	Road Widening										\$6,630,428						
0002923	97-H-10	SR 25 CONN/BAY STREET FROM I516 TO THE BAY STREET VIADUCT	Road Widening							\$717,876									
0013277	2015-Transit-01	Vehicle Purchase	Transit					\$700,000											
0013278	2015-Transit-02	Vehicle Purchase	Transit								\$700,000								
0013279	2015-Transit-03	Vehicle Purchase	Transit												\$700,000				
0013280	2015-Transit-04	Vehicle Purchase	Transit																\$700,000
0013281	2015-County-01	SR 21 Culvert Replacement at Pinemakers Canal	Culvert Replacement					\$300,000											
0013282	2015-County-02	SR 25 Culvert Replacement at Pinemakers Canal	Culvert Replacement					\$300,000											
		Lump Sum	Road Maintenance				\$648,000				\$777,000				\$777,000				\$777,000
			SUBTOTAL M230 COSTS	\$832,950	\$5,000,000	\$0	\$1,348,000	\$1,100,000	\$2,479,586	\$717,876	\$2,290,728	\$4,704,090	\$6,630,428	\$0	\$1,477,000	\$500,000	\$6,200,000	\$0	\$1,477,000
			TOTAL M230 COSTS				\$7,180,950				\$6,588,190				\$12,811,518				\$8,177,000
			EXPECTED M230 FUNDS				\$7,180,950				\$6,588,190				\$12,811,518				\$8,254,731
			The expected M230 funds for each year listed here include rollover funds from the previous year and funding balance calculations.																

*The expected funds are corresponding to the funding amounts listed in the table of Chapter 2, Section 2.1.1.

SURFACE TRANSPORTATION PROGRAM (STP) STATE FLEXIBLE (M240)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0010915	2013-GDOT-01	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2015	Oversight	\$ 17,500															
0010916	2013-GDOT-02	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2016	Oversight					\$ 17,500											
0010917	2014-GDOT-03	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2017	Oversight									\$ 17,500							
0006328	2004-H-08	BRAMPTON ROAD CONNECTOR FM FOUNDATION DR TO SR 21SR25/US80	New Roadway					\$ 4,457,074											
0010553	2014-GDOT-02	CS 651CROSSGATERD FM SR 21TONS#734150L IN PORT WENTWORTH	Resurface and Maintenance				\$ 1,273,450												
0012722	2015-GDOT-01	SR 21FROM SR 30 TO I95; INC INTERCHANGE	Resurface and Maintenance				\$ 3,641,400												
0007259	2011-H-01	CR 984/JIMMYDELOACH PARKWAY @ SR 17 - INTERCHANGE	Interchange																\$ 17,664,432
522790	94-H-02	JIMMYDELOACH PARKWAY EXTENSION FM I-16 TO SR 26/US 80	New Roadway																\$ 24,549,344
		Lump Sum	Bridge Painting				\$ 88,000				\$ 161,000				\$ 88,000				\$ 88,000
		Lump Sum	FA Maintenance				\$ 484,000				\$ 484,000				\$ 404,000				\$ 404,000
		Lump Sum	TRAF&REV/D-B/Studies				\$ 0				\$ 7,000				\$ 0				\$ 0
		Lump Sum	Road Maintenance - Any Area				\$ 1,894,000				\$ 1,662,000				\$ 1,709,000				\$ 1,636,000
		Lump Sum	Right-of-Way Protective Buying				\$ 27,000				\$ 13,000				\$ 27,000				\$ 27,000
		Lump Sum	Traffic Control Devices				\$ 404,000				\$ 404,000				\$ 350,000				\$ 350,000
		Lump Sum	Operational Improvement				\$ 362,000				\$ 350,000				\$ 323,000				\$ 323,000
		Lump Sum	Low Impact Bridges				\$ 135,000				\$ 94,000				\$ 135,000				\$ 135,000
			SUBTOTAL M240 COSTS	\$ 17,500	\$ 0	\$ 0	\$ 8,408,850	\$ 17,500	\$ 4,457,074	\$ 0	\$ 3,175,000	\$ 17,500	\$ 0	\$ 0	\$ 3,136,000	\$ 0	\$ 0	\$ 0	\$ 45,276,776
			TOTAL M240 COSTS				\$ 8,426,350				\$ 7,649,574				\$ 3,153,500				\$ 45,276,776
			EXPECTED M240 FUNDS				\$ 8,426,350				\$ 7,649,574				\$ 3,153,500				\$ 45,276,776
SAFE ROUTE TO SCHOOL PROGRAM (LU10)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	Safe Route to School Program				\$ 12,000				\$ 12,000				\$ 7,000				\$ 0
			SUBTOTAL LU10 COSTS	\$ 0	\$ 0	\$ 0	\$ 12,000	\$ 0	\$ 0	\$ 0	\$ 12,000	\$ 0	\$ 0	\$ 0	\$ 7,000	\$ 0	\$ 0	\$ 0	\$ 0
			TOTAL LU10 COSTS				\$ 12,000				\$ 12,000				\$ 7,000				\$ 0
			EXPECTED LU10 FUNDS				\$ 12,000				\$ 12,000				\$ 7,000				\$ 0
SAFE ROUTE TO SCHOOL INFR (LU20)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	Safe Route to School INFR				\$ 0				\$ 0				\$ 0				\$ 0
			SUBTOTAL LU20 COSTS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
			TOTAL LU20 COSTS				\$ 0				\$ 0				\$ 0				\$ 0
			EXPECTED LU20 FUNDS				\$ 0				\$ 0				\$ 0				\$ 0
SAFE ROUTE TO SCHOOL ANY (LU30)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	Safe Route to School ANY				\$ 5,000				\$ 0				\$ 0				\$ 0
			SUBTOTAL LU30 COSTS	\$ 0	\$ 0	\$ 0	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
			TOTAL LU30 COSTS				\$ 5,000				\$ 0				\$ 0				\$ 0
			EXPECTED LU30 FUNDS				\$ 5,000				\$ 0				\$ 0				\$ 0

*The expected funds are corresponding to the funding amounts listed in the table of Chapter 2, Section 2.1.1.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) HIGHWAY RISK RURAL ROADS (LS20)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	Safety				\$0				\$86,000				\$0				\$0
			SUBTOTAL LS20 COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			TOTAL LS20 COSTS				\$0				\$86,000				\$0				\$0
			EXPECTED LS20 FUNDS				\$0				\$86,000				\$0				\$0
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) SAFETY (MS30)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	Safety				\$1883,000				\$2,013,000				\$2,152,000				\$2,152,000
			SUBTOTAL MS30 COSTS	\$0	\$0	\$0	\$1,883,000	\$0	\$0	\$0	\$2,013,000	\$0	\$0	\$0	\$2,152,000	\$0	\$0	\$0	\$2,152,000
			TOTAL MS30 COSTS				\$1,883,000				\$2,013,000				\$2,152,000				\$2,152,000
			EXPECTED MS30 FUNDS				\$1,883,000				\$2,013,000				\$2,152,000				\$2,152,000
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) RAIL/HIGHWAY HAZARD ELIMINATION (MS40)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	RR Crossing Hazard Elimination				\$118,000				\$118,000				\$118,000				\$118,000
			SUBTOTAL MS40 COSTS	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$118,000
			TOTAL MS40 COSTS				\$118,000				\$118,000				\$118,000				\$118,000
			EXPECTED MS40 FUNDS				\$118,000				\$118,000				\$118,000				\$118,000
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) RAIL/HIGHWAY PROTECTIVE DEVICE (MS50)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	RR Crossing Protection Devices				\$102,000				\$102,000				\$102,000				\$102,000
			SUBTOTAL MS50 COSTS	\$0	\$0	\$0	\$102,000	\$0	\$0	\$0	\$102,000	\$0	\$0	\$0	\$102,000	\$0	\$0	\$0	\$102,000
			TOTAL MS50 COSTS				\$102,000				\$102,000				\$102,000				\$102,000
			EXPECTED MS50 FUNDS				\$102,000				\$102,000				\$102,000				\$102,000
TRANSPORTATION ALTERNATIVE PROGRAM (TAP) (M301)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0013271	2015-TAP-1	MARSHEN TRAIL FM E OF OLD HWY 80 TO BATTERY DR - PHASE II	Bike/Ped/Trail	\$7,000			\$161,453												
0013272	2015-TAP-2	CANE BRAKE ROAD IMPROVEMENT PROJECT FROM GATEWAY BLVD. TO BASIN RD.	Bike/Ped/Trail	\$11,000											\$637,732				
0013273	2015-TAP-3	CAT BIKESHARE EXPANSION IN DOWNTOWN SAVANNAH	Bike/Ped/Trail	\$7,000			\$218,810												
			SUBTOTAL M301 COSTS	\$25,000	\$0	\$0	\$380,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637,732	\$0	\$0	\$0	\$0
			TOTAL M301 COSTS				\$405,263				\$0				\$637,732				\$0
			EXPECTED M301 FUNDS				\$405,263				\$0				\$637,732				\$1,966,787
TRANSPORTATION ALTERNATIVE PROGRAM (TAP) RECREATION TRAILS (M940)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2015				FY 2016				FY 2017				FY 2018			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	DNR Recreation Trails				\$34,000				\$34,000				\$34,000				\$34,000
			SUBTOTAL M940 COSTS	\$0	\$0	\$0	\$34,000	\$0	\$0	\$0	\$34,000	\$0	\$0	\$0	\$34,000	\$0	\$0	\$0	\$34,000
			TOTAL M940 COSTS				\$34,000				\$34,000				\$34,000				\$34,000
			EXPECTED M940 FUNDS				\$34,000				\$34,000				\$34,000				\$34,000

*The expected funds are corresponding to the funding amounts listed in the table of Chapter 2, Section 2.1.1.

*The expected funds are corresponding to the funding amounts listed in the table of Chapter 2, Section 2.1.1.

3.2 FY 2015 - 2018 Transit Improvement Projects

3.2.1 Financial Capacity Statement of the Chatham Area Transit Authority

PURPOSE

The purpose of this statement is to demonstrate that Chatham Area Transit (CAT) has the financial capacity to undertake the four-year (FY 2015 - 2018) program of projects as outlined in the Transportation Improvement Program (TIP). FTA requires this analysis to insure that the local transit entity possesses the financial capacity to complete the TIP projects for which federal assistance is being requested.

SCOPE

The FTA circular provides that this assessment address two specific aspects of financial capacity. These are: (1) the financial condition of CAT; and (2) the financial capability of CAT. This assessment is to include all of the funding sources that support the CAT system. The following sections address these areas.

FINANCIAL CONDITION

Chatham Area Transit became a functional entity on January 1, 1987 as a result of the signing of Georgia House Bill Number 1699 on March 28, 1986 by Governor Frank Harris. On December 19, 1986, the Commissioners of Chatham County created a Special Transit Tax District and levied a 1.3 mill property tax for the sole purpose of funding public transit within this district. In 1992, a 0.1 mill tax was levied county-wide to fund CAT's paratransit services. Currently, the transit district tax is 1.00 mills and the county-wide paratransit tax is fully funded from Chatham County's M&O fund.

Chatham Area Transit Authority's (CAT) fiscal year runs from July through June. The information under Non-Federal Operating Funds and Capital Funds is stated for the period of July 1, 2013 through June 30, 2014.

NON-FEDERAL OPERATING FUNDS

ENTITY	2014	PERCENT
State of Georgia	\$0	0%
Local Tax District	\$8,702,790	53.6%
System Revenues	\$5,330,00	32.8%
County Contribution	\$2,200,000	13.6%
TOTAL	\$16,232,790	100%

NON-FEDERAL CAPITAL FUNDS

ENTITY	2014	PERCENT
State of Georgia	\$179,109	2.3%
Local Tax District	\$2,324,384	29.9%
System Revenues	\$5,263,643	67.8%
TOTAL	\$7,767,136	100%

The funds generated by the local dedicated transit tax, along with State and Federal funds, together with revenues from system operations, cover the operating and capital costs of the system. There is no cap on the allowable millage rate. The rate can be raised to cover unanticipated costs, or service cuts and fare increases can be made as determined by the CAT Board.

FINANCIAL CAPABILITY

CAT is maintaining the financial capability to continue to provide quality transit service. Ridership for fiscal year 2013 is consistent with that of fiscal year 2014.

Federal operating assistance continues to decline requiring CAT to allocate more of the Federal formula funds to preventive maintenance. This may delay some small capital projects but will allow CAT to maintain the financial capability to provide quality transit service. Other grant funds will be requested for the needed major capital projects.

3.2.2 FY 2014 Capital Improvement Justification for the Chatham Area Transit

Preventative Maintenance/Capital Maintenance Items – These line items includes the purchase of tires, major component rebuilding, body work, electrical and other system investments to be valued at ½ of 1% of the depreciated value of the bus.

Passenger Amenities – Funding for shelters, benches, signage, and other passenger amenities are included in this line item. The development of enhanced transfer stops to include bike racks is anticipated.

Facility Enhancement – This line item provides funds for CAT's property expansion and for needed facility modifications in order to improve CAT's facility layout. These facility modifications and improvements will improve CAT's safety and efficiency.

Purchase Buses -This line item will be used to purchase replacement vehicles with related equipment through leasing and purchase. Funding buses will have a positive impact on providing transportation to persons with disabilities, as all buses will be lift-equipped.

Job Access – This line item provides funds to support CAT's existing program and additional programs stated in the grant application. This will enable CAT to continue its commitment to provide various forms of transportation to the community.

Intelligent Transportation System – This line item will be used to purchase information technology applications and equipment.

Water Ferry -Funding for water ferries facilities and equipment and construction of a new water ferry.

Tools and Equipment – Purchase of new and replacement tools and equipment for the Agency

Transportation Development Plan – The development of a five-year strategic transportation plan

Service and Support Vehicles – Purchase service and support vehicles for maintenance, transportation, and marine services.

Transit Terminal - This line item will be used for preliminary design, right of way acquisition, construction and related costs for the transit terminal.

Security and Safety – Purchase cameras for the facility and parking lots to enhance security and safety.

3.2.3 FY 2015 - 2018 Transit Project Pages

The transit projects are grouped according to their sources of federal funding. The state and local match are listed according to their required shares. The types of projects being funded over the next four fiscal years include transit capital improvements, transit operations, and others.

TRANSPORTATION IMPROVEMENT PROGRAM FY 2015 - 2018

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

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES IN THE SAVANNAH AREA* (80/20) *						
FUNDING	DESCRIPTION	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Section 5310	DHS Purchase of Services	\$116,834.88	\$122,676.62	\$128,810.45	\$135,250.97	\$503,572.92
Section 5317	CAT Purchase of Services	\$82,476.50	\$86,600.33	\$90,930.34	\$95,476.86	\$355,484.02
Section 5310	CAT Mobility Manager	\$27,523.50	\$28,899.68	\$30,344.66	\$31,861.89	\$118,629.73
	PROJECT COST	\$226,834.88	\$238,176.62	\$250,085.45	\$262,589.72	\$977,686.67
	FEDERAL COST	\$181,467.90	\$190,541.30	\$200,068.36	\$210,071.78	\$782,149.33
	DHS COST	\$0	\$0	\$0	\$0	\$0
	LOCAL COST	\$45,366.98	\$47,635.32	\$50,017.09	\$52,517.94	\$195,537.33
	DOT DISTRICT # 5	CONG.DIST 1		CRC		CG

* The Department of Human Services (DHS) is the designated recipient of Section 5310 program. DHS manages the Section 5310 program and allocates the funds to sub-recipients who provide match based on agreements with DHS. The Section 5317 program has been rolled into the Section 5310 program under MAP-21. However, DHS develops the STIP information based on the Federal apportionments using 55/45 split, showing at least 55% of the funds are for 5310 projects and at the same time provide support for the 5317 projects that each area already had going.

FTA-FBD Discretionary Section 5307

FTA-FBD (80/20) (Section 5307)							
FUNDING	DESCRIPTION	UNIT COST	FY2015	FY2016	FY2017	FY2018	TOTAL
FTA-FBD (Section 5307)	The Chatham Area Transit Authority will receive funding to renovate up to three ferry landings	VARIES	\$468,000	\$0	\$0	\$0	\$468,000
	PROJECT COST		\$468,000	\$0	\$0	\$0	\$0
	FEDERAL COST		\$374,400	\$0	\$0	\$0	\$0
	STATE COST		\$46,800	\$0	\$0	\$0	\$0
	LOCAL COST		\$46,800	\$0	\$0	\$0	\$0
	DOT DIST #5		CONG DIST. 1	CRC CG			

BUS AND VAN REPLACEMENT

		2015	2016	2017	2018
2003	35 ft. Gillig Lowfloor				
2003	35 ft. Gillig Lowfloor				
2003	35 ft. Gillig Lowfloor				
2003	35 ft. Gillig Lowfloor				
2003	35 ft. Gillig Lowfloor				
2003	35 ft. Gillig Lowfloor				
2003	35 ft. Gillig Lowfloor				
2003	35 ft. Gillig Lowfloor				
2003	35 ft. Gillig Lowfloor				
2003	35 ft. Gillig Lowfloor	X			
2003	35 ft. Gillig Lowfloor	X			
2003	35 ft. Gillig Lowfloor	X			
2003	35 ft. Gillig Lowfloor	X			
2003	35 ft. Gillig Lowfloor	X			
2003	35 ft. Gillig Lowfloor		X		
2003	35 ft. Gillig Lowfloor		X		
2003	35 ft. Gillig Lowfloor		X		
2003	35 ft. Gillig Lowfloor		X		
2003	35 ft. Gillig Lowfloor		X		
2003	35 ft. Gillig Lowfloor		X		
2003	35 ft. Gillig Lowfloor		X		
2003	35 ft. Gillig Lowfloor			X	
2003	35 ft. Gillig Lowfloor			X	
2003	35 ft. Gillig Lowfloor			X	
2003	35 ft. Gillig Lowfloor			X	
2003	35 ft. Gillig Lowfloor			X	
2003	35 ft. Gillig Lowfloor			X	
2003	35 ft. Gillig Lowfloor			X	
2003	35 ft. Gillig Lowfloor				X
2003	35 ft. Gillig Lowfloor				X
2003	35 ft. Gillig Lowfloor				X
2005	Goshen E450 Ford				
2005	Goshen E450 Ford				
2005	Goshen E450 Ford				X
2006	29 ft. Gillig Lowfloor				X
2006	29 ft. Gillig Lowfloor				X
2006	29 ft. Gillig Lowfloor				X
2006	29 ft. Gillig Lowfloor				X
2006	35 ft. Gillig Lowfloor				X
2006	35 ft. Gillig Lowfloor				X
2006	35 ft. Gillig Lowfloor				X
2006	35 ft. Gillig Lowfloor				X
2006	35 ft. Gillig Lowfloor				X
2007	ELDorado	X			
2007	ELDorado	X			

APPENDIX

Appendix A: Identified Lump Sum Projects

The following table lists specific lump sum projects that have been identified by GDOT in the CORE MPO planning area but have not been fully implemented yet. The project list shows the project ID, description, and project status. These projects are shown here for information and reference purposes. Those lump sum projects that have been completed or are under construction are not included in this list.

IDENTIFIED LUMP SUM PROJECTS IN CHATHAM COUNTY

PI#	Project#	TIP#	LOCATION & DESCRIPTION	TYPE	PE	ROW	CST	UTL
0006464	CSNHS-0006-00(464)		I-16 @ I-95 HIGHMAST INTERCHANGE - LIGHTING	New Construction - Lighting	N/A	N/A	PRECST	
0008996	CSTEE-0008-00(996)		CS 1021/BROUGHTON STREET FROM SR 25 CONN TO CS 909/EAST BROAD STREET	Enhancement - Bike/Ped Facility	N/A	N/A	PECST	
0010582			SR 26/US 80 FROM CR 761/OLD US 80 TO CS 853/BYERS STREET	Enhancement - Bike/Ped Facility		PRECST	PRECST	
0010710			CS 117/MAIN STREET FROM CS 104/CHESTNUT STREET TO SR 17	Enhancement - Bike/Ped Facility	Authorized	PRECST	PRECST	
0010738			I-95 NB RAMP @ CS 1692/AIRWAYS AVE	Operational Improvements	Authorized		PRECST	
0011832			SR 26 FROM MCKENZIE STREET TO TYBRISA STREET @ 15 LOC - RRFB	Safety	Authorized		PRECST	
0012689			I-516/SR 21 FM CS 1074/MONTGOMERY ST TO CR 975/VETERANS PKWY	Other	Authorized			
0012722			SR 21 FROM SR 30 TO I-95; INC INTERCHANGE	Reconstruction /Rehabilitation	Authorized		PRECST	
0012843			SR 25 @ 4 LOC; SR 26 @ 5 LOC & SR 204 @ 1 LOC-SIGNAL UPGRADES	Reconstruction /Rehabilitation	Authorized	PRECST	PRECST	
M004056	CSSTPM00400056		SR 25/SIDNEY LANIER & SR 404SP @ TALMADGE -WIND & RAIN STUDY	Maintenance	PRECST	N/A		
M004518			I-516 @ 8 LOCS - SIGN UPGRADES	Signing	PRECST		PRECST	
M004603			I-95 NB EXIT RAMP @ SR 21; INC SR 21 @ I-95 NB RIGHT TURN LN	Maintenance	PRECST		PRECST	
M004608			SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE - MAINTENANCE REPAIRS	Maintenance	PRECST		PRECST	
M004632			SR 26 FROM W OF CR 1111/COLEMAN BLVD TO E OF CSX #641194C	Maintenance			PRECST	
M004633			SR 204 FROM E OF GATEWAY BLVD TO E OF KING GEORGE BLVD	Maintenance			PRECST	
M004634			SR 26 FROM GRAY CREEK TO BULL RIVER	Maintenance			PRECST	
M004901			SR 21 FM 0.10 MI N OF CSX RR TO CS 590/SMITH AVE IN SAVANNAH	Maintenance				
M004903			SR 204 FROM CS 645/37TH STREET TO I-16	Maintenance				
M004918			I-16 FROM 1.39 MI W OF LITTLE OGEECHEE RIVER TO CSX #641178T	Maintenance				
M005115			SR 21 FROM SR 204 TO SR 25	Safety				

Appendix B: Funding Obligation in FY 2014

The following highway funding obligation table shows which highway projects in the CORE MPO's FY 2014 - 2017 Transportation Improvement Program (TIP) and the FY 2014 - 2017 State Transportation Improvement Program (STIP) and what phases of their development have been authorized in fiscal year 2014 for the Savannah area as of July 2014. The stand-alone bike/pedestrian improvement projects or those projects with bike/pedestrian improvement features are also listed. The transit grant close out table shows which transit projects received funding in the past fiscal year.

The funding obligation demonstrates how well the programmed projects in the FY 2014 - 2017 TIP and STIP are implemented. As funding for more projects are authorized, the obligation tables will be updated.

Highway Funding Obligation for Chatham County in FY 2014

PI#	PROJECT#	TIP#	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT
0007402	CSSTP-0007-00(402)	2004-H-07	CS 1504/GWINNETT ST FM STILES AVE TO I-16	PE	2014	\$40,000.00
0008359	CSSTP-0008-00(359)	2011-h-01	EAST DERENNE FROM ABERCORN STREET TO HARRY S TRUMAN PKWY	PE	2014	\$70,000.00
0010020			SAVANNAH-CHATHAM CO PUBLIC SCHOOL SYSTEM @ 4 SCHOOLS - SRTS	CST	2014	\$418,655.48
0010232			SR 204 FM E OF CR 975/VETERANS PKWY TO E OF CS 1201/RIO ROAD	CST	2014	\$4,567,795.84
0010236		2011-h-02	SR 21 FROM CS 346/MILDRED STREET TO SR 204	PE	2014	\$166,000.00
0010553		2014-GDOT-02	CS 651/CROSSGATE RD FM SR 21 TO NS#734150L IN PORT WENTWORTH	PE	2014	\$52,020.00
0010562		2012-CORE-03	SAVANNAH MPO TRANSPORTATION STUDY - SECTOR TEN	PE	2014	\$500,000.00
0011805			PL SAVANNAH - FY 2014	PLN	2014	\$528,548.00
0012843			SR 25 @ 4 LOC; SR 26 @ 5 LOC & SR 204 @ 1 LOC-SIGNAL UPGRADES	PE	2014	\$250,000.00
522790		94-H-02	JIMMY DELOACH PARKWAY EXTENSION FROM I-16 TO US 80	ROW	2014	\$8,830,000.00
522870-	NH000-0111-01(024)	2000-H-04	SR 204 FM E OF CR 68/PINE GROVE TO W OF CR 975/VETERANS PKWY	CST	2014	\$29,482,458.72
532780-	STP00-0111-01(028)	97-H-04	SR 204 @ LARGO DRIVE IN SAVANNAH	CST	2014	\$645,325.34
533205-	BRST0-0219-01(001)	2000-H-15	CR 302/MONTGOMERY CROSS RD @ CASEY CANAL 1 MI E OF SR 204	PE	2014	\$140,000.00
M004574			SR 26/US 80 @ BULL RIVER - FENDER REPAIR	MCST	2014	\$1,151,759.65
M005115			SR 21 FROM SR 204 TO SR 25	MPE	2014	\$100,000.00
T004945			FY2014 5303 - CHATHAM-SAVANNAH MPO - GA-80-0007-01	TPLN	2014	\$132,571.33

Transit Funding Obligation - 2014 FTA Grant Awards

FEDERAL (FTA)	Date Executed/Closed/Extended	FTA Grant Amount	Pass-Through	CAT Award
GA-04-0043-00 (FY2012 - SOGR)	5/29/2014	\$2,500,000		\$2,500,000
GA-90-X332-00-00 (FY2013 - 5307)	7/23/2013	\$3,526,355		\$3,526,355
GA-90-X333-00-00 (FY2014 - 5307)	9/24/2013	\$3,510,955		\$3,510,955
GA-37-X030-00(FY2013)JARC	9/24/2013	\$173,812.00		\$173,812.00
GA-57-X013-00(FY2012)NF	9/6/2013	\$174,659.00		\$174,659.00
Total Federal:		\$9,885,781.00	\$0.00	\$9,885,781.00

Appendix C: Implemented or Removed TIP Priority Projects

Implemented Priority Projects

Since the establishment of the transportation improvement prioritization policy and project lists in 2006, various priority projects have been implemented or are being implemented. The implementation here means that either the projects have been constructed, are under construction or the construction funds have been authorized.

- PI# 0000345, SR 307 Overpass over new Port Authority rail line - 3rd priority highway project. Construction is complete and the road is open to traffic.
- 0000836, Savannah River Water Taxi Ferry System - transit priority project with earmark, ARRA and other funds. Construction funds have been authorized.
- PI# 0000690, I-95 southbound welcome center - 1st priority highway project. Construction funds were authorized.
- PI# 0001075, Truman Parkway interchange lighting - 1st priority highway project. Construction is complete.
- PI# 0002140, SR 307 widening from US 17 to I-16 – 1st priority highway project. The construction of the northern portion is complete and the roadway is open to traffic. The construction contract for the southern portion was awarded in May 2014.
- PI# 0002921, Truman Parkway Phase V - 2nd priority highway project. Construction is complete and the road is open to traffic.
- PI# 0007148, I-95 Operational Improvements at SR 204 – lump sum project. Construction is complete and the road is open to traffic.
- PI# 0007400, update of the Congestion Management Process (CMP) - 2nd priority highway project. The CMP update is complete.
- PI# 0007401, update of 2030 Long Range Transportation Plan - 2nd priority highway project. The updated MTP, the CORE Connections 2035 Framework Mobility Plan, was adopted in 2009.
- PI# 0007482, SR 25/US 17 @ SR 307/Bourne Avenue Operational Improvements – lump sum project. Construction is complete and the road is open to traffic.
- PI# 0008089, MLK Blvd Streetscapes in Savannah, Phase II – TE project. Project is complete.
- PI# 0008090, AASU Bicycle/Pedestrian Path – TE project. Project is complete.
- PI# 0008995, AASU Bicycle/Pedestrian Path, Phase II – TE project. Under construction.
- PI# 0008316, PI# 0008317, PI# 0008318, PI# 0008559, PI# 0008560, PI# 0008561, PI# 0008562, PI# 0008607, PI# 0008608, PI# 0010562, MPO Strategic Planning Studies - 2nd priority highway projects. The funds have been authorized and studies are either on-going, completed or being scoped.
- PI# 0008651, Bridge Replacement at SR 204 Spur/Diamond Causeway @ Skidaway Narrows - 2nd priority bridge project. Construction is complete and the road is open to traffic.
- PI# 0010232, SR 204/Abercorn Street Operational Improvements from Veterans Parkway to Rio Road – lump sum project. Under construction.
- PI# 522870, SR 204/Abercorn Street Interchange Construction at King George Blvd – 2nd priority highway project. Under construction.

- PI# 532750, Abercorn Street intersection improvement at Tibet Avenue - 1st priority highway project. Construction is complete and the road is open to traffic.
- PI# 532780, SR 204/Abercorn Street intersection improvement at Largo Drive – lump sum project. Under construction.
- PI# 533200, Abercorn Street Bridge Replacement at Harmon Canal – 1st priority bridge project. Construction is complete and the road is open to traffic.
- PI# 550560, SR 204 Spur/Whitefield Avenue Widening from Haney's Creek to Ferguson Avenue – 1st priority highway project. Construction is complete and the road is open to traffic.
- T002486, Norfolk Southern – Port Junction Wye Construction - earmarked rail project. Construction is complete.
- PI# 0010522, Georgia Ports Authority Rail Tie-in to the Mason Intermodal Container Transfer Facility – earmarked rail project. Under construction.
- Purchase of buses – transit priority. Some hybrid buses and Teleride vans have been acquired and are now a part of the CAT bus fleet.
- JARC program – transit priority. Continued services for the Job Access and Reverse Commute program to provide welfare recipients and low-income populations with reliable employment-related transportation.
- Bus Shelters – transit priority. Construction of bus shelters at various bus stops in Chatham County is complete and more is forth-coming.
- Transit Signage – transit priority. Some bus stop signs along the CAT bus routes have been upgraded.

Projects Removed from the Original Priority List due to Other Reasons

The following project has been removed from the priority list originally identified during the FY 2007 - 2009 TIP development process.

- PI# 571060, Skidaway Road improvements from Rowland Avenue to Ferguson Avenue – the project was a 1st priority highway project in previous TIPs, but it has been moved to the Vision Plan which is not a part of the fiscally constrained MTP. However, Chatham County has changed the project to intersection improvements and will finance the project with local SPLOST funds.

Appendix D: Public Participation Materials

The attached public participation materials provide proof of compliance with the participation process of the CORE MPO's FY 2015 - 2018 TIP development.

April 2014

MEETING NOTICE

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, will host a public meeting for the development of the FY 2015 - 2018 Transportation Improvement Program (TIP) in conjunction with the April 2014 CAC meeting. The purpose of the TIP prioritization meeting is for the public to provide input on the transportation improvement project prioritization methodology and priority project list for the CORE MPO planning area. Materials related to the TIP prioritization will be available for review by Thursday, April 10, 2014 on the CORE MPO website at <http://www.thempc.org/transportation.htm>.

The TIP is the short-range programming document of the CORE MPO transportation planning process and will list the multi-modal transportation projects in the CORE MPO planning area that are programmed to receive funds over the next four years.

The TIP prioritization public meeting information is listed below.

CORE MPO Citizens Advisory Committee (CAC) Meeting

Thursday, April 17, 2014

5:00 p.m.

MPC Arthur A. Mendonsa Hearing Room

112 East State Street, Savannah, GA 31401

For additional information, please call (912) 651-1466.

July 2014

PUBLIC NOTICE

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 a report titled: Draft FY 2015 - 2018 Transportation Improvement Program (TIP). The draft report includes descriptions of highway, transit, transportation enhancement, as well as other multi-modal projects in the Savannah area programmed to receive funds in fiscal years 2015 to 2018. This notice also serves as the public notice for Chatham Area Transit Authority's (CAT's) federal grant projects. Copies of the draft TIP are available for review at the Chatham County public libraries, the Chatham County-Savannah Metropolitan Planning Commission (MPC) office, the MPC website at <http://www.thempc.org/transportation.htm>, and other public review agencies.

The comment period will start on **July 23, 2014** and written comments on the Draft TIP will be accepted until the close of business on **August 26, 2014**. Please send your comments to Wykoda Wang, Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401, via email at wangw@thempc.org, or through the MPC website at http://www.thempc.org/Transportation/Get_Involved.htm. Any updates to the draft document will be posted to the MPO website at <http://www.thempc.org/transportation.htm>.

CORE MPO will host two public hearings to answer questions and accept comments on the draft TIP in conjunction with the August 2014 Citizens Advisory Committee (CAC) and CORE MPO Board meetings. Meeting times and locations are listed below.

CORE MPO Citizens Advisory Committee (CAC) Meeting

Thursday, August 21, 2013

5:00 p.m.

MPC Arthur A. Mendonsa Hearing Room

112 East State Street, Savannah, GA 31401

CORE MPO Board Meeting

Wednesday, August 27, 2013

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, additional information regarding the draft TIP, and information regarding the public hearings, please call (912) 651-1466.

From: Little, Aries [mailto:arlittle@dot.ga.gov]
Sent: Tuesday, July 22, 2014 7:34 AM
To: Wykoda Wang
Cc: Mark Wilkes; Tom Thomson; Harris, Krystal; McQueen, Thomas
Subject: RE: TIP Development Schedule

Good Morning,

Thank you for providing the draft FY 15-18 TIP. Per Planning and Financial Management's review, we have noted several changes on the project sheets which have been attached and in addition provided a few general comments below.

General Comments

- ❖ Ensure the projects' names match exactly to what we have provided in the TIP's Detailed Tables, incorrect project names will result in "non-AUTH" of projects per federal approval
- ❖ Ensure the tables on pgs. 56-59 are reflective of the changes noted on the TIP sheets
- ❖ PI 0010446 Savannah River Ferry Sys- Landside & Vessel Capital Improvement construction phase must remain in the TIP as this project is not M230
- ❖ Please confirm that the following two projects SR 204 from Forest River to Harry S Truman PKWY (PI 0010559)- Study and SR 21 from I-516 to Effingham County Line-Corridor Study PE phases will not be pursued in the FY 15-18 TIP.
- ❖ On pg. 32, PI 0010563 Sector Eleven PE cost is noted for \$750,000; however, this study was programmed in 2011 in the amount of \$500,000.
- ❖ In FY 16 and FY 17, the MPO has over programmed M230 funds. At this time, GDOT request that the MPO provide corrections in order to become fiscally constrained.
- ❖ Please see attachment for comments concerning each project sheet.

I would like to briefly go through the comments with the MPO via conference call, please let me know your availability.

**2014 Federal Highway Administration FY 2015-2018 TIP Comments
Coastal Region MPO**

No:	Question or Comment: Task Comments
1	<p>Project Consistency:</p> <ul style="list-style-type: none"> 23 CFR 450.324(g) Projects in the TIP must come from an approved plan. Please ensure that the projects' name and descriptions are consistent to the LRTP. This inconsistency can result in a delay of project approval. This comment was also expressed from GDOT as well. <p>These projects were not identified in the LRTP or didn't have a project number. Mainly stated TBA. (Please explain)</p> <ul style="list-style-type: none"> PI#0010553 and 0012722 Marsh Hen Trail, Phase 2 Canebrake Road Improvement Project CAT Bikeshare Expansion <p>General Comment: When possible, the TIP should cross-reference projects with the corresponding LRTP project. This action will assist in a quick review and approval process of amendments.</p>
2.	<p>Fiscal Constraint: (General)</p> <ul style="list-style-type: none"> 23 CFR 450.324(h) any updates to the projects in the plan should also be reflected in the tables.
3.	<p>Section 1.3.1</p> <ul style="list-style-type: none"> "Century" is spelled incorrectly
4.	<p>Transportation Enhancements</p> <ul style="list-style-type: none"> Removed this section and add "Transportation Alternatives Program" (TAP) and the write-up for that information.

From: Keith.Melton@dot.gov [<mailto:Keith.Melton@dot.gov>]
Sent: Wednesday, August 6, 2014 1:40 PM
To: Ramond.Robinson@catchacat.org
Cc: Mark Wilkes; Terri.Harrison@catchacat.org; Elizabeth.Orr@dot.gov; valencia.williams@dot.gov
Subject: TIP Review -- CORE & Fed Oblig Report

Ramond –

FTA is reviewing the DRAFT 2015 – 2018 TIP for CORE. Attached please find an example of a 2013 FTA Grant Awards table from FLA for obligated transit funds. This is the kind of table we are asking transit agencies to consider providing to MPO's so that transit obligated funds may be added to the TIP. Actually, the first and last 4 columns of the table are the most important – this example has a bit too much info. The other info./other columns are less important – so it could fit on an letter size page once slimmed down. Would it be possible for you to talk with CORE about adding the CAT version of the obligated transit funds table for the last FY?

Keith Melton
FTA Region IV
230 Peachtree St., NW, Ste. 800
Atlanta, GA 30303-1512
404.865.5614 Direct /404.865.5605 FAX
keith.melton@dot.gov
www.fta.dot.gov



INTEROFFICE MEMORANDUM



DATE: August 7, 2014

TO: Tom Thomson, P.E., MPC Executive Director

FROM: Leon Davenport, P.E., County Engineer *LD*

SUBJECT: Comments on 2015 to 2018 Draft Transportation Improvement Plan (TIP)

Below are comments provided on the proposed 2015-2018 TIP. If you have any questions, please call Nathaniel Panther at 652-7813.

- Provide the M230 Fund Balance for FY 2015 – 2018 showing rollover funds in the TIP.
- On sheet 21, under Section 2.2.2.1, revise "Jimmy DeLoach Parkway, Phase 2" to "Jimmy DeLoach Parkway Extension."
- For PI #0002923, Bay Street Improvements, the construction cost does not match what is shown in the LRTP. Verify both are up to date with GDOT's current construction cost estimate. In addition, the County requests M230 funds in the amount of \$574,300 for Utilities in FY 2016. The County will provide a match in the amount of \$143,576, for a total utility cost of \$717,876.
- Please add two new projects in the TIP, one for the SR 21 Culvert Replacement at Pipemakers Canal and another for the SR 25 Culvert Replacement at Pipemakers Canal. The County requests \$500,000 of M230 money (\$625,000 matched M230 amount) be programmed for PE for each project in FY 2016. Chatham County will provide the \$125,000 match for each project. Both projects fall within Cost Band 1 of the proposed 2040 LRTP.
- For PI #0010563, Sector Eleven, who is providing the \$150,000 local match? What projects are proposed to be funded in Sector Eleven?
- For PI #0011744, I-16 Exit Ramp Removal, who is the project sponsor? For PI#0008358, East Terminus Interchange at DeRenne, is \$4,960,000 of M230 being proposed in FY 2018?
- For PI #0007259, Jimmy DeLoach Parkway at US 80 Interchange, the ROW cost needs to be updated. The new cost is \$8,700,000, which will increase the local cost to \$4,700,000.
- For PI #522790, revise the name of the project to Jimmy DeLoach Parkway Extension from I-16 to US 80. In addition, the Utility Costs shown in FY 2018 are shown as local, but the funding is added to the total project cost
- For PI #0007128, Islands Expressway Bridge Replacement, the current schedule has a management Let Date in FY 2016 or FY 2017. Construction funding needs to be identified. As GDOT is providing construction funding, this will need to be coordinated with GDOT.
- For PI #0007402, funding says M230, but no M230 funds are proposed in the current TIP.
- For PI #0010236, the Comment/Remark section says \$190,000 is planned for ROW but \$750,000 is programmed for ROW in FY 2017.

NEP
NEP



Mark Wilkes, Director of Transportation
Chatham County-Savannah Metropolitan Planning Commission/
Coastal Region Metropolitan Planning Organization (CORE MPO)
110 E. State Street
Savannah, GA 31401

August 13, 2014

RE: Comment on the Draft Transportation Improvement Program 2015-2018

Dear Mark,

Thanks for the opportunity to comment on the subject plan. My comments concern the Coastal Georgia Greenway Trail (Non-Motorized Transportation Plan Project # 91).: The proposed regional facility connects the three MPOs, rural areas and the adjoining states."

Recommendation:

I would like to stress the need to prioritize the Coastal Georgia Greenway to be developed within the next five years, utilizing the \$21,396,142 non-specified funding from the Non-motorized set aside (as identified in the draft Total Mobility Plan), in addition to seeking state and federal funds. The Coastal Georgia Greenway, Inc. will assist the city and county in securing private sector funding as well.

I recommend combining segments as needed so that this project of regional and national significance can be completed in a timely fashion so that its positive economic impact can be felt locally as soon as possible.

BACKGROUND: The Coastal Georgia Greenway Trail is identified as the priority trail for construction in coastal Georgia in the following documents:

1. Chatham County, TE Project #0002267, Tom Triplett/Savannah-Ogeechee Canal Trail: \$409,000 federal funding with \$271,751.07 Chatham County SPLOST funding (not currently available for the project due to insufficient funding of SPLOST). Concept Report approved by GDOT July 10, 2012
2. THE REGIONAL PLAN OF COASTAL GEORGIA, adopted June 9, 2010 and Amended January 11, 2012
3. REGIONAL IMPORT RESOURCES PLAN, adopted January 11, 2012
4. In October 2009, the Coastal Georgia Greenway, Inc. was incorporated. Mission: **The Coastal Georgia Greenway, Inc. (CGG, Inc.)** works with citizens, governments and private economic interests to create a 450-mile regional greenway and multi-use trail system that will conserve the unique natural and cultural resources of Georgia's coast while safely providing alternative transportation, educational, recreational and tourism opportunities for the enjoyment and health of both residents and visitors. (adopted June 16, 2011)
5. In 2009, the Coastal Georgia Greenway, Inc. in collaboration with the Coastal Regional Commission, sponsor, fifteen local jurisdictions, four non-profits and two state agencies, co-sponsors, submitted a \$20 million TIGER grant application that was not funded.

6. City of Savannah, TE Project # PI 0007620, The Heritage Trail Bike/Pedestrian Path in Savannah: \$160,000 federal funding with \$40,000 City of Savannah Local Match (not currently available due to insufficient funding of SPLOST), Concept Report approved by GDOT February 7, 2008.
7. The BPAC ranked the Coastal Georgia Greenway as the top priority bicycle facility to be developed in the region. The proposed regional facility connects the three MPOs, rural areas and the adjoining states, adopted May 11, 2005.
8. The Chatham County Board of Commissioners and the Department of Parks, Recreation and Cultural Affairs propose to develop recreational facilities within the Savannah and Ogeechee Canal Corridor, (SOCC) in accordance with the March 19, 1992, Recreational Easement granted by the City of Savannah, owner, to Chatham County. These recreational facilities will be designed to serve the citizens of the City of Savannah and Chatham County as well as tourists to the area. The Savannah and Ogeechee Canal is an historic corridor listed as a Historic District on the National Register of Historic Places (NRHP).
9. The National Register of Historic Places Registration – Savannah & Ogeechee Canal June, 23, 1997. 2009 TIGER GRANT APPLICATION.
10. In 2009, the Coastal Georgia Greenway, Inc. in collaboration with the Coastal Regional Commission submitted a \$20 million TIGER grant application that was not funded. The above named local jurisdictions and non-profit organizations were joint applicants

FACTS AND FINDINGS:

People travel to coastal Georgia to experience its unique beauty and history. Our legacy of Georgia's coast is a magnificent treasure. The key to preserving its unique identity will be energizing people to experience its habitats and history firsthand, while safely enjoying new and existing greenway trails that link places in which adults and children can work and play. For the past 20 years, this has become a shared regional vision with support from 15 local jurisdictions through which the trail passes. In addition, the vision has gained support from the Jekyll Island Authority, Camden County Public Service Authority, the Georgia Department of Economic Development, the Georgia Department of Transportation, the Georgia Department of Natural Resources, the Georgia Department of Community Affairs and the Coastal Regional Commission. The following non-profit organizations support this vision as well: The East Coast Greenway Alliance, The MillionMile Greenway and McIntosh SEED. In addition, the greenway is a vital part of the Gullah-Geechee National Heritage Corridor, the Altamaha Scenic Byway, the Colonial Coast Birding Trail and the Georgia Statewide Bicycle Network.

FUNDING:

Existing partially funded projects in Chatham/Savannah:

1. City of Savannah, TE Project # PI 0007620, The Heritage Trail Bike/Pedestrian Path in Savannah: \$160,000 federal funding with \$40,000 City of Savannah Local Match (not currently available due to insufficient funding of SPLOST), Concept Report approved by GDOT February 7, 2008.
2. Chatham County, TE Project #0002267, Tom Triplett/Savannah-Ogeechee Canal Trail: \$409,000 federal funding with \$271,751.07 Chatham County SPLOST funding (not currently available for the project due to insufficient funding of SPLOST). Concept Report approved by GDOT July 10, 2012

Current fully funded projects in Chatham/Savannah:

1. 1.25-mi. Canebrake Road Path, Chatham County Sponsor: \$510,186 federal funding; \$1,139,814 local match

Status of Greenway in Chatham/Savannah: See Attachment B

Non-Motorized Set-aside funds available: \$21,396,142 non-specified funding (as identified in the draft Total Mobility Plan)

STATUS OF THE 155-MILE COASTAL GEORGIA GREENWAY ROUTE S-N

(See attachment A: regional and Chatham/Savannah Trail Map)

County	Total Miles	Existing/Funded Miles	%	Gap Miles	%
CAMDEN COUNTY	40.75	15.55	38%	25.20	62%
GLYNN COUNTY	25.60	8.25	33%	17.25	67%
McINTOSH COUNTY	29.00	5.00	17%	24.00	83%

LIBERTY COUNTY	18.25			18.25	100%
BRYAN COUNTY	10.60			10.60	100%
CHATHAM COUNTY	30.70	6.20	20%	24.50	80%
	154.90	35.00	23%	119.90	77%

Coastal Georgia Greenway, Inc. RECOMMENDATION: That the Transportation Improvement Program 2015-2018 identify the Coastal Georgia Greenway Trail, as the priority trail for construction within the next five years, utilizing Non-motorized set aside funding, and other funding sources as may be identified by the city and/or the Coastal Georgia Greenway, Inc.

Concern :

The TIP 2015-18 does not recognize GDOT Project PI # 0002267- Savannah-Ogeechee Canal / Triplett Trail Design & Construction, part of the Coastal Georgia Greenway in Chatham/Savannah as an existing funded project needing immediate local matching funds in the amount of \$271,751.07 to complete Phase I as described in the GDOT approved Concept Report by Thomas and Hutton, dated June 12, 2012 (attached). The project currently has \$409,000 federal funds.

Background:

The concept for developing a multi-purpose trail within the Savannah – Ogeechee Canal, (SOC) corridor was proposed in March 19, 1992 when the Aldermen of the City of Savannah granted Chatham County a recreational easement on the canal for the development of a historic scenic trail. The concept for linking this trail through Tom Triplett Community Park was developed in the Savannah-Ogeechee Canal Corridor Master Plan, approved by Chatham County June 29, 2001. This trail is proposed as part of a regional trail The Coastal Georgia Greenway through corridor trail that will links South Carolina to Florida through coastal Georgia, will become part of a national trail, the East Coast Greenway that is proposed to link Calais, Maine to Key West, Florida.

Located within the City of Pooler, and Chatham County, this off-road multi-purpose trail will attract a large and diverse group of users. As the City of Pooler and west Chatham County develop, use of Tom Triplett Community Park and the trail will increase and as the Coastal Georgia Greenway trail is built in Georgia, its use by long-distance cyclists will increase, bringing additional tourism to Pooler and Chatham County.

Highlights of the proposed Savannah-Ogeechee Canal/Triplett Trail include its linkage of the 200-acre Tom Triplett Community Park, historic Civil War tent sites within the park, to the Savannah-Ogeechee Canal Historic District and Lock 3 of the canal. *Improvements along the SOC between SR 204 and the Ogeechee River will improve access and provide educational opportunities to this frequently visited section of the canal.* (*Not included in this phase.)*

The purpose of the SOC /Triplett Trail is to provide a new safe, handicap accessible off-road multi-purpose trail that will link the Tom Triplett Community Park Lake Trail to the SOC and to provide a trail between Lock 3 and Dean Forest Road; **and to provide improvements to the existing trail along the tow path of the SOC between SR 204 and the Ogeechee River.* Stabilization of locks 3, *5 and 6 will ensure structural integrity of these historic structures. Interpretation of the historic, cultural and natural environment along the trail will offer educational opportunities as well.

Recommendation:

Include a brief project description and recommend matching funds be immediately approved for the project from Non-Motorized set aside funds for completion of GDOT Project PI# 0002267.

Sincerely,



Jo Claire Hickson
Executive Director

Review Comments:

There are 17 segments that define the unbuilt portion of the Coastal Georgia Greenway

CGG Segment from S to N	Line #	Bike Route Name	Roadway	From	To
A	95	CGG	US 17	S. Bndry	Harris Trail Rd
B	139	CGG off-rd connector	Harris Trail Rd Sterling Creek, RR, utility	US 17	SR 144
C	131	CGG off-rd connector	SR 144 @ Constitution Way	Constitution Way	Mulberry Dr.
D	87	CGG	US 17	Mulberry Dr.	Kings Ferry Boat Ramp
E	71	CGG	Fort Argyle Road	Gateway Blvd	Bush Road
F	96	CGG	Bush Rd/Canal Bank Rd	Bush Rd	Quacco Rd
G	39	CGG	Quacco Rd	Canal Bank Rd	Pooler Pkwy
H	183	CGG	Pooler Pkwy	Quacco Rd	Pine Barren Rd
I	82	CGG	Pine Barren Rd	Pooler Pkwy	US 80
J	129	CGG	US 80	Pine Barren Rd	Triplett Park Dr
K	138	CGG	Triplett Trail/S&O Canal	Lake Trail	Lock 3
L	97	CGG	S& O Canal	Point E of Lock 3	Dean Forest Rd
M	98	CGG	S& O Canal	Dean Forest Rd	Chatham Pkwy
N	48	CGG	S& O Canal Telfair Rd	Chatham Pkwy	Louisville Rd
O	5	CGG	A portion of the Louisville Rd State Route, designed for the CGG (2 segments)	Telfair Rd (1) US 17 off ramp (2)	Heritage Trail (1) W Boundary (2)
P	29	CGG	Heritage Trail*	I-156	Louisville Rd
Q	3	CGG	W Boundary & Fahm St.	Heritage Trail	Turner Blvd.
	Need to add				
		<i>Hutchinson Island Trail</i>	<i>Ferry Dock</i>	<i>Back River Bridge</i>	
Note: check to see that route 91 is listed for all of the above segments AND NONE OTHERS	Also note: some routes duplicate others i.e. 5 & 29; 126 & 183	<i>*Parallels Rt 5 on Louisville Rd</i>			



INTEROFFICE MEMORANDUM



DATE: August 20, 2014

TO: Tom Thomson, P.E., MPC Executive Director

FROM: Nathaniel Panther, P.E., Civil Engineer III

SUBJECT: Comments on 2015 to 2018 Draft Transportation Improvement Plan (TIP)

Below are comments provided on the revised 2015-2018 TIP. If you have any questions, please call me at 652-7813.

- Chatham County requested M230 money be programmed to start the preliminary engineering for both the SR 21 Culvert Replacement at Pipemakers Canal project and the SR 25 Culvert Replacement at Pipemakers Canal project. No M230 money was obligated, however, at the end of every fiscal year there is a positive M230 balance. In FY 2018, you are showing a M230 balance of \$677,731. If there is residual M230 money at the end of every fiscal year, why can't \$300,000 of M230 money be programmed for each of these projects for preliminary engineering in FY 2016?
- Verify that the cost of programmed projects using M230 money correlates between the chart titled **M230 Funding Balance for FY 2015 to 2018** (page 62), the **Surface Transportation Program (STP) for MPOs with Population Larger Than 200,000 (M230)** (page 65), and **Savannah Total Expected Highway STIP Funds (Matched)** (page 19). While some of the amounts are matched and others are not, they do not appear to correspond.
- Based on the response to a previous comment, the Sector Eleven money is obligated to specific studies approved by the MPO Board. Is the M230 money obligated for Sector Twelve, Sector Thirteen and Sector Fourteen committed to specific projects? If not, there is no reason to continue to obligate M230 money for to be determined studies. If the need arises for a specific study in the future, a project can be created and M230 money obligated on an as needed basis.

From: Kevin MacLeod
Sent: Monday, August 25, 2014 5:09 PM
To: Wykoda Wang
Subject: TIP

Hi Wykoda,

In terms of the TIP I have two comments I would like to make as a public comment. As a regular citizen.

1. Add a third lane on I-16 from the beginning until I-95.
2. Preserve trees where possible on large projects. GDOT has room to improve in this area. For example, on the new King George Blvd / Rt. 204 interchange they clear cut down approximately 30 acres of trees, where many were several centuries old, for one project. I think they could have saved substantially more trees if they had made an effort on the site engineering. Not only does a lack of trees mean more runoff they now have to capture by spending our money creating retention basins (instead of just letting trees intercept rain), but it also means spending money mowing the grass in the area between the interchange going forward. Trees on an interchange look nicer and provide value for our community.

Thank you for this opportunity to comment on the TIP.

Kevin MacLeod, GISP
GIS Programmer/Analyst, SAGIS
Chatham County - Savannah
Metropolitan Planning Commission
110 East State St, Savannah, GA 31401
Phone: (912) 651-1443
www.sagis.org

Ms. Wykoda Wang,
Metropolitan Planning Commission,
110 E. State Street, Savannah, GA 31401
via email at wangw@thempc.org

August 22nd, 2014

Savannah Tree Foundation Comments on the Draft FY 2015 - 2018 Transportation Improvement Program (TIP) for highway, transit, transportation enhancement, as well as other multi-modal projects in the Savannah area programmed to receive funds in fiscal years 2015 to 2018

Savannah Tree Foundation (STF) is a not for profit organization whose mission is to preserve, protect and plant canopy trees in Chatham County, Georgia. The Savannah Tree Foundation supports the use of Best Management Practices for trees and urban forests in all construction and roadway projects. Projects must include provisions for proper tree protection to preserve existing trees and replanting when removal is the last possible option.

Today's emphasis on healthy communities, cultural enhancement and economic realities drive more people to move into their community. Twenty first century development trends render the multi lane expressway to the cul de sac subdivision obsolete. Alternative means of transportation and automated traffic control innovations are mitigating the need for expansive new road construction. Complete street and context sensitive design are the guidelines for road enhancement and new construction programs.

Canopy trees provide life sustaining services such as oxygen and shade to our community and must be considered as infrastructure of the built environment. Engineers should use the resources of canopy trees to enhance projects rather than considering trees as a tear down expense.

New Road 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, 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.

Savannah Tree Foundation Comments on proposed FY 2015-2018 TIP

2.2.2.1 Highway and Bridge Projects

- During the 1st phase of preliminary engineering work, or the "scoping" stage, of a project an ISA certified arborist should be retained to inventory and evaluate any trees in the project corridor.

- An ISA certified arborist should evaluate the trees in all project areas to determine the economic value of any mature trees that may be lost due to the project. The total value of all trees removed as a result of the project should be mitigated, by planting new trees in the project corridor.
- Any specimen trees should be preserved.
- Private property trees should be evaluated by an arborist and property owners should be appropriately compensated for any trees removed by the project.
- Trees previously planted in compliance with local ordinances should be preserved.
- A plan for relocating any trees should be initiated, so that the trees can be transplanted to another public location, if deemed possible by an arborist. If the trees cannot be transplanted, the value of the trees should be mitigated by planting new trees in proximity to the project.
- Bike lanes (both directions) should be included in the project.

2.2.2.2 Transit Projects

- An ISA certified arborist should evaluate the trees in all project areas to determine the economic value of any mature trees that may be lost due to the project. The total value of all trees removed as a result of the project should be mitigated, by planting new trees in the project corridor.
- Any specimen trees should be preserved.
- Private property trees should be evaluated by an arborist and property owners should be appropriately compensated for any trees removed by the project.
- Shade trees should be included as Passenger Amenities.
- Tree care and maintenance should be included in operating costs.
- New Park and Ride facilities should include shade trees.

2.2.2.3 Non motorized Projects

- An ISA certified arborist should evaluate the trees in all project areas to determine the economic value of any mature trees that may be lost due to the project. The total value of all trees removed as a result of the project should be mitigated, by planting new trees in the project corridor.
- Any specimen trees should be preserved.
- Private property trees should be evaluated by an arborist and property owners should be appropriately compensated for any trees removed by the project.
- Pedestrian projects should include shade trees
- Bicycle projects should include shade trees

2.2.2.4 Other Projects

- An ISA certified arborist should evaluate the trees in all project areas to determine the economic value of any mature trees that may be lost due to the project. The total value of all trees removed as a result of the project should be mitigated, by planting new trees in the project corridor.
- Any specimen trees should be preserved.
- Private property trees should be evaluated by an arborist and property owners should be appropriately compensated for any trees removed by the project.

Should there be any questions about these comments, please do not hesitate to call the Savannah Tree Foundation office at 912-233-TREE (8733).

From: Melissa Ralph [mailto:mwr100000@hotmail.com]
Sent: Tuesday, August 26, 2014 4:40 PM
To: Wykoda Wang
Subject: Comments on Draft TIP

Greetings Wykoda Wang,

When I think about transportation and consider our growing & aging population plus fragile environment, I hope to see a much greater emphasis on cleanly, conveniently, and safely moving people and products from point a to point b. Why not re-instate our regional rail lines with a 21st century approach? Buses are still subject to traffic congestion & where a train line and road intersect...may it be made so that traffic doesn't come to a standstill (tunnel?)...with an emphasis on keeping things flowing... Also, what happens when the pedestrian gets to the bridge? Why not plan to provide a safe walkway? Why not emphasize safety and connectivity for pedestrians throughout the region. I'm aware I'm getting this commentary to you at the eleventh hour, so to speak...and I'm sorry for that fact. Have a great day and thanks for taking the time to consider my comments.

Sincerely,

Melissa Ralph
Citizen of Savannah (residing in our downtown historic district)