

METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program

Fiscal Year 2018 -2021



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 transportation planning for the Savannah region. 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 June 28, 2017

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM

FY 2018 - 2021

Coastal Region Metropolitan Planning Organization
Chatham County - Savannah Metropolitan Planning Commission
P.O. Box 8246, 110 East State Street
Savannah, Georgia 31412-8246
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The Chatham County-Savannah Metropolitan Planning Commission (MPC) and Coastal Region Metropolitan Planning Organization (CORE MPO) are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, religion, national origin, age, physical or mental disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program in its recruitment, employment, facility and program accessibility or services.

MPC and CORE MPO are committed to complying with and enforcing the provisions of the Title VI of the Civil Rights Act and other federal and state non-discrimination authorities. CORE MPO is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

The opinions, findings, and conclusions in this publication are those of the author(s) and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the views or policies of the Department of Transportation, State of Georgia, the Federal Highway Administration, or the Federal Transit Administration. This report does not constitute a standard, specification of regulation.

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Organization

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Garrison Commander
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Representative
Law Enforcement

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Chatham County

Representative
Effingham County

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City of Bloomingdale

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Representative
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Interested Citizen

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Hunter Hurst, Executive Director
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Kicklighter Resource Center

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Interested Citizen

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Intermodal Program District Representative
Georgia Department of Transportation

Terri White
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

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

Mark Wilkes, PE, AICP, Interim Executive Director
Coastal Region Metropolitan Planning Organization

CORE MPO RESOLUTION

THE COASTAL REGION METROPOLITAN PLANNING ORGANIZATION ADOPTION OF CORE MPO FY 2018 - 2021 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, 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 2018 – 2021 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Coastal Region Metropolitan Planning Organization adopts the attached four-year Transportation Improvement Program for the period 2018 – 2021.

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 June 28, 2017.



Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization

FEDERAL CERTIFICATION



U.S. Department
of Transportation

**Federal Highway
Administration**

Georgia Division

March 31, 2017

61 Forsyth Street
Suite 47T100

Atlanta, Georgia 30303
Phone: 404-562-3630
Fax: 404-562-3703
GA.fhwa@dot.gov

**In Reply Refer To:
HIP-GA**

Ms. Melony West
Acting Executive Director
Coastal Region Metropolitan Planning Organization
110 East State Street
Savannah, GA 31412

Dear Ms. West:

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 May 23-27, 2016 in Savannah, GA. The Federal review team identified two corrective actions which have been satisfactorily addressed as of the issuance of this certification.

In consideration of ongoing and proposed planning activities for the Savannah region, the metropolitan planning process is certified until March 31, 2021. If you have any questions, please contact Ms. Tamara N. Christian, 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

Cc: Tom McQueen, GDOT
Keith Melton, FTA

GDOT-CORE MPO JOINT CERTIFICATION

CERTIFICATION OF THE COASTAL REGION MPO

MAY 18 2017
METROPOLITAN PLANNING
COMMISSION

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 Fixing America's Surface Transportation (FAST-Act) 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.

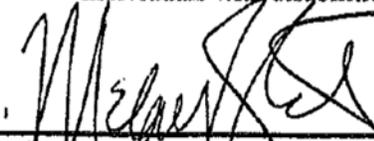
- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or 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 the FAST-Act (Pub. L. 114-357) 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.

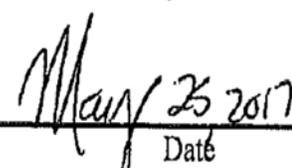
IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

- 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;

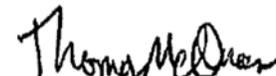
X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

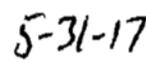
- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments

Melony


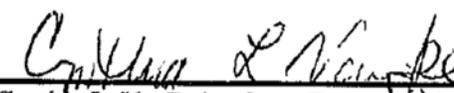
Melanie West, Interim Executive Director
Savannah-Chatham County Metropolitan Planning Commission


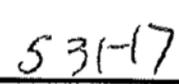
Date



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


Date



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


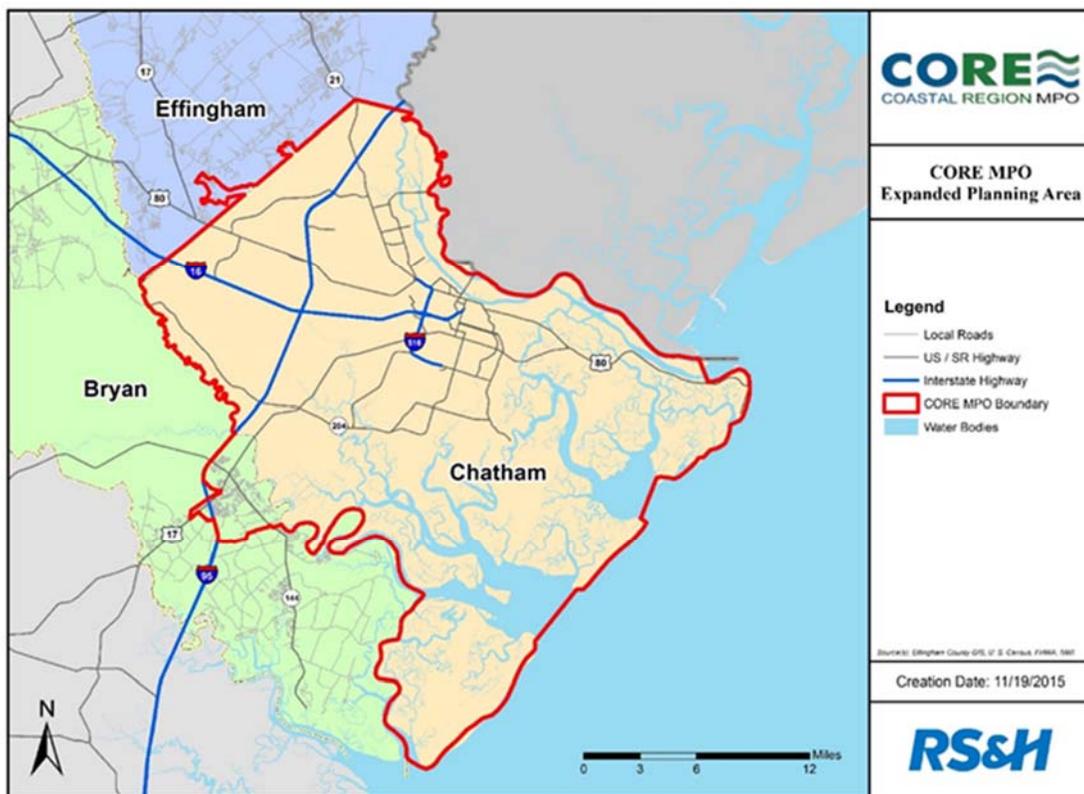
Date

CHAPTER 1: AN INTRODUCTION TO THE TRANSPORTATION IMPROVEMENT PROGRAM

1.1 CORE MPO and TIP

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 Coastal Region Metropolitan Planning Organization (CORE MPO) is the designated MPO for the Savannah urbanized area. The CORE MPO Metropolitan Planning Area (MPA) includes all of Chatham County and portions of Bryan and Effingham Counties as depicted below.



CORE MPO has been designated a TMA since July 2002. CORE MPO is a comprehensive, cooperative and continuing (3-C) process and is the forum for decision-making on transportation issues in the Savannah area. MPOs are required to have a decision-making “policy body”. For CORE MPO, this is the CORE MPO Board, which is primarily composed of key local elected and appointed officials, as well

as modal representatives and advisory committee representatives. In the interest of carrying out the 3-C planning process with maximum inclusivity and effectiveness, CORE MPO also includes:

- MPC Executive Director and professional staff
- CORE MPO Technical Coordinating Committee (TCC)
- CORE MPO Economic Development and Freight Advisory Committee (EDFAC)
- CORE MPO Citizens Advisory Committee (CAC)
- CORE MPO Advisory Committee on Accessible Transportation (ACAT)

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.

CORE MPO's current 2040 MTP, called the Total Mobility Plan, was adopted in August 2014 and has been amended several times to accommodate changes in policies and projects as well as the expanded MPA. CORE MPO is responsible for developing the Transportation Improvement Program (TIP) consistent with the MTP. The FY 2018 - 2021 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 2018 - 2021 TIP, particularly those to be funded with the Surface Transportation Block Grant Program (STBG) Urban Attributable funds (Z230 funds) and Transportation Alternatives funds (TA or Z301 funds). The FY 2018 - 2021 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 other CORE MPO advisory committees (EDFAC, CAC and 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 2018 – 2021 TIP Document

The format of this FY 2018 – 2021 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 2018 - 2021 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 2018 - 2021 TIP. The MPO certifications provide proof that CORE MPO has the authority to carry out the 3-C MPO transportation planning process in the Savannah area.

Chapter 1 provides background information on TIP, including an introduction to the Metropolitan Planning Organization and the Transportation Improvement Program, the federal regulations regarding TIP, 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 2018 - 2021 TIP, including expected federal / state / local funding in the next four years, transportation improvement priority establishment, correlations between TIP projects and performance-based planning, and the public participation process.

Chapter 3 lists the specific highway, transit, and non-motorized multi-modal projects programmed in the FY 2018 - 2021 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 2018 - 2021, 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 transportation improvement projects with earmark funds, some transit projects, and some multi-modal projects because their funding obligation will eventually go through FHWA. This section also includes some state-funded projects which had received federal funds in the past and locally-funded highway 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 federal funds in fiscal years 2018 to 2021, 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 obligations for the Savannah area in FY 2015 - 2017, the priority projects that have either been implemented or removed from the priority list, the public participation materials related to the FY 2018 - 2021 TIP development process, and the 2040 MTP addendum which documents the MTP/TIP consistency check.

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 (PPP), 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 FAST-ACT Highway Programs

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America’s Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs - including, but not limited to, Federal-aid highways - at over \$305 billion for fiscal years 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. The summary below reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA). More information is available on the FHWA website at <https://www.fhwa.dot.gov/fastact/factsheets/>.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

Setting the course for transportation investment in highways, the FAST Act -

- *Improves mobility on America’s highways*

The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).

- *Creates jobs and supports economic growth*

The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.

- *Accelerates project delivery and promotes innovation*

Building on the reforms of MAP-21 and FHWA’s Every Day Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

1.3.1.1 FAST Act Highway Programs Updates

The FAST Act initiatives are achieved by planning and implementing transportation improvements using various program funds. The following summarizes some of the FAST Act highway programs.

National Highway Performance Program [1106]

The FAST Act provides an estimated average of \$23.3 billion per year for the NHPP, which will support the condition and performance of the National Highway System (NHS), enable the construction of new facilities on the NHS, and ensure that investments of Federal-aid funds in highway construction are directed to support progress toward achieving performance targets established in a State's asset management plan for the NHS.

The FAST Act also makes the following changes to NHPP eligibilities:

- At a State's request, the Secretary now may use a State's NHPP apportionment to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible project.
- It provides specific NHPP eligibility for vehicle-to-infrastructure (V2I) communication equipment.
- It allows States to use NHPP funds for reconstruction, resurfacing, restoration, rehabilitation, or preservation of a non-NHS bridge if the bridge is on a Federal-aid highway.

Surface Transportation Block Grant Program [1109]

The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBG), acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. The FAST Act provides an estimated annual average of \$11.7 billion for STBG, which States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.

The STBG program under the FAST Act continues all prior STP eligibilities and adds a few new ones. A State may now use STBG funds to create and operate a State office to help design, implement, and oversee public-private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances. DOT may also, at a State's request, use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an STBG-eligible project.

Funding for Transportation Alternatives (TA) is set aside from the overall STBG funding amount. After accounting for this set-aside, FHWA distributes a percentage of a State's STBG funds based on population (suballocated), and the remaining funds are available for use anywhere in the State. The suballocated percentage starts at 51 percent in FY 2016, and then grows each year, to 55 percent in FY 2020.

The FAST Act also continues to require FHWA to set aside a portion of a State's STBG funds (equal to 15 percent of the State's FY 2009 Highway Bridge Program apportionment) for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines that the State's needs are insufficient to justify this amount. Finally, it allows - but does not require - the Governor of a border State to designate up to five percent of the State's STBG funds for border infrastructure projects eligible under the SAFETEA-LU Coordinated Border Infrastructure Program. Funds so designated must be derived from the portion of a State's STBG apportionment available for use in any area of the State.

Transportation Alternatives [1109]

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of STBG funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation

projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The FAST Act sets aside an average of \$844 million per year for TA. Unless a State opts out, it must use a specified portion of its TA funds for recreational trails projects.

After the set-aside for the Recreational Trails Program, the FAST Act requires FHWA to distribute 50 percent of TA funds to areas based on population (suballocated), with the remainder available for use anywhere in the State.

States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for the use of TA funds; eligible applicants include tribal governments, local governments, transit agencies, school districts, and a new eligibility for nonprofit organizations responsible for local transportation safety programs. The Act also newly allows each urbanized area of this size to use up to half of its suballocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects).

Highway Safety Improvement Program [1113]

Safety throughout all transportation programs remains DOT's number one priority. Consistent with this, the FAST Act continues the successful HSIP, providing estimated average annual funding of \$2.6 billion and reserving a portion of this funding for the Railway-Highway Crossings Program. The Act also reserves \$3.5 million per year from HSIP for work zone and guardrail safety training, Operation Lifesaver, and safety clearinghouses.

The FAST Act continues to require States to pursue under HSIP a data-driven, strategic, and performance-focused approach to improving highway safety on all public roads. The Act clarifies the range of eligible HSIP projects, limiting eligibility to activities listed in statute (most of which are infrastructure safety-related). It also adds several activities to the list, including V2I communication equipment and certain pedestrian safety improvements. As under MAP-21, States may not use HSIP funds to purchase, operate, or maintain an automated traffic enforcement system that captures an image of a vehicle, except in school zones. [1401]

In order to improve data collection, MAP-21 required DOT to establish a new subset of the model inventory of roadway elements (MIRE) that are useful for the inventory of roadway safety, and to ensure that States adopted and used the subset. The FAST Act allows a State to opt out of collecting MIRE fundamental data elements for gravel or other unpaved roads. States must still collect crash data on these roads. If the State opts out, it may not use HSIP funds on projects on such roads unless or until it collects this data.

Railway-Highway Crossings Program [1108]

The FAST Act continues the Railway-Highway Crossings Program, providing funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. This funding continues as a set-aside from HSIP, which the FAST Act reserves at an average of \$235 million per year.

National Highway Freight Program [1116]

The FAST Act includes an estimated average of \$1.2 billion per year for a new National Highway Freight Program, which is focused on improving the efficient movement of freight on the National Highway Freight Network** (NHFN). Funds are distributed to States by formula for eligible activities, such as

construction, operational improvements, freight planning, and performance measurement. Although the program is highway-focused, each State may use up to 10 percent of its NHFP funds for each fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities. Beginning December 4, 2017, a State must have a State Freight Plan (compliant with 49 U.S.C. 70202 and approved by DOT) in order to obligate NHFP funds.

**The FAST Act requires FHWA to establish a National Highway Freight Network, to include the Primary Highway Freight System (PHFS), critical rural and urban freight corridors (as designated by the States, and in some cases, by MPOs), and the portions of the Interstate System not included in the PHFS. After the initial designation, FHWA must re-designate the PHFS every five years, with up to three percent growth each time.

FASTLANE grants (Nationally Significant Freight and Highway Projects) [1105]

In addition to the new formula freight program, the FAST Act also establishes a discretionary competitive grant program of \$4.5 billion over five years to provide financial assistance to nationally and regionally significant highway, rail, port, and intermodal freight and highway projects. DOT refers to this program as “FASTLANE” grants (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies).

Under the program, States, large MPOs, Tribes, localities, and Federal land management agencies may apply for grants for projects, which generally must have a total cost of at least \$100 million. Each year, a minimum amount of funds must be used for rural projects (25 percent) and projects under the \$100 million cost threshold (10 percent).

Congestion Mitigation and Air Quality Improvement (CMAQ) Program [1114]

The CMAQ program, continued in the FAST Act at an estimated average annual funding level of \$2.4 billion, provides a 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 STBG-eligible project.

Under the FAST Act, a State with PM2.5 (fine particulate matter) nonattainment or maintenance areas must use a portion of its funds to address PM2.5 emissions in such areas. The FAST Act highlights diesel retrofits and port related equipment and vehicles as eligible projects to mitigate PM2.5. New exemptions from this PM2.5 priority set-aside are also included for certain circumstances outlined in the FAST Act. Highlighted CMAQ eligibilities include public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles, facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) and a new explicit eligibility for V2I communication equipment.

Construction of Ferry Boats and Ferry Terminal Facilities [1112]

Distributed by formula, this program provides \$80 million annually to construct ferry boats and ferry terminal facilities. The FAST Act modifies the formula, now giving more weight to the number of ferry passengers. It also requires FHWA to withdraw unobligated program funds after four years and distribute them to other eligible recipients.

1.3.1.2 FAST Act Highway Program Funding Codes and Federal Shares

The table below demonstrates the major highway program funding codes under FAST Act, particularly those for areas with a population larger than 200,000. 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.

FAST Act Major Highway Funding Programs and Federal Shares

<u>Description</u>	<u>Program Code</u>	<u>Federal Share</u>
National Highway Performance Program (NHPP)	Z001	80%
NHPP Exempt	Z002	80%
Surface Transportation Block Grant (STBG) Program Flex	Z240	80%
STBG Program - Urbanized Areas With Population Over 200K	Z230	80%
Transportation Alternatives (Section 133(h)) Flex	Z300	80%
Transportation Alternatives (Section 133(h)) - Urbanized Areas With Population Over 200K	Z301	80%
Recreational Trails Program (RTP)	Z940	80%
Highway Safety Improvement Program (HSIP)	ZS30	90%
High Risk Rural Roads Special Rule	ZS60	90%
Railway-Highway - Hazard Elimination	ZS40	90%
Railway-Highway - Protective Devices	ZS50	90%
Congestion Mitigation & Air Quality Improvement (CMAQ)	Z400	80%
Projects to Reduce PM 2.5 Emissions	Z003	80%
CMAQ Flexible Funding	Z401	80%
Metropolitan Planning Program	Z450	80%
National Highway Freight Program (NHFP)	Z460	80%
Freight Intermodal & Rail Projects	Z470	80%
Section 154 Penalties - Use for HSIP Activities	ZS31	100%
Section 164 Penalties - Use for HSIP Activities	ZS32	100%
Redistribution of Certain Authorized Funds	Z030	80%

1.3.2 FAST Act Transit Programs

FAST Act provides steady and predictable transit funding for five years, with an increase of around \$1 billion per year to the transit program. The Act re-introduces a Discretionary Bus Program; phases in increased Buy America requirements, up to 70% by FY 2020; includes changes to the Workforce Development Program; targets funding increases towards improving state of good repair and the bus program; funds Transit Research from both the Trust & General Fund; and streamlines Vehicle Procurement & Leasing. It adds some new, repeals some old, consolidates some existing, and modifies some other grant programs. The information below summarizes the major transit grant programs. More

information on FAST Act changes in transit programs is available on the FTA website at <https://www.transit.dot.gov/FAST>.

1.3.2.1 Highlights of FAST Act Transit Grant Programs

Urbanized Area Formula Program (5307) – Modified

- ‘100 bus rule’ is modified to include non-ADA general population demand response transit service
- Allows 20% of allocation to be used for operations of ADA paratransit under certain conditions
- Eliminates requirement to spend 1% of 5307 funds on Associated Transit Improvements
- Allows use of up to 0.5% of 5307 funds for Workforce Development
- Increases the Small Transit Intensive Cities (STIC) tier starting in FY 2019
- Funding: \$4.53 Billion (FY 2016) authorized

Fixed Guideway Capital Investment Grants (5309) – Modified

- New Starts: establishes a maximum 60% 5309 share, with up to 80% federal share (to be made up from other federal sources); no longer allows FTA to remove art and landscaping from the cost-effectiveness calculation
- Small Starts: raises the total project cost threshold to \$300M and raises the maximum 5309 share to \$100M; allows an optional early rating after NEPA; and changes definition for corridor based BRTs to eliminate weekend service requirement
- Program of Interrelated Projects: Makes Small Starts eligible for inclusion & clarifies which criteria to use for joint evaluations
- Establishes a framework for joint intercity rail and public transportation projects
- Funding: \$2.3 billion per year authorized from the General Fund

Enhanced Mobility of Seniors & Individuals with Disabilities (5310) – Modified

- Allows states or localities that provide transit service to be direct recipients under this section
- Requires FTA to develop a best practices guide for 5310 service providers
- Introduces a new Pilot Program for Innovative Coordinated Access & Mobility
- Requires CCAM to produce a strategic plan to address coordination across the federal government
- Funding: \$263 million (FY 2016) authorized from the Trust Fund

State of Good Repair (5337) – Modified

- Modifies the eligibility in the High intensity motorbus tier to cover only vehicle state of good repair costs
- Codifies the federal/local match share at 80/20, and specifies eligible local match funding
- Funding: \$2.5 Billion (FY 2016) authorized from the Trust Fund (a significant increase from the \$2.1 Billion provided in FY15)

Bus and Bus Facilities (5339) - New

- Bus Formula (5339(a)) distribution is modified slightly to include a \$1.75M state allocation - \$427.8M total available for FY16
- Bus Discretionary Program re-established (5339(b)) – \$268M in funding for FY16, with \$55M set-aside for Low or No Emission Bus Deployment competition
- Remaining \$213M will be competitively distributed based on age and condition of assets

- Includes a Pilot Program for Cost Effective Capital Investment, allowing a state to share bus funding resources among voluntarily participating designated recipients in order to allow them to procure more vehicles at a time at a lower cost

1.3.2.2 FAST Act Major Transit Grant Program Funding Shares

As in highway funding programs, the state and/or local project sponsors must provide matching funds for each of the federal transit funding program. The table below lists the major transit funding programs 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.

FAST Act Major Transit Funding Programs

Funding Program	Federal Share	State/Local Share
Section 5307 Urbanized Area Formula Program - Capital	80%	20%
Section 5307 Urbanized Area Formula Program - Operating	50%	50%
Section 5307 Program for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act, or for projects or portions of projects related to bicycles	90%	10%
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 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 legacy 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.

State Funds: Some transportation improvement projects might be financed through state funds in combination with federal funds. For example, HB 170 funds come from the transportation funding bill passed by the Georgia Legislature in 2015. With a combination of new taxes and fees, the bill is expected to raise about \$1 billion a year. Projects financed completely through HB 170 funds will go through the state's environmental process (Georgia Environmental Policy Act or GEPA) instead of the federal environmental process (National Environmental Policy Act or NEPA).

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 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 a Public Involvement Plan (PIP) in March 2002. The plan has been implemented since its adoption, providing participation guidance in the updates of the long-range Metropolitan Transportation Plan (MTP) and the short-range Transportation Improvement Program (TIP). The PIP itself has been updated several times to reflect changing regulations and CORE MPO characteristics, and is now known as the Participation Plan. CORE MPO aims to update the Participation Plan at least every five years. The most recent update was completed in March 2016. 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 are excerpts 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 MTP, TIP or STIP.

1.4.1 Participation in Development of the Transportation Improvement Program

The Transportation Improvement Program (TIP) is the short-range programming element of transportation planning. The TIP lists the transportation projects and studies in the CORE MPO planning area that are programmed to receive federal funds over the next four years. Projects in the TIP are consistent with 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/affect the regional transportation system. Planning studies, addressing the collaboratively identified needs in the community, also may be included in the TIP.

Under federal transportation planning legislation, 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. The public involvement process for the Transportation Improvement Program (TIP) is used to satisfy the Georgia Department of Transportation public participation process for the Program of Projects (POP).

- 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 H of the Plan, and the consultation agencies as identified in Appendix I of Plan, will be notified of all public meetings. The meeting notice will also be posted on the MPO 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 agencies identified in Appendix J of the Plan, and will be posted on the MPO website.
- 8) The MPO will host at least one public meeting during the public review and comment period 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 at their meetings and incorporated into the final TIP.
- 13) If the final TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, the MPO will re-start a 30-day public review period, whether during or after the initial 30-day public review period.

1.4.2 Participation for Changes to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP)

While the MPO updates the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) on a regular schedule, there will be many instances during the cycle when either administrative changes or amendments are required. Generally administrative changes are minor changes which do not alter the original project intent or require financial rebalancing of the plan, while amendments are changes that do have those types of impacts on the plan.

Because the TIP focuses on an immediate four-year time frame, it includes the more active phases of projects, and therefore requests for changes tend to focus on the TIP. However, the longer range MTP is the guiding document. As one can infer from the descriptions of the MTP and the TIP above, the TIP is a subset of projects (or certain phases of projects) listed within the MTP's financially constrained plan. In order to qualify for federal funds, new projects must be consistent with the MTP before they are eligible for inclusion in the TIP. Changes to projects that are already in the TIP (and thus also in the MTP) are documented in an addendum to the MTP.

Any person requesting project revisions, additions, or deletions to the CORE MPO TIP or MTP should send to CORE MPO staff written details of the request, including:

- Project description or changes in existing descriptions;
- Project location and termini or changes in existing location and termini;
- Costs of each phase of the project (new projects) or changes in existing costs;
- Expected authorization year of each phase or changes in those (if the request involves the immediate four-year TIP window);
- Funding sources or changes in funding sources (if the request involves the immediate four-year TIP window);
- Reason for change.

CORE MPO staff may request additional information if needed. Once all of the necessary information is received, MPO staff will use the information to determine whether the request is a TIP administrative modification (according to the description in GDOT's STIP amendment process in Appendix K), a TIP amendment that *does not* entail an MTP amendment, a TIP amendment that *does* entail an MTP amendment, or alternatively an MTP amendment that does not affect the TIP.

The guidelines below are used to distinguish between administrative modification and amendments. While most TIP amendments can be accomplished in one MPO meeting cycle (a one-step process), note that MTP amendments require MPO Board action at two separate meetings. TIP amendments which also necessitate an MTP amendment, will therefore require at least two meeting cycles in order to accomplish

the necessary MTP amendment prior to action on the TIP amendment. The range of processes described below is intended to allow adequate review of requests, while recognizing that flexibility based on the context of the request will improve efficiency at multiple levels of government.

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

Administrative Modification

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

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

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

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

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

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

One-step Amendment

The following situations are considered one-step amendments.

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

The process consists of the following steps:

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

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

Two-step Amendment

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

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

The process consists of the following steps:

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

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

TIP Amendment Only

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

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

1.4.3 GDOT 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 2018 - 2021 TIP DEVELOPMENT

2.1 Expected FY 2018 - 2021 TIP Funding for the CORE MPO Metropolitan Planning Area

2.1.1 Expected Highway Funds

The highway funds shown below include the expected federal funds and state / local matches as well as additional state and local revenues. 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 listed because these projects are expected to receive federal and/or state funds in the future or have received federal funds in the past. The expected HB 170 funds are listed because the projects programmed with these state funds have received federal funds in the past. In addition, the table includes the grandfathered-in earmarked High Priority Project (HPP) funds because these funds 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 the expected highway revenues include STBG Urban Attributable (Z230) and Transportation Alternatives (Z301) funds. CORE MPO conducted the Calls for Projects and competitive project selection processes for these funds in 2017 based on their respective project ranking methodology. These funds will be used to implement awarded projects/phases in the FY 2018 - 2021 TIP.

SAVANNAH TOTAL EXPECTED HIGHWAY STIP FUNDS (MATCHED) FY 2018 - FY 2021							
FUND	CODE	LUMP DESCRIPTION	2018	2019	2020	2021	TOTAL
NHPP	Z001		\$ 67,238,682	\$ 54,250,000	\$ 99,450,000	\$ 121,411,116	\$ 342,349,798
STP	Z230		\$ 4,855,205	\$ 7,198,626	\$ 7,252,992	\$ 7,307,359	\$ 26,614,182
STP	Z240		\$ 13,267,110	\$ 17,500	\$ 17,500	\$ 17,500	\$ 13,319,610
TAP	Z301		\$ 520,325	\$ 1,254,951	\$ 1,260,103	\$ 1,265,255	\$ 4,300,634
HPP	LY10		\$ 1,133,874	\$ -	\$ -	\$ -	\$ 1,133,874
Local	LOC		\$ 2,413,200	\$ 7,977,530	\$ 835,786	\$ 2,511,190	\$ 13,737,706
State	HB 170		\$ 500,000	\$ 61,150,261	\$ 38,245,284		\$ 99,895,545
NHPP	Z001	BRIDGE PAINT - INTERSTATE	\$ 807,000	\$ 807,000	\$ 807,000	\$ 807,000	\$ 3,228,000
NHPP	Z001	ROAD MAINT - NAT'L HWY	\$ 4,817,000	\$ 4,817,000	\$ 2,960,000	\$ 2,960,000	\$ 15,554,000
NHPP	Z001	ROADWAY LIGHTING	\$ 43,000	\$ 27,000	\$ 27,000	\$ 27,000	\$ 124,000
NHPP	Z001	TRAF CONTROL DEVICES - NHS	\$ 121,000	\$ 135,000	\$ 646,000	\$ 646,000	\$ 1,548,000
STP	L220	ENHANCEMENT	\$ 511,000	\$ 511,000	\$ 511,000	\$ 511,000	\$ 2,044,000
STP	Z230	ROAD MAINT - GT 200K	\$ 673,000	\$ 673,000	\$ 673,000	\$ 673,000	\$ 2,692,000
STP	Z240	CST MGMT	\$ 1,076,000	\$ 807,000	\$ 807,000	\$ 807,000	\$ 3,497,000
STP	Z240	OPERATIONS	\$ 323,000	\$ 323,000	\$ 323,000	\$ 323,000	\$ 1,292,000
STP	Z240	ROAD MAINT - ANY AREA	\$ 4,305,000	\$ 4,305,000	\$ 3,633,000	\$ 3,633,000	\$ 15,876,000
STP	Z240	BRIDGE PAINTING	\$ 404,000	\$ 404,000	\$ 404,000	\$ 404,000	\$ 1,616,000
STP	Z240	LOW IMPACT BRIDGES	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 2,800,000
STP	Z240	TRAF CONTROL DEVICES	\$ 821,000	\$ 807,000	\$ 161,000	\$ 161,000	\$ 1,950,000
STP	Z240	RW PROTECTIVE BUY	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
STP	Z240	WETLAND MITIGATION	\$ 32,000	\$ 32,000	\$ 32,000	\$ 32,000	\$ 128,000
Trails	Z940	RECREATIONAL TRAILS	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 136,000
HSIP	ZS30	SAFETY	\$ 2,556,000	\$ 2,691,000	\$ 2,691,000	\$ 2,691,000	\$ 10,629,000
HSIP	ZS40	RRX HAZARD ELIM	\$ 135,000	\$ 135,000	\$ 135,000	\$ 135,000	\$ 540,000
HSIP	ZS50	RRX PROTECTION DEV	\$ 108,000	\$ 108,000	\$ 108,000	\$ 108,000	\$ 432,000
TOTAL			\$ 107,434,396	\$ 149,204,868	\$ 161,753,665	\$ 147,204,420	\$ 565,597,349

2.1.2 Expected Transit Funds

In the CORE MPO metropolitan planning area, the Chatham Area Transit Authority (CAT) is the designated recipient of Section 5307 funds. CAT is also a direct recipient of Sections 5337 and 5339 funds. Since the Savannah Urbanized Area is a TMA MPO area, CAT receives these funds directly from the Federal Transit Administration (FTA) and is not a sub-recipient of GDOT. CAT provides the matching funds for the transit grants.

GDOT is the direct recipient of the FHWA ferry boat program funds and CAT is the sub-recipient of GDOT to receive these funds.

For the Section 5304 and Section 5311 programs, GDOT is the designated recipient and allocates these funds to eligible sub-recipients to provide respectively rural transit planning, and rural transit capital and operational services. In the CORE MPO planning area, the Coastal Regional Commission (CRC) is currently the sub-recipient for these funds. Since CAT is providing paratransit services in Chatham County outside of the Savannah Urbanized Area (considered rural areas as defined by the US Census Bureau), it is expected that CAT will be eligible for some of these rural Section 5311 funds in the future.

The following table lists the transit funds expected to be available to the CORE MPO metropolitan planning area through various funding sources in FY 2018 - 2021.

CORE MPO MPA TOTAL EXPECTED MATCHED TRANSIT FUNDS (\$) *					
FY 2018 - FY 2021					
Funding Code	FY 2018	FY 2019	FY 2020	FY 2021	Total
Section 5304	\$3,825	\$3,825	\$3,825	\$3,825	\$15,300
Section 5307	\$6,002,209	\$6,321,725	\$6,511,377	\$6,706,719	\$25,542,031
FTA-FBD Discretionary Section 5307 (h)	\$1,359,600	\$0	\$0	\$0	\$1,359,600
Section 5311	\$452,869	\$452,869	\$452,869	\$452,869	\$1,811,476
Section 5337	\$352,058	\$183,989	\$189,509	\$195,194	\$747,321
Section 5339	\$1,743,810	\$450,355	\$437,238	\$450,355	\$3,081,758
FHWA Ferry Boat Program Formula Funds	\$937,114	\$253,648	\$261,257	\$269,095	\$1,721,114
FHWA Ferry Boat Program Discretionary Funds	\$1,876,634	\$0	\$0	\$0	\$1,876,634
Total	\$12,728,119	\$7,666,411	\$7,856,075	\$8,078,057	\$36,328,662
<p>*These transit revenues are estimated from the apportionments and projections from the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), as well as the state and local sources. The total amounts for each year include expected federal apportionments and state/local matching funds.</p> <p>*CAT is the direct recipient of Sections 5307, 5337 and 5339 funds.</p> <p>*GDOT is the designated recipient of Sections 5304 and 5311 funds and is responsible for allocating them to eligible sub-recipients.</p> <p>*CAT is the sub-recipient of GDOT for the FHWA ferry boat program funds.</p>					

2.2 Establishment of Transportation Improvement Priorities

The CORE MPO's previous TIP prioritization process has been based on the prioritization policies and priority project lists initially established in 2006 with updates and on-going planning activities of CORE MPO and the local governments. The goal of this practice was to focus on implementing the projects that

were already in the pipeline. Since 2006 many of the priority projects have been implemented and the pipeline priority project list kept on shrinking. Thus the TIP prioritization methodology has been updated from the original three-tiered-highway-project-only approach.

2.2.1 TIP Project Prioritization Methodology and Performance Measures

FAST Act includes an emphasis on performance based planning and achieving the maximum benefits from expenditures of transportation projects. Under FAST Act, the federal regulations state that:

- (c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).
- (d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

FAST-Act requires USDOT to establish performance measures in a number of areas (safety, bridges/pavement, freight, congestion, air quality, transit asset management, etc.) and then requires each State to set performance targets for these measures. The MPOs will either adopt the State's targets or develop their own six (6) months after the state performance targets are set. As of June 2017, FHWA and FTA have released all of the final rules for the national performance management measure regulations and GDOT is still in the process of developing Georgia's performance targets. In the upcoming fiscal years CORE MPO will work closely with FHWA, FTA, GDOT and CAT to set performance targets for the Savannah area and evaluate how projects included in the TIP meet those targets. Even though specific targets are not available for the development of the FY 2018 – 2021 TIP, it is important to consider performance measures in evaluating projects during the TIP prioritization process to make sure that the CORE MPO's planning and programing process align with the federal and state processes.

The CORE MPO's current long range transportation plan called 2040 Total Mobility Plan (2040 Plan) has established a project prioritization process which was developed within the framework of the eight planning factors presented in MAP-21, took into consideration the defined regional goals and objectives of the 2040 Plan, and followed the FHWA guidance to utilize the SMART (Specific, Measurable, Agreed upon, Realistic, and Time-Bound) principle as well as the performance measures (detailed methodology documentation can be found on the MPO website – see the link to [LRTP/TIP Project Prioritization Process](http://www.thempc.org/Dept/Plans) at <http://www.thempc.org/Dept/Plans>). Though this methodology was designed to prioritize highway projects that are in long range and have not started development, it was used to test the highway project priority rankings for TIP (a subset of the MTP) in 2014. The results were consistent with the established TIP highway priorities.

In 2017, the LRTP/TIP Project Prioritization methodology was updated to accommodate the additional FAST Act planning factors and performance measure considerations, and was used to evaluate projects of all modes during the Call for Projects process for the Surface Transportation Block Grant (STBG) Urban Attributable funds (Z230 funds). The project ranking factors, emphasis areas and performance considerations include Economic Vitality (congestion, freight); Safety (crash); Security (evacuation routes); Accessibility, Mobility and Connectivity (level of service, freight connection, bicycle/pedestrian needs, ladder of opportunity); Environment, Storm water Mitigation, Quality of Life (environmental impacts, storm water management); State of Good Repair, System Management and Maintenance (bridge safety, state of good repair/asset management, mode switch, travel demand management, traffic operations); Intergovernmental Coordination (project status, local commitment, regional cooperation); as well as Travel and Tourism. The documentation is detailed in the STBG manual at

<http://www.thempc.org/Dept/Z230>. Projects were given scores by the CORE MPO Technical Coordinating Committee (TCC) based on questions related to these factors/emphasis areas as well as associated performance measures. The final rankings assisted the TCC in recommending allocations of available Z230 funds to projects in the FY 2018 – 2021 TIP. Some lessons have been learned during the project evaluation process, so this methodology will be improved in the future based on these lessons and input, as well as specific performance targets when they become available.

The CORE MPO's Non-Motorized Transportation Plan developed a ranking system to evaluate bike and pedestrian projects based on various factors such as Usefulness, Current Discomfort, Network Expansion, Linkage to Transit Modes, Lack of Nearby Alternative Routes, Crash Reduction Potential, Congestion Reduction Potential, and Public Request (see [Appendix G: Project Ranking Methodology](#) at <http://www.thempc.org/Dept/NoMotor> for details). A simplified version of this methodology has been used to prioritize projects during the Call for Projects processes for the Transportation Alternatives Program (TAP) funds in 2014 and Transportation Alternatives funds (Z301 funds) in 2017 (see the TA manual at <http://www.thempc.org/Dept/Alter>). The final rankings assisted the TCC in recommending allocations of available Z301 funds to projects in the FY 2018 – 2021 TIP.

The CORE MPO's Transit Mobility Vision Plan and the CAT's Transit Development Plan both identified long-term and short-term transit improvement projects. The methodology for transit project prioritization is based on evaluation of existing transit services, current and projected needs, improvement opportunities, and funding opportunities.

Besides the prioritization of highway, transit and non-motorized improvement projects by CORE MPO and CAT, GDOT manages and prioritizes non-capacity building lump sum projects based on identified needs as they arise. These projects are included in the TIP to give a more comprehensive picture of the TIP prioritization process.

It should be noted that not all of the identified priority projects can be programmed in the FY 2018 – 2021 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.

2.2.2 TIP Priority Projects

2.2.2.1 Highway Projects

The following highway projects are either priorities continued from previous TIPs or priorities identified through the 2017 STBG Call for Projects process (ranked by TCC) or both.

- PI# 0008358: I-516 @ CS 1503/DeRenne Avenue - #2 priority ranking for 2017 STBG Call for Projects; also a continued highway priority project from previous TIPs
- PI# 0008359: EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY – a continued highway priority project from previous TIPs
- PI# 0010236: SR 21 FROM CS 346/MILDRED STREET TO SR 204 – a continued highway priority project from previous TIPs
- PI# 0007128: CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE - #3 priority ranking for 2017 STBG Call for Projects; also a continued highway/bridge priority project from previous TIPs

- PI# 0012758, I-16 @ I-95 - INTERCHANGE RECONSTRUCTION - a continued highway priority project from previous TIPs
- PI# 0013727, I-16 at SR 307 Improvement Project - #1 priority ranking for 2017 STBG Call for Projects
- PI# 0010560: SR 26/US 80 @ BULL RIVER & @ LAZARETTO CREEK – a continued highway/bridge priority project from previous TIPs
- PI# 0011744: I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS – a continued highway priority project from previous TIPs
- PI# 521855: SR 26 FROM I-516 TO CS 188/VICTORY DRIVE – a continued highway priority project from previous TIPs

2.2.2.2 Transit Projects

Transit Priorities – 2017 STBG and TA Call for Projects:

- CAT Bus Reliability Initiative - #6 priority ranking for 2017 STBG Call for Projects
- CAT Electric Bus Conversion Initiative - #7 priority ranking for 2017 STBG Call for Projects
- CAT Maintenance Equipment Upgrades - #8 priority ranking for 2017 STBG Call for Projects
- CAT Bikeshare Expansion in Downtown Savannah Phase 2 - #2 priority ranking for 2017 TA Call for Projects

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.
- 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

Given the complete streets policies of the Georgia Department of Transportation and of the City of Savannah, numerous non-motorized transportation improvements should occur as part of larger roadway projects. Such improvements are affected by the prioritization of the “highway projects” (see section above). Priorities for “stand-alone” pedestrian and bicycle projects are discussed below.

Non-motorized Project Continuation Priorities

CORE MPO’s prioritization policy on completing projects that have been started and that have made progress indicates that these non-motorized projects from prior TIPs are priorities:

- PI# 0010028, Delesseps/LaRoche Avenue Improvements (also #5 priority ranking for 2017 STBG Call for Projects)
- PI# 0007631, Truman Linear Park Trail Phase II – A
- PI# 0015306, Truman Linear Park Trail Phase II – B

2017 Transportation Alternatives (Z301) Call for Projects Rankings

According to the TCC’s compiled scores of the submitted proposals during the TA Call for Projects, the following are priorities for the TA funding available for programming at this time.

1. PI# 0007631, Truman Linear Park Trail Phase II – A (See Project Continuation section above. This prioritization is for additional project elements.)
2. CAT Bikeshare Expansion, Phase 2
3. McQueen's Island Trail Improvements

Non-motorized Transportation Plan Rankings

The CORE MPO Non-Motorized Transportation Plan’s prioritization process ranked the pedestrian and bicycle needs identified in the plan. Most of those needs are not yet actual projects, but are mentioned here for long range guidance.

Non-motorized Transportation Plan’s Top-ranked Pedestrian Needs:

1. Eisenhower Drive, sidewalk continuity, from White Bluff Road to Casey Canal (not yet a project)
2. Abercorn Street, sidewalk continuity, from Rio Road to Truman Parkway Phase 5 (not yet a project)

3. President Street, path along south side, from East Broad Street to Bilbo Canal

Non-motorized Transportation Plan's Top-ranked Bicycle Needs

1. Truman Greenway from Lake Mayer to Bee Road (see PI# 0007631 and PI# 0015306 under project continuation above)
2. W. 52nd Street from US 17 to Montgomery Street (not yet a project)
3. Coastal Georgia Greenway (CGG) path along Louisville Road and W. Boundary Street, connecting future other planned trail segment to Turner Blvd. (not yet a project)

2.2.2.4 GDOT Lump Sum Projects

- 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
- PI# 0010739, SR 144 @ I-95 SB & NB OFF RAMPS
- PI# 0012843, SR 25 @ 4 LOC; SR 26 @ 5 LOC & SR 204 @ 1 LOC – Signal Upgrades
- PI# 0015151, SR 204 FROM SR 21 TO CS 1201/RIO ROAD @ 25 LOCS
- PI# 0015170, OFF-SYSTEM SAFETY IMPROVEMENTS @ 46 LOCS IN BRYAN COUNTY
- PI# 0015596, I-516 FROM CS 508/OAK STREET TO SAVANNAH CITY LIMITS
- PI# 0015597, I-95 FROM LIBERTY COUNTY LINE TO SOUTH CAROLINA STATE LINE
- PI# M004056, SR 25/Sidney Lanier & SR 404SP @ Talmadge – Wind and Rain Study
- PI# M004518, I-516 Sign Upgrades at 8 locations
- PI# M004867, SR 144 FM RICHMOND HILL CITY LIMITS TO S OF CR 230/BROWN RD
- PI# M004901, SR 21 FM 0.10 MI N OF CSX RR TO CS 590/SMITH AVE IN SAVANNAH – Maintenance
- PI# M004918, I-16 FROM 1.39 MI W OF LITTLE OGEECHEE RIVER TO CSX #641178T – Maintenance
- PI# M005115, SR 21 FROM SR 204 TO SR 25 – Safety
- PI# M005500, SR 26/US 80 FROM SR 25 TO CS 1468/ROSS ROAD IN SAVANNAH
- PI# M005618, SR 21 SPUR FROM SR 21 TO DEAD END
- PI# M005622, SR 144 FROM CS 615/CHEROKEE STREET TO DEAD END
- PI# M005624, SR 204 SPUR FROM 0.40 MI W OF PIN POINT RD TO MCWORTER RD
- PI# M005675, SR 26 @ 1 LOC & SR 404 SPUR @ 2 LOCS - BRIDGE PRESERVATION
- PI# M005712, SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE

2.2.3 Linkage Between Programmed TIP Projects and Performance Measures

The following table serves as a visualization tool to show how the projects programmed in the FY 2018 – 2021 TIP relate to federal performance measures, underscoring the strong alignment between CORE MPO's planning and TIP programing process and federal transportation planning priorities. When the performance targets are developed, the table will be updated to show how each project meets a specific target.

Linkage Between TIP Projects and Federal Performance Measures

PI #	DESCRIPTION	Federal Performance Measures						
		Safety	Pavement and Bridge	Congestion	Freight	Air Quality	Transit Safety	Transit Asset management
0012757	I-16 FROM I-95 TO I-516	X	X	X	X			
0012758	I-16 @ I-95 INTERCHANGE RECONSTRUCTION	X	X	X	X			
0013741	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	X	X		X			
0013742	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	X	X		X			
0007128	CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE	X	X	X				
0007631	TRUMAN LINEAR PARK TRAIL - PHASE II-A					X		
0015306	TRUMAN LINEAR PARK TRAIL - PHASE II-B					X		
0008358	I-516 @ CS 1503/DERENNE AVE	X		X	X			
0010028	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD		X			X		
0011744	I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS		X			X		
0013727	I-16 @ SR 307	X	X	X	X			
0013280	CAT VEHICLE PURCHASE FOR 2018						X	X
TBA	CAT- Bus Reliability Initiative						X	X
TBA	CAT - MAINTENANCE EQUIPMENT UPGRADES						X	X
TBA	CAT - ELECTRIC BUS CONVERSION INITIATIVE					X	X	X
532370	SR 144 EB FROM S OF CR 100 TO S OF CR 154	X	X	X				
TBA	CAT Bikeshare System Expansion Phase 2					X		
TBA	McQueens Island Trail Restoration and Mitigation					X		
0006328	BRAMPTON ROAD CONN FROM SR 21/SR 25 TO SR 21 SPUR			X	X			
0006700	EFFINGHAM PKWY FM CR 156/BLUE JAY/EFFINGHAM TO SR 30/CHATHAM			X				
521855	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	X	X	X	X			
0008359	EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY	X	X	X	X			
0010236	SR 21 FROM CS 346/MILDRED STREET TO SR 204	X	X	X	X			
0013282	SR 25 @ PIPEMAKER CANAL- CULVERT REPLACEMENT	X	X		X			
Transit	SECTION 5307, SECTION 5337, SECTION 5339, FERRY BOAT PROGRAM						X	X
Lump Sum	LUMP SUM PROJECTS	X	X	X	X	X		

2.3 FY 2018 - 2021 TIP Development Public Participation Process

The development of the CORE MPO's FY 2018 - 2021 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 20, 2017 to review the prioritization methodology and priority lists of the highway, non-motorized, transit and lump sum projects. The advertisement for the public meeting started with a legal notice published in the *Savannah Morning News* on Sunday, April 9, 2017 followed by sending the meeting notice to the other local news 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. Prior to the public meeting, the TIP prioritization information was reviewed by the Technical Coordinating Committee (TCC) for input. The TCC meeting was also open to the public.

The comments received during the TIP priority establishment process are listed below with the responses provided by the CORE MPO staff in coordination with project managers and/or sponsors.

Comment: PI# 0011744: I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS – this project should be removed from the highway priority list since it does not have a project sponsor and not all of its phases are included in the 2040 Metropolitan Transportation Plan (MTP). Also, what is the status of the Interstate Modification Report (IMR) completed for this project?

Response: This project has been identified by the City of Savannah as a priority in the past and the previous City Manager sent a letter of support to GDOT for it. Though the new city administration might have updated priorities, it's important to get input from the new city leadership about this project. MPC/CORE MPO set up a meeting to discuss this project with the new City Manager. It is advisable to keep this project in the highway priority list until a solution is achieved with City input. In terms of the IMR, GDOT has not submitted the report to FHWA for review yet.

Comment: Are all of these priority projects to be programmed in the FY 2018 – 2021 TIP?

Response: No. Because of availability of limited revenues for the next four years, not all of the listed priority projects can be programmed in the TIP. Some of them will be programmed while the others are identified needs and will take precedence of being programmed when additional revenues become available.

Comment: As a potential transit service user, I would like to add to the transit priority information sharing resulting from the automatic vehicle location. For example, when I wait at a bus stop, I would like to check my cell phone to find out where the bus is (showing the actual bus movement along the transit route) and when the bus is coming to my stop. There are apps that will help CAT to achieve this information sharing. SCAD is already implementing an app for their bus service. CAT should do the same thing. The app implementation will help CAT attract more users since potential riders know whether or not they can catch the next bus.

Response: Three years ago the Chatham Area Transit Authority (CAT) signed a contract with a vendor to develop a comprehensive Intelligent Transportation System (ITS), which included Computer-Aided Dispatch (CAD) & Automated Vehicle Location (AVL) functionality. The contract runs

for five years and unfortunately the vendor has yet to deliver certain features. The CAD piece is working, but this is not a public interfacing feature. CAT has been beta testing the AVL piece for about a year, which includes a mobile app for passengers, but there are still problems. CAT does not feel comfortable releasing anything to the public until it's 100% reliable. We completely agree that real-time bus tracking will allow CAT to attract more "choice" riders and we will continue to work with our vendor to roll out this feature.

2.3.2 Participation in Draft TIP Development

The preliminary Draft FY 2018 - 2021 TIP document has been made available for review and comment by FHWA, FTA and GDOT from May 3 to May 17, 2017. The FHWA and GDOT comments are included in Appendix D. The comments regarding specific project programming information have been incorporated into the project pages and throughout the TIP document. The general comments and the responses prepared by the CORE MPO staff are documented in this section.

The revised Draft FY 2018 - 2021 TIP document with FHWA/GDOT comments addressed has been made available for public review and comment from May 24 to June 22, 2017 at the public review agencies as well as on the CORE MPO website at <http://www.thempc.org/Dept/Tran>. Subsequent updates were 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, attending the public hearings held in June 2017 in conjunction with the Citizens Advisory Committee (CAC) and the CORE MPO Board meetings, and attending the other CORE MPO advisory committee (TCC and ACAT) meetings in June 2017.

The MPO published a legal notice on the *Savannah Morning News* on Sunday, May 21, 2017 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.

The written comments received during the 30-day public review period are included in Appendix D. The significant public comments and the MPO's responses are documented below. To provide better responses to the received comments, CORE MPO staff coordinated with the project sponsors and/or project managers where necessary to obtain the accurate project information.

The comments received during the draft TIP development process and the responses to them are listed below.

Comment: Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan. It is recommended that a crosswalk between projects located in the LRTP and TIP should be included to help determine consistency between the documents quickly and easily. Please make sure the new identified projects as priorities per the Z230/301 "call for projects process" will be added to the cost feasible project list of the 2040 LRTP.

Response: CORE MPO processed amendments to 2040 MTP in June for the new projects awarded Z230 and Z301 funds before programming them in the FY 2018 – 2021 TIP to ensure LRTP/TIP consistency. In addition, to document the LRTP and TIP consistency check, the MPO has developed an addendum to the 2040 Total Mobility Plan and added it as Appendix E of the FY 2018 – 2021 TIP. The addendum serves as a crosswalk between the MTP and TIP for easy project reference.

Comment: Although MPO did a good job unfolding the FAST Act on Chapter 1, the MPO shall include more language within Chapter 2.2 Establishment of Transportation Improvement Priorities to address performance targets. The regulations state that: “(c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d); d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.” Moreover, the performance targets’ link of the TIP provides access to the whole 2040 MTP document and amendments, and not specifically on performance targets.

Response: We understand that FAST-Act requires DOT to establish performance measures in a number of areas (safety, bridges/pavement, freight, air quality, transit asset management, etc.) and then requires each State to set performance targets for these measures. The MPOs will either adopt the State’s targets or develop their own six months after the state performance targets are set. As of now GDOT is still in the process of developing Georgia’s performance targets and CORE MPO will work with GDOT to set targets for the Savannah area. These future targets will be reflected in future TIPs.

For the FY 2018 – 2021 TIP, we have addressed this comment in two ways: 1) added some explanation to Section 2.2.1 to provide connection between TIP prioritization methodology and performance based planning; and 2) added a separate Section 2.2.3 to correlate programmed projects with federal performance measures as a qualitative reference demonstrating which programmed projects are addressing which performance areas.

The performance targets’ link to the CORE MPO website has been revised to be more specific – the language has been revised to “see the link to [LRTP/TIP Project Prioritization Process](http://www.thempc.org/Dept/Plans) at <http://www.thempc.org/Dept/Plans>”.

Comment: The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following: Ensure that in areas which Americans with Disabilities Act required paratransit and key station plans, identify those projects that will implement these plans. If any of the projects falls under the regulations, please make note.

Response: Even though paratransit and key station plans are not applicable to most of the projects programmed in the FY 2018 – 2021 TIP, we have addressed the comment in the following way - ADA compliance has been added as a footnote in the project description where appropriate (projects including sidewalks, trails, transit amenities, etc.) in specific project pages in both the highway and transit sections.

Comment: 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: Project names in the TIP have been updated to match GDOT database.

Comment: As Chatham County’s Director on the Board of Directors, I am in favor of the Non-motorized Transportation Plan’s Top-ranked Bicycle Needs as identified in the report at <http://www.thempc.org/docs/lit/CoreMpo/Latest/TIPPriorityEstStaffRpt.pdf>.

1. Truman Greenway from Lake Mayer to Bee Road (see PI# 0007631 and PI# 0015306); 2. W. 52nd Street from US 17 to Montgomery Street (not yet a project) and especially I recommend that funding be identified for the Coastal Georgia Greenway (CGG) path along Louisville Road and W. Boundary Street, connecting future other planned trail segment to

Turner Blvd. (not yet a project). And I urge the City of Savannah to work with the identified Louisville Road and W. Boundary Street trail as part of its development of the Canal District, and that funding for this trail be included in development of the canal district. Further, I recommend funding be identified for the CGG trail such that it links the Visitors Center at the Georgia Center, to the AmTrak Station, where possible utilizing the Savannah Ogeechee Canal Corridor route. I understand funding for this project could be obtained from TAP, or <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>.

Response: Thank you for your support of the MPO's Non-motorized Transportation Plan priorities. CORE MPO staff will continue to look for opportunities to recommend inclusion of identified needs from the Non-motorized Transportation Plan, including segments of the Coastal Georgia Greenway, during the design development stages of city, county, and state projects. Segments of the Coastal Georgia Greenway and other needs from the plan are eligible for CORE MPO's Transportation Alternatives funding, and generally eligible for the MPO's Surface Transportation Block Grant (Z230) funding as well. When the MPO announces its next call for projects for either of those funding sources (not currently scheduled), you may encourage the City to apply as the sponsor of the one or more projects you mentioned and to provide the required local matching funds.

Comment: The Savannah Tree Foundation (STF) encourages the use of Best Management Practices (BMP) for trees and urban forests in all construction and roadway projects. It is imperative that projects include provisions for proper tree protection to preserve existing trees and sufficient replanting when removal is the last possible option.

To fulfill today's community needs, a broader perspective of transportation improvement must be adopted. Complete street and context sensitive design are the operating standards 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 adjacent to the proposed construction site. The study should indicate if adequate space is available for BMP tree protection methods to be installed and should indicate the provision that tree protection is part of the construction plan and is a line item in the budget. The ingress, egress and storage of equipment, the grading, filling and removal of dirt, and the removal of construction materials should be accounted for in the construction plan at the time of bidding. Penalties should be imposed for inadequate protection of trees.

In the case of canopy loss due to a construction project a reforestation plan or a mitigation plan should be adopted for trees planted at the site or at a mitigation site.

Savannah Tree Foundation Comments on Draft FY 2018 - 2021 Transportation Improvement Program (TIP) document, for the following projects:

PI# 0012758, I-16 @ I- 95 Interchange Reconstruction

- The project budget should include an assessment of trees that will be lost due to construction and a comparable budget for planting and maintaining newly planted trees.
- Shoulders should include space for trees.
- As a primary entrance to the Savannah/Chatham County community this interchange should be well landscaped and maintained.
- As the named Clarence Thomas Interchange, respect should be given to the Judges' appreciate of our state tree, the live oak.

PI# 0012757, I-16 FROM I-95 TO I-516

- The project budget should include an assessment of trees that will be lost due to construction and a comparable budget for planting and maintaining newly planted trees. This should include the numerous crape myrtles in the median and the mature trees at the Chatham Parkway and Dean Forest Road exits.

PI # 0007631, Truman Linear Park Trail – Phase II-A

- This project has been on the list of Chatham County projects for many years. It is important to start construction on this trail project and increase the miles of trails in our community. Please include a budget for new trees and tree maintenance as part of this project.

PI # 00015306, Truman Linear Park Trail – Phase II-B

- This project has been on the list of Chatham County projects for many years. It is important to start construction on this trail project and increase the miles of trails in our community. Please include a budget for new trees and tree maintenance as part of this project.

PI # 521855, SR 26 from I-516 to CS 188/Victory Drive

- The project budget should include planting trees in the 20-foot raised median.
- Shoulders should include space for trees.
- This project should also take into consideration the recommendations of the Victory Drive Corridor Study.

PI # 0008359, East DeRenne From SR 204 to Harry S Truman Pkwy

- The project budget should include planting trees in the landscaped median of the four-lane divided section.

PI # 0010236, SR 21 From CS 346/Mildred Street to SR 204

- The project budget should include planting trees in the improved raised median along DeRenne Avenue.

- Tree lawns and size appropriate street trees should be included in the accommodations for pedestrians while improving sidewalks.

PI # 0007259, CR 984/Jimmy Deloach Parkway @ SR 17 Interchange

- The project budget should include an assessment of trees that will be lost due to construction and a comparable budget for planting new trees.
- Shoulders should include space for trees.

PI # 522790, Jimmy Deloach Parkway Extension FM I16 to SR 26/US80

- The project budget should include an assessment of trees that will be lost due to construction and a comparable budget for planting new trees.
- Road design for shoulders should include space for trees.
- Road design should accommodate bicyclists, as Bloomingdale Road is frequently used by cyclists.

Response: Thank you very much for your support of tree preservation in roadway projects. 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 have been forwarded to the project managers of GDOT, Chatham County and the City of Savannah for consideration. The MPO would like to encourage Savannah Tree Foundation 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.

The FY 2018 – 2021 TIP was endorsed by the Citizens Advisory Committee (CAC) on June 1, 2017 and by the Technical Coordinating Committee (TCC) on June 15, 2017. The TIP was adopted by the CORE MPO Board on June 28, 2017.

CHAPTER 3: FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROJECTS

3.1 FY 2018 - 2021 Highway Improvement Projects

3.1.1 Index of Highway Projects

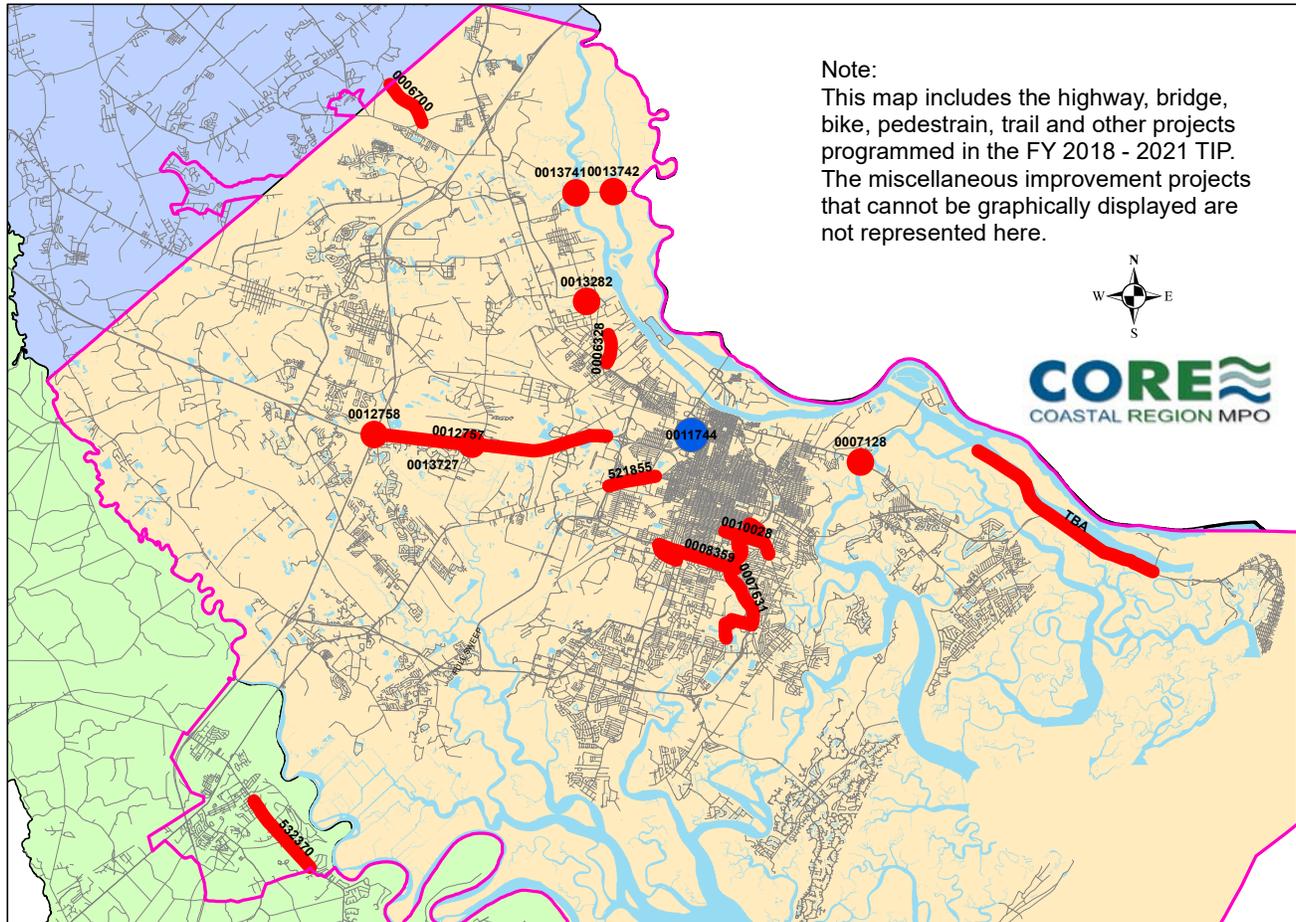
PI #	DESCRIPTION	FUNDING	SPONSOR	FY CST	PAGE
0012757	I-16 FROM I-95 TO I-516	Z001	GDOT	2018 - 2021	41
0012758	I-16 @ I-95 INTERCHANGE RECONSTRUCTION	Z001	GDOT	2018 - 2021	42
0013741	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	Z001	GDOT	2021	43
0013742	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	Z001	GDOT	2021	44
0007128	CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE	Z001, Z230	Chatham County	2018	45
0007631	TRUMAN LINEAR PARK TRAIL - PHASE II – A	Z230, LY 10, Z301, Local	Chatham County	2018	46
0015306	TRUMAN LINEAR PARK TRAIL - PHASE II – B	Z230	City of Savannah	2019	47
0008358	I-516 @ CS 1503/DERENNE AVE	Z230, Local	City of Savannah	Long Range	48
0010028	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	Z230	City of Savannah	2020	49
0011744	I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS	Z230	CORE MPO	Long Range	50
0013727	I-16 @ SR 307	Z230	Chatham County	2018 - 2021	51
0013280	CAT VEHICLE PURCHASE FOR 2018	Z230	CAT	2018	52
TBA	CAT- Bus Reliability Initiative	Z230, Local	CAT	2019	53
TBA	CAT - MAINTENANCE EQUIPMENT UPGRADES	Z230, Local	CAT	2019	54
TBA	CAT - ELECTRIC BUS CONVERSION INITIATIVE	Z230, Local	CAT	2019	55
0013461	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2018	Z240	GDOT	NA	56
0013462	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2019	Z240	GDOT	NA	56
0013463	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2020	Z240	GDOT	NA	56
0013464	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2021	Z240	GDOT	NA	56
532370	SR 144 EB FROM S OF CR 100 TO S OF CR 154	Z240	GDOT	2018	57
TBA	CAT Bikeshare System Expansion Phase 2	Z301	CAT	2019	58
TBA	McQueens Island Trail Restoration and Mitigation	Z301	Chatham County	2020	59
0006328	BRAMPTON ROAD CONN FROM SR 21/SR 25 TO SR 21 SPUR	HB 170	GPA, GDOT	2019	60

0006700	EFFINGHAM PKWY FM CR 156/BLUE JAY/EFFINGHAM TO SR 30/CHATHAM	HB 170, Local	Effingham County, GDOT	2020	61
521855	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	HB 170	GDOT	2019	62
0008359	EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY	Local	City of Savannah	Long Range	63
0010236	SR 21 FROM CS 346/MILDRED STREET TO SR 204	Local	City of Savannah	Long Range	64
0013282	SR 25 @ PIPEMAKER CANAL- CULVERT REPLACEMENT	Local	Chatham County, GPA	2019	65

3.1.2 FY 2018 - 2021 TIP Highway Project Locations

The map below depicts most of the highway projects programmed for FY 2018 - 2021 in the Savannah area. The map includes some bicycle, pedestrian and trail projects that utilize highway funding. The transit projects utilizing flexed highway funding, 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 in the Savannah area for geographic reference. For detailed project information and funding sources, please refer to the individual project pages that follow.

CORE MPO FY 2018 - 2021 Transportation Improvement Program



3.1.3 FY 2018 - 2021 TIP Highway Project Pages

The highway projects are grouped according to their sources of funding and project sponsors. The state and local match funds to federal grants are listed according to their respective shares. The types of highway projects being funded over the next four fiscal years include roadway widening, new roadway construction, interchange reconstruction, bridge replacement, transportation enhancement and others. Some projects with earmark funds are included in this section because their funding needs to filter through FHWA before being obligated. Some transit projects are included because they are programmed with federal funds that will be transferred from FHWA to FTA. Some projects with all state funds or all local funds are listed because these projects had federal funds programmed for them in previous TIPs and their inclusion in the FY 2018 – 2021 TIP provides a continuity for project development. Some locally-funded projects are included due to their expected federal/state funding in the future. The funding information for the earmark, state 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).

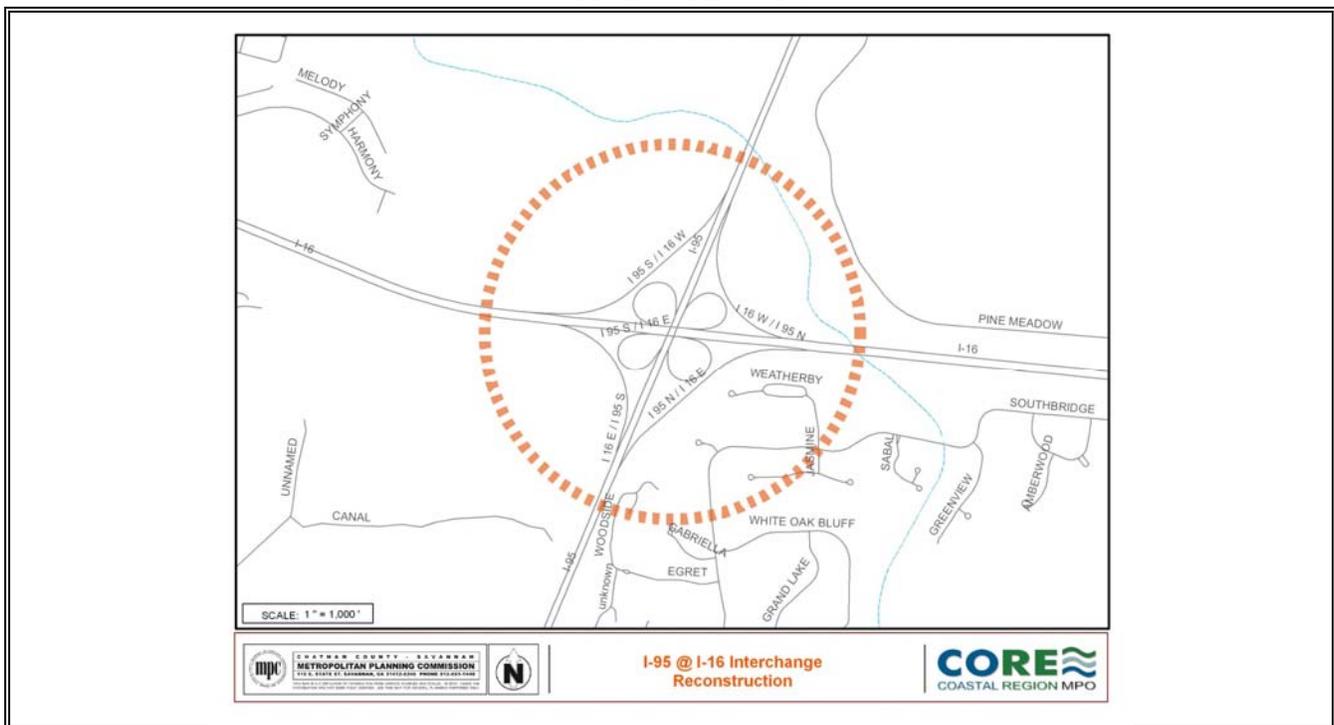
Preliminary Engineering (PE) includes field surveys, project concepts and designs. GDOT has implemented a two-phase PE that includes Scoping and the rest of the PE phase. Right-of-way (ROW) involves land acquisition. Utility (UTL) involves utility relocation and related work. Construction (CST) involves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

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

I-16 @ I-95 INTERCHANGE RECONSTRUCTION				P.I. #:	0012758	
PROJECT DESCRIPTION: Interchange reconstruction at I-95/I-16. Specific scope of work is being developed by GDOT. This is a design-build project.				TIP #:	2014-GDOT-01	
				COUNTY:	CHATHAM	
				PROJ. #:		
				FUND:	Z001	
TRAFFIC VOL. 2015 AADT:				2040:	CONG. DISTRICT:	
NO. OF LANES EXISTING:		4/6	PLANNED:	6/6	RC:	
LOCAL ROAD #:		STATE/US ROAD#:	I-16/I-95	LENGTH (MI):		
COMMENTS/REMARKS: This is a much-needed interchange reconstruction project identified in both the CORE MPO's Metropolitan Transportation Plan (MTP) and GDOT's Chatham County Interstate Needs Analysis and Prioritization Plan. Inclusion of this design-build project in the TIP was made possible after the 2040 MTP amendment in March 2016 to move all of the project phases to Cost Band One. Preliminary Engineering (PE) funds programmed in FY 2015, 2016 and 2017 have been authorized. Right-of-way (ROW) is programmed in FY 2019 and Construction (CST) is programmed in FY 2018, 2019, 2020 and 2021 with Z001 funds.						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Federal/State	\$0	\$2,600,000	\$0	\$0	\$2,600,000
CONSTRUCTION	Federal/State	\$5,600,000	\$24,050,000	\$48,250,000	\$49,050,000	\$126,950,000
PROJECT COST		\$5,600,000	\$26,650,000	\$48,250,000	\$49,050,000	\$129,550,000
FEDERAL COST		\$4,480,000	\$21,320,000	\$38,600,000	\$39,240,000	\$103,640,000
STATE COST		\$1,120,000	\$5,330,000	\$9,650,000	\$9,810,000	\$25,910,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0

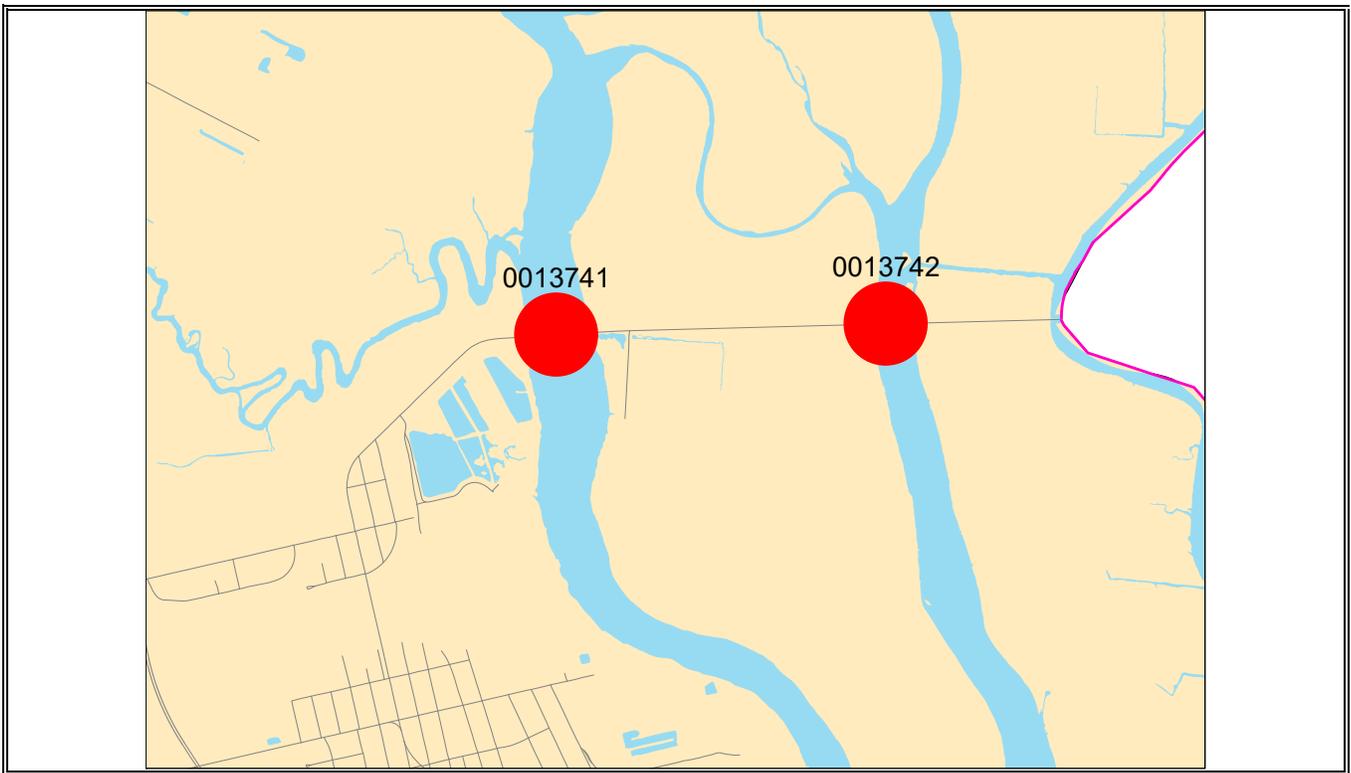
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH				P.I. #: 0013741		
PROJECT DESCRIPTION: Bridge Replacement				TIP #: 2016-Bridge-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Z001		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT: 3,850		2040:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 2		PLANNED: 2		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #: SR 25/US 17		LENGTH (MI): 0.4		
COMMENTS/REMARKS: The programming of this project in the TIP was made possible after the 2040 MTP amendment in October 2015 to move all phases to Cost Band One. Preliminary Engineering (PE) funds programmed in FY 2016 have been authorized. Right-of-way (ROW) is programmed in FY 2020 and Construction (CST) is programmed in FY 2021 with Z001 funds.						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Federal/State	\$0	\$0	\$500,000	\$0	\$500,000
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$9,758,655	\$9,758,655
PROJECT COST		\$0	\$0	\$500,000	\$9,758,655	\$10,258,655
FEDERAL COST		\$0	\$0	\$400,000	\$7,806,924	\$8,206,924
STATE COST		\$0	\$0	\$100,000	\$1,951,731	\$2,051,731
LOCAL COST		\$0	\$0	\$0	\$0	\$0

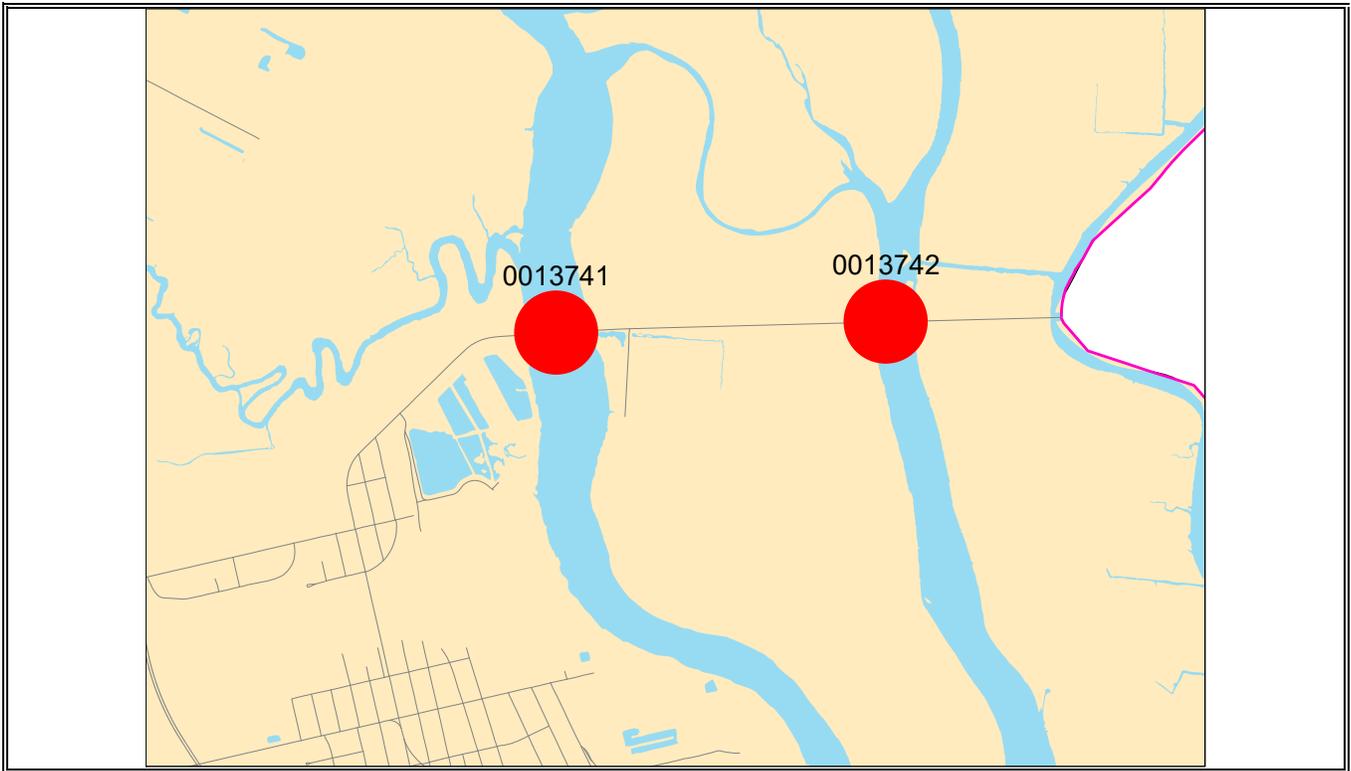
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH				P.I. #: 0013742		
PROJECT DESCRIPTION: Bridge Replacement				TIP #: 2016-Bridge-02		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Z001		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT: 3,850		2040:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 2		PLANNED: 2		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #: SR 25/US 17		LENGTH (MI): 0.4		
COMMENTS/REMARKS: The programming of this project in the TIP was made possible after the 2040 MTP amendment in October 2015 to include this project in the MTP Cost Band One. Preliminary Engineering (PE) funds programmed in FY 2016 have been authorized. Right-of-way (ROW) is programmed in FY 2020 and Construction (CST) is programmed in FY 2021 with Z001 funds.						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Federal/State	\$0	\$0	\$500,000	\$0	\$500,000
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$11,502,461	\$11,502,461
PROJECT COST		\$0	\$0	\$500,000	\$11,502,461	\$12,002,461
FEDERAL COST		\$0	\$0	\$400,000	\$9,201,969	\$9,601,969
STATE COST		\$0	\$0	\$100,000	\$2,300,492	\$2,400,492
LOCAL COST		\$0	\$0	\$0	\$0	\$0

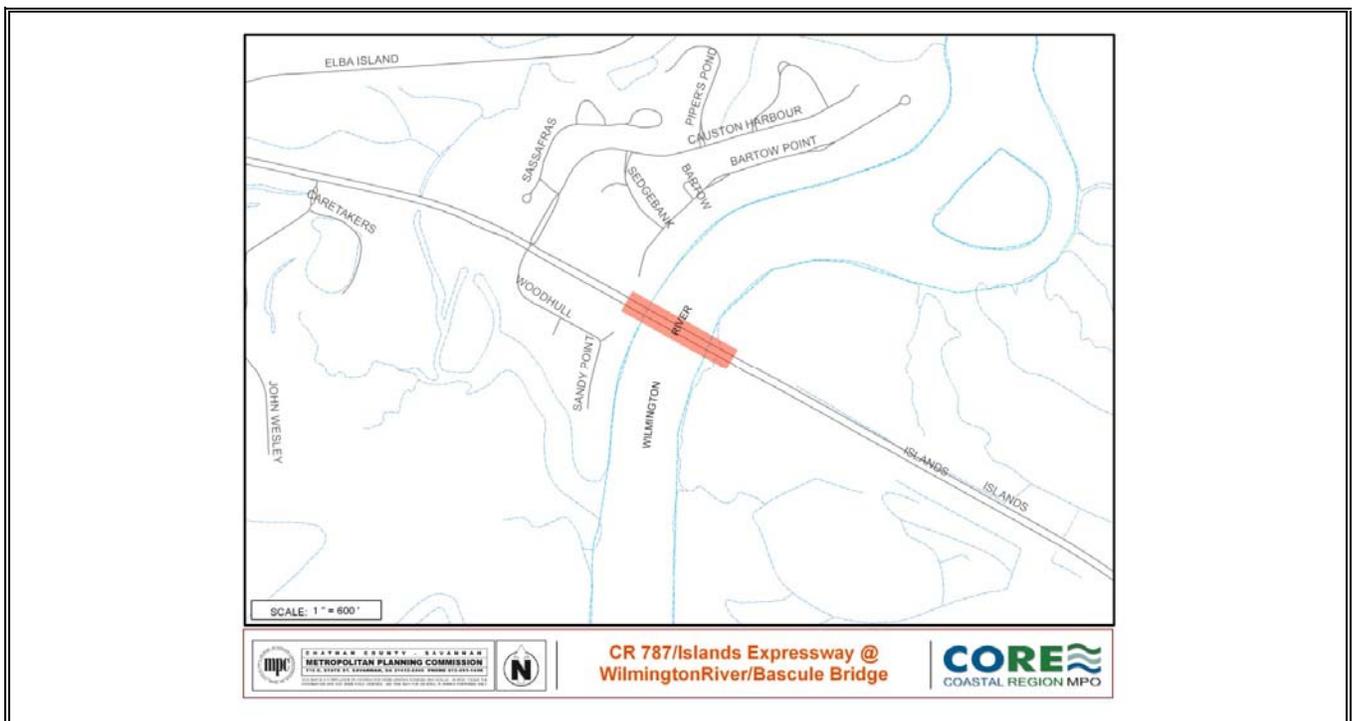
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE				P.I. #: 0007128		
PROJECT DESCRIPTION: Replace the bascule bridge at Islands Expressway/Wilmington River with a high-level fixed bridge.				TIP #: 2005-H-03		
				COUNTY: CHATHAM		
				PROJ. #: CSBRG-0007-00(128)		
				FUND: Z001, Z230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT:		21,100	2040:	CONG. DISTRICT: 1		
NO. OF LANES EXISTING:		4	PLANNED:	4	RC: CRC	
LOCAL ROAD #:		CR 787	STATE/US ROAD #:		LENGTH (MI): 1.2	
COMMENTS/REMARKS: Chatham County is the project sponsor. Preliminary Engineering (PE) and Right-of-Way (ROW) funds programmed in previous years have been authorized. The revised concept report was approved on March 9, 2012. Final design is on-going. ROW acquisition is complete. Utility (UTL) phase is programmed in FY 2018 with Z230 funds as the project was ranked #3 during the 2017 STBG Call for Projects, and Chatham County will provide the local match. Construction (CST) is programmed in FY 2018 with Z001 funds. The project is scheduled for letting by GDOT in August 2017.						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Authorized	\$0	\$0	\$0	\$0	\$0
UTILITY	Federal/Local	\$322,000	\$0	\$0	\$0	\$322,000
CONSTRUCTION	Federal/State	\$56,038,682	\$0	\$0	\$0	\$56,038,682
PROJECT COST		\$56,360,682	\$0	\$0	\$0	\$56,360,682
FEDERAL COST		\$45,088,546	\$0	\$0	\$0	\$45,088,546
STATE COST		\$11,207,736	\$0	\$0	\$0	\$11,207,736
LOCAL COST		\$64,400	\$0	\$0	\$0	\$64,400

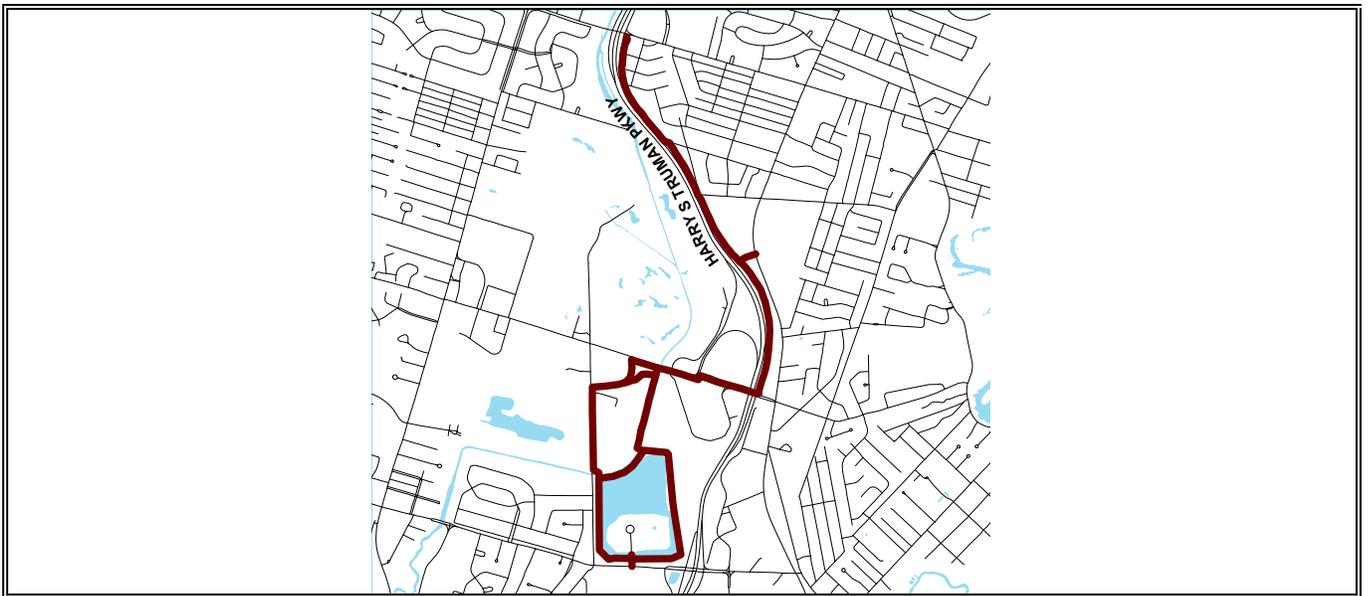
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

TRUMAN LINEAR PARK TRAIL – PHASE II-A				P.I. #:	0007631	
<p>PROJECT DESCRIPTION: The approved concept for Phase II of the Truman Linear Park Trail is approximately 4.8 miles of trail. It would link the existing Lake Mayer Community Park Loop Trail at its southern terminus to the existing Phase I Trail (Police Memorial Trail) and existing 1.4 mile Daffin Park Loop Trail at its northern terminus. Phase II-A will complete the multiuse trail from Lake Mayer to Jenkins High School on DeRenne Avenue, to be implemented by Chatham County. The trail would be 10 feet in width and would incorporate multiple rest stops and regional gateways. In addition, the path would cross existing drainage canals which would incorporate bridge structures spanning the canals. *ADA compliant trail.</p>				TIP #:	2007-H-08	
				COUNTY:	CHATHAM	
				PROJ. #:	CSHPP-0007-00(631)	
				FUND:	LY10, Z230, Z301, Local	
				GDOT DISTRICT:	5	
TRAFFIC VOL. 2015 AADT:	N/A	2040:	N/A	CONG. DISTRICT:	1	
NO. OF LANES EXISTING:	N/A	PLANNED:	N/A	RC:	CRC	
LOCAL ROAD #:	STATE/US ROAD #:			LENGTH (MI):	3.3	
<p>COMMENTS/REMARKS: Chatham County is the project sponsor. Right-of-Way (ROW) funds programmed in FY 2017 have been authorized. ROW acquisition is ongoing. Utility (UTL) phase is programmed in FY 2018 with local SPLOST funds. The construction of the Phase II-A trail project is programmed in FY 2018 with earmarked LY10 funds (\$907,099), urban attributable Z230 funds (\$1,616,075), Transportation Alternatives Z301 funds (\$416,260), the 20% local matches for these federal program funds (\$734,858), and additional local SPLOST funds (\$1,112,706). The project was ranked #1 during the 2017 TA Call for Projects.</p>						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Authorized	\$0	\$0	\$0	\$0	\$0
UTILITIES	Local	\$120,000	\$0	\$0	\$0	\$120,000
CONSTRUCTION	Federal/Local	\$4,786,998	\$0	\$0	\$0	\$4,786,998
PROJECT COST		\$4,906,998	\$0	\$0	\$0	\$4,906,998
FEDERAL COST		\$2,939,434	\$0	\$0	\$0	\$2,939,434
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$1,967,564	\$0	\$0	\$0	\$1,967,564

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

TRUMAN LINEAR PARK TRAIL – PHASE II-B				P.I. #:	0015306	
<p>PROJECT DESCRIPTION: The Truman Linear Park Trail is the demonstration project for initial implementation under the Coastal Georgia Greenway Master Plan. Phase I trail construction is completed. Phase II is proposed as a development of a multiuse trail from Phase I at 52nd Street and Bee Road to Lake Mayer Community Park. Phase II-B will complete the multiuse trail from DeRenne Avenue to 52nd Street/Bee Road, to be implemented by the City of Savannah. The detailed project description is to be developed in the concept report. *ADA compliant trail.</p>				TIP #:	2015-M-01	
				COUNTY:	CHATHAM	
				PROJ. #:		
				FUND:	Z230	
				GDOT DISTRICT:	5	
TRAFFIC VOL. 2015 AADT:	N/A	2040:	N/A	CONG. DISTRICT:	1	
NO. OF LANES EXISTING:	N/A	PLANNED:	N/A	RC:	CRC	
LOCAL ROAD #:	STATE/US ROAD #:			LENGTH (MI):		
<p>COMMENTS/REMARKS: The preliminary engineering (PE) funds programmed in FY 2017 for concept development and related activities have been authorized. The City of Savannah is the local project sponsor and is in the process of procuring a consultant for project development. The construction of the Phase II-B trail project is programmed in FY 2019 with urban attributable Z230 funds. The City of Savannah will provide the local match. It should be noted that the final construction cost estimates and project development schedule for this project will be updated when the concept report is developed.</p>						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/Local	\$0	\$1,410,731	\$0	\$0	\$1,410,731
PROJECT COST		\$0	\$1,410,731	\$0	\$0	\$1,410,731
FEDERAL COST		\$0	\$1,128,585	\$0	\$0	\$1,128,585
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$282,146	\$0	\$0	\$282,146

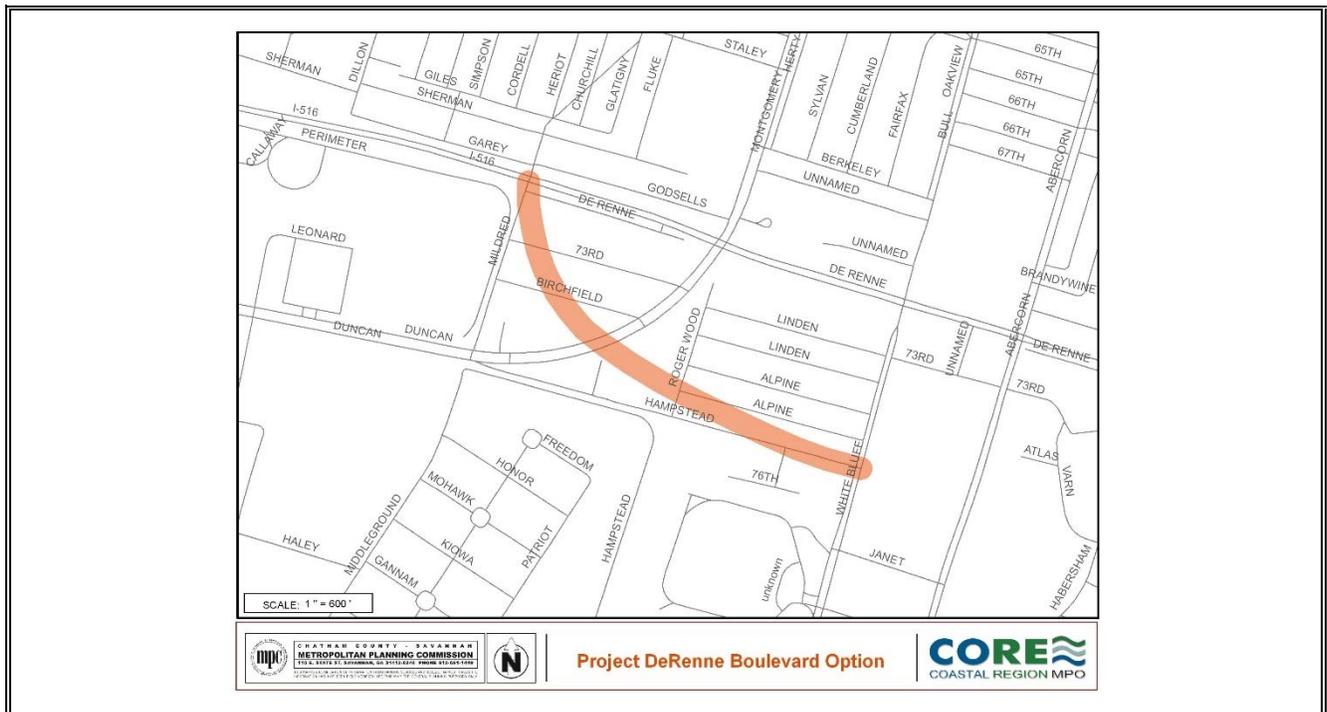
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

I-516 @ CS 1503/DERENNE AVE				P.I. #:	0008358	
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.				TIP #:	2006-H-06	
TRAFFIC VOL. 2015 AADT: 0 2040: 29,250				COUNTY:	CHATHAM	
NO. OF LANES EXISTING: 0 PLANNED: 4				PROJ. #:		
LOCAL ROAD #:		STATE/US ROAD #		FUND:	Z230, Local	
COMMENTS/REMARKS: The Savannah City Council has adopted the Boulevard Concept as the preferred alignment. Special purpose local option sales tax (SPLOST) funds were used for preliminary engineering (PE) activities. Matched urban attributable funds were used for GDOT PE oversight. Since the project will go through the federal Environmental Impact Study (EIS), additional PE funds are needed and are programmed in FY 2018 and 2019 with Z230 funds. Right-of-Way (ROW) phase is programmed in FY 2021 with Z230 funds. City of Savannah will provide the local match funds for PE and ROW and additional local match (\$1,611,190) for ROW. Utility (UTL) and Construction (CST) phases will be in long range. The project was ranked #2 during the 2017 STBG Call for Projects.				GDOT DISTRICT:	5	
				CONG. DISTRICT:	1	
				RC:	CRC	
				LENGTH (MI):	0.91	
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Federal/Local	\$1,375,611	\$1,625,000	\$0	\$0	\$3,000,611
RIGHT-OF-WAY	Federal/Local	\$0	\$0	\$0	\$8,918,548	\$8,918,548
UTILITY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$1,375,611	\$1,625,000	\$0	\$8,918,548	\$11,919,159
FEDERAL COST		\$1,100,489	\$1,300,000	\$0	\$5,845,886	\$8,246,375
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$275,122	\$325,000	\$0	\$3,072,662	\$3,672,784

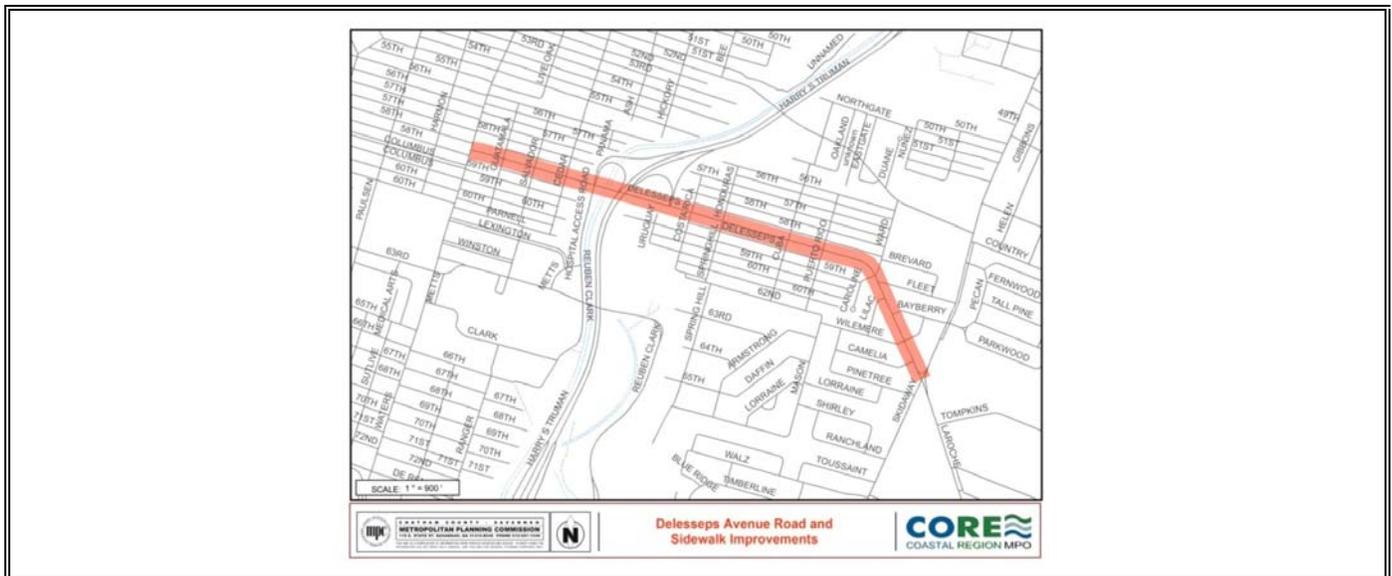
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD				P.I. #: 0010028		
<p>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. *ADA compliance for pedestrian accommodations.</p>				TIP #: 2012-BP-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Z230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT: 8,440		2040:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 2		PLANNED: 2		RC: CRC		
LOCAL ROAD #: CS 1097		STATE/US ROAD #:		LENGTH (MI): 1.39		
<p>COMMENTS/REMARKS: CORE MPO set aside some Z230 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 (PE) and oversight funds programmed in FY 2013, 2015 and 2016 for the Delesseups Avenue Road and Sidewalk Improvement project have been authorized. Right-of-Way (ROW) funds programmed in FY 2017 have been authorized. Utility (UTL) and construction (CST) phases are programmed in FY 2020 with Z230 funds. City of Savannah is the project sponsor and will provide the 20% local match. The project was ranked #5 during the 2017 STBG Call for Projects.</p>						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Project Oversight	Authorized	\$0	\$0	\$0	\$0	\$0
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Authorized	\$0	\$0	\$0	\$0	\$0
UTILITY	Federal/Local	\$0	\$0	\$1,600,000	\$0	\$1,600,000
CONSTRUCTION	Federal/Local	\$0	\$0	\$4,000,000	\$0	\$4,000,000
PROJECT COST		\$0	\$0	\$5,600,000	\$0	\$5,600,000
FEDERAL COST		\$0	\$0	\$4,480,000	\$0	\$4,480,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST*		\$0	\$0	\$1,120,000	\$0	\$1,120,000

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS				P.I. #:	0011744
PROJECT DESCRIPTION: The project is to remove and replace the I-16 exit ramps and overpass at Montgomery Street and MLK Jr. Blvd in Savannah in order to restore part of the original grid system removed when I-16 was constructed. Major objectives are to restore efficient connections between the city center, the Downtown Expansion Area to the west, and surrounding neighborhoods; and recreate viable, pedestrian-friendly urban form.				TIP #:	2013-H-02
				COUNTY:	CHATHAM
				PROJ. #:	
				FUND:	Z230*
				GDOT DISTRICT:	5
TRAFFIC VOL. 2015 AADT:	N/A	2040:	N/A	CONG. DISTRICT:	1
NO. OF LANES EXISTING:	0	PLANNED:	0	RC:	CRC
LOCAL ROAD #:	STATE/US ROAD #:		I-16	LENGTH (MI):	

COMMENTS/REMARKS: 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 2020 are to be used for GDOT oversight of the project and for initiating the 1st phase of preliminary engineering work (scoping). Construction (CST) phase is in long range.

* GDOT and the City of Savannah are working on executing a Project Framework Agreement (PFA) for the project.

PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
SCOPING	Federal/Local*	\$0	\$0	\$741,551	\$0	\$741,551
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	\$741,551	\$0	\$741,551
FEDERAL COST		\$0	\$0	\$593,241	\$0	\$593,241
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST*		\$0	\$0	\$148,310	\$0	\$148,310

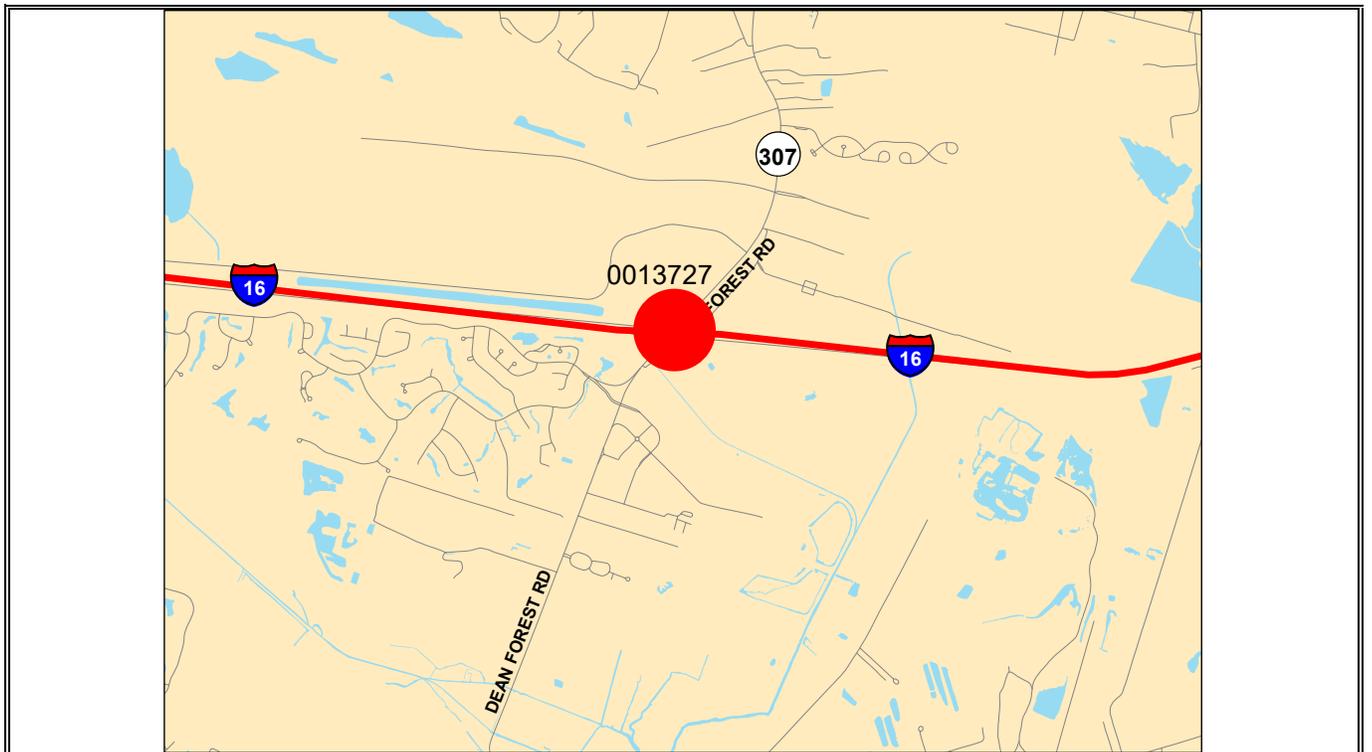
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

I-16 @ SR 307				P.I. #: 0013727		
<p>PROJECT DESCRIPTION: The proposed project will provide operational improvements to the I-16 at State Route 307/Dean Forest Road Interchange. The project includes widening and relocation of the existing ramps and reconstruction to a diverging diamond interchange (DDI). The SR 307/Dean Forest Road bridge over I-16 will also be replaced.</p>				TIP #: 2017-H-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Z230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT:		2040:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING:		PLANNED:		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #: I-16/SR 307		LENGTH (MI):		
<p>COMMENTS/REMARKS: This project ranked the 3rd most important project in GDOT's 2008 Interstate Needs Analysis and Prioritization Plan prepared for Chatham County. An update to this plan completed in 2015 ranked this the 2nd most important project in the plan for proposed improvements. Currently Chatham County is the local sponsor and is working with GDOT to incorporate this project into the design-build project of I-16 from I-95 to I-516 (PI# 0012757). The Preliminary Engineering (PE) phase programmed in FY 2018 will be paid for with Z230 funds (400,000), the County's 20% local match (\$100,000), as well as additional local SPLOST funds (\$480,494). The project was ranked #1 during the 2017 STBG Call for Projects.</p>						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Federal/Local	\$980,494	\$0	\$0	\$0	\$980,494
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$980,494	\$0	\$0	\$0	\$980,494
FEDERAL COST		\$400,000	\$0	\$0	\$0	\$400,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$580,494	\$0	\$0	\$0	\$580,494

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

CAT VEHICLE PURCHASE FOR 2018				P.I. #: 0013280		
PROJECT DESCRIPTION: Transit vehicle purchase. *The new buses will be ADA compliant.				TIP #: 2015-Transit-04		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Z230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT:	N/A	2040:	N/A	CONG. DISTRICT: 1		
NO. OF LANES EXISTING:	N/A	PLANNED:	N/A	RC: CRC		
LOCAL ROAD #:	STATE/US ROAD #:			LENGTH (MI):		
COMMENTS/REMARKS: CORE MPO has transferred \$1,680,000 of FHWA Z230 federal funds (PI# 0013277 for FY 2016, PI# 0013278 for FY 2016, and PI# 0013279 for FY 2017) to the Chatham Area Transit Authority (CAT) for purchase of three (3) buses based on FTA criteria and State of Good Repair. PI# 0013280 programmed in FY 2018 will transfer another \$510,000 (federal portion) for additional vehicle purchase. CAT will provide the 20% local match.						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	None	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/Local	\$637,500	\$0	\$0	\$0	\$637,500
PROJECT COST		\$637,500	\$0	\$0	\$0	\$637,500
FEDERAL COST		\$510,000	\$0	\$0	\$0	\$510,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$127,500	\$0	\$0	\$0	\$127,500

PROJECT LOCATION

<p>CHATHAM AREA TRANSIT (CAT) VEHICLE PURCHASE FOR FY 2018</p>					
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**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

CAT- Bus Reliability Initiative				P.I. #: TBA		
<p>PROJECT DESCRIPTION: Chatham Area Transit Authority (CAT) is seeking funding to replace three heavy-duty diesel transit vehicles in its aging fleet. CAT proposes to use the funding to replace the oldest and least reliable buses in its fleet, which were delivered in 2003. With an updated fleet of vehicles and a more consistent replacement schedule, CAT will be able to provide a more reliable and higher quality transit service to the community.</p> <p>*The replacement buses will be ADA compliant.</p>				TIP #: 2017-CAT-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Z230, Local		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT:	N/A	2040:	N/A	CONG. DISTRICT: 1		
NO. OF LANES EXISTING:	N/A	PLANNED:	N/A	RC: CRC		
LOCAL ROAD #:	STATE/US ROAD #:			LENGTH (MI):		
<p>COMMENTS/REMARKS: The project was ranked #6 during the 2017 STBG Call for Projects. Urban attributable (Z230) funds of \$1,265,625 will be used for transit vehicle purchase in FY 2019. CAT's access to these funds will require funding transfer from FHWA to FTA. CAT will provide the 20% local match of \$316,406 and additional local funds of \$105,469.</p>						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	None	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/Local	\$0	\$1,687,500	\$0	\$0	\$1,687,500
PROJECT COST		\$0	\$1,687,500	\$0	\$0	\$1,687,500
FEDERAL COST		\$0	\$1,265,625	\$0	\$0	\$1,265,625
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$421,875	\$0	\$0	\$421,875

PROJECT LOCATION

<p>CAT- Bus Reliability Initiative</p>					
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**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

CAT - Maintenance Equipment Upgrades				P.I. #: TBA		
PROJECT DESCRIPTION: Chatham Area Transit Authority (CAT) is requesting funds to procure essential maintenance equipment: a tire alignment rack, vehicle lift systems, diagnostic technology, software upgrade, radio systems, facility upgrades, and various tools.				TIP #: 2017-CAT-02		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Z230, Local		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT:	N/A	2040:	N/A	CONG. DISTRICT: 1		
NO. OF LANES EXISTING:	N/A	PLANNED:	N/A	RC: CRC		
LOCAL ROAD #:	STATE/US ROAD #:			LENGTH (MI):		
COMMENTS/REMARKS: The project was ranked #8 during the 2017 STBG Call for Projects and will relieve critical bottlenecks and capacity constraints on CAT's maintenance staff. Urban attributable (Z230) funds of \$564,690 will be used for the equipment upgrades in FY 2019. CAT's access to these funds will require funding transfer from FHWA to FTA. CAT will provide the 20% local match of \$141,173 and additional local funds of \$47,060.						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	None	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/Local	\$0	\$752,923	\$0	\$0	\$752,923
PROJECT COST		\$0	\$752,923	\$0	\$0	\$752,923
FEDERAL COST		\$0	\$564,690	\$0	\$0	\$564,690
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$188,233	\$0	\$0	\$188,233

PROJECT LOCATION

CAT - Maintenance Equipment Upgrades						
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**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

CAT - Electric Bus Conversion Initiative				P.I. #:	TBA	
<p>PROJECT DESCRIPTION: Chatham Area Transit Authority (CAT) is requesting funds to retire and replace two heavy-duty diesel transit vehicles with two zero-emission, battery-powered electric transit vehicles and a fast-charger. Converting CAT's fleet to battery-powered electric vehicles will not only reduce the community's carbon footprint, but it will also reduce maintenance costs over the lifespan of the vehicles. CAT proposes to use the funding to replace the oldest and least reliable buses in its fleet, which were delivered in 2003. The EV fast-charger will be installed at one of CAT's primary transfer locations for maximum deployment flexibility.</p> <p>*The replacement buses will be ADA compliant.</p>				TIP #:	2017-CAT-03	
				COUNTY:	CHATHAM	
				PROJ. #:		
				FUND:	Z230, Local	
				GDOT DISTRICT:	5	
TRAFFIC VOL. 2015 AADT:	N/A	2040:	N/A	CONG. DISTRICT:	1	
NO. OF LANES EXISTING:	N/A	PLANNED:	N/A	RC:	CRC	
LOCAL ROAD #:	STATE/US ROAD #:			LENGTH (MI):		
<p>COMMENTS/REMARKS: The project was ranked #7 during the 2017 STBG Call for Projects. Urban attributable (Z230) funds of \$1,500,000 will be used for the electric transit vehicle purchase in FY 2019. CAT's access to these funds will require funding transfer from FHWA to FTA. CAT will provide the 20% local match of \$375,000 and additional local funds of \$125,000.</p>						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	None	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/Local	\$0	\$2,000,000	\$0	\$0	\$2,000,000
PROJECT COST		\$0	\$2,000,000	\$0	\$0	\$2,000,000
FEDERAL COST		\$0	\$1,500,000	\$0	\$0	\$1,500,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$500,000	\$0	\$0	\$500,000

PROJECT LOCATION

CAT - Electric Bus Conversion Initiative					
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**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2018 TO FY 2021				P.I. #: 0013461, 0013462, 0013463, 0013464		
PROJECT DESCRIPTION: GDOT oversight.				TIP #: 2017-GDOT-01 2017-GDOT-02 2017-GDOT-03 2017-GDOT-04		
				COUNTY: CHATHAM BRYAN EFFINGHAM		
				PROJ. #: _____		
				FUND: Z240		
TRAFFIC VOL. 2015 AADT: N/A 2040: N/A				CONG. DISTRICT: 1		
NO. OF LANES EXISTING: N/A PLANNED: N/A				RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: GDOT set up these oversight funds to manage Z230 and CMAQ funded TIP projects in the CORE MPO Metropolitan Planning Area.						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PI#		0013461	0013462	0013463	0013464	
TIP#		2017-GDOT-01	2017-GDOT-02	2017-GDOT-03	2017-GDOT-04	
PRELIM. ENGR.	Federal/State	\$17,500	\$17,500	\$17,500	\$17,500	\$70,000
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$17,500	\$17,500	\$17,500	\$17,500	\$70,000
FEDERAL COST		\$14,000	\$14,000	\$14,000	\$14,000	\$56,000
STATE COST		\$3,500	\$3,500	\$3,500	\$3,500	\$14,500
LOCAL COST		\$0	\$0	\$0	\$0	\$0

PROJECT LOCATION

- PI# 0013461, OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2018**
- PI# 0013462, OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2019**
- PI# 0013463, OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2020**
- PI# 0013464, OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2021**

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 144 EB FROM S OF CR 100 TO S OF CR 154				P.I. #:	532370	
<p>PROJECT DESCRIPTION: The proposed project is for widening and reconstruction of SR 144 beginning west of CR 100, Timber Trail Rd. (MP 11.196) and ending east of CR 154, Belfast River Rd. and Capt. Matthew Freeman Rd (MP 16.247). The existing roadway is a 2-lane section with 12 ft. lanes and 4 ft. grassed shoulders. The proposed construction will widen SR 144 from the beginning of the project to SR 144 Spur to an urban 4 lane section of roadway with 2 lanes in each direction. The roadway will consist of 11 ft. inside lanes, 12 ft. outside lanes, 4 ft. bike lane on each edge of the outside travel lanes, 20 ft. raised grass median, 5 ft. sidewalks, and 12 ft. shoulders. From SR 144 Spur to the end of the project, the proposed construction will be a rural 4 lane section of roadway with 2 lanes in each direction. The roadway will consist of 11 ft. inside lanes, 12 ft. outside lanes, 20 ft. raised grass median, and 10 ft. shoulders with 6.5 ft. paved. The existing bridge at Sterling Creek (MP 12.69) will be widened. The total length of the project is 5.051 miles. *ADA compliant sidewalks in the urban section.</p>				TIP #:	2017-Bry-01	
				COUNTY:	BRYAN	
				PROJ. #:	STP00-0630-00(010)	
				FUND:	Z240	
				GDOT DISTRICT:	5	
TRAFFIC VOL.	2015 AADT:	21,600	2040 AADT:	CONG. DISTRICT: 1		
NO. OF LANES	EXISTING:	2	PLANNED:	4	RC: CRC	
LOCAL ROAD:	Ford Ave.	STATE/US ROAD:	SR 144	LENGTH (MI):	5.051	
<p>COMMENTS/REMARKS: This project is located in Bryan County and the urban segment has been included in the CORE MPO's 2040 MTP per March 2016 addendum for the expanded MPA. Since the urban portion of the project is located in the CORE MPO MPA, it needs to be included in the TIP. Preliminary Engineering (PE) and Right-of-Way (ROW) funds have been authorized. Utility (UTL) and Construction (CST) phases are programmed in FY 2018 in the TIP with Z240 funds and reflect cost estimates for the urban segment. The total project costs for both the urban and rural segments are \$20,614,348.35 for CST and \$1,944,887 for UTL.</p>						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Authorized	\$0	\$0	\$0	\$0	\$0
UTILITY	Federal/State	\$810,252	\$0	\$0	\$0	\$810,252
CONSTRUCTION	Federal/State	\$12,439,357	\$0	\$0	\$0	\$12,439,357
PROJECT COST		\$13,249,609	\$0	\$0	\$0	\$13,249,609
FEDERAL COST		\$10,599,687	\$0	\$0	\$0	\$10,599,687
STATE COST		\$2,649,922	\$0	\$0	\$0	\$2,649,922
LOCAL COST		\$0	\$0	\$0	\$0	\$0

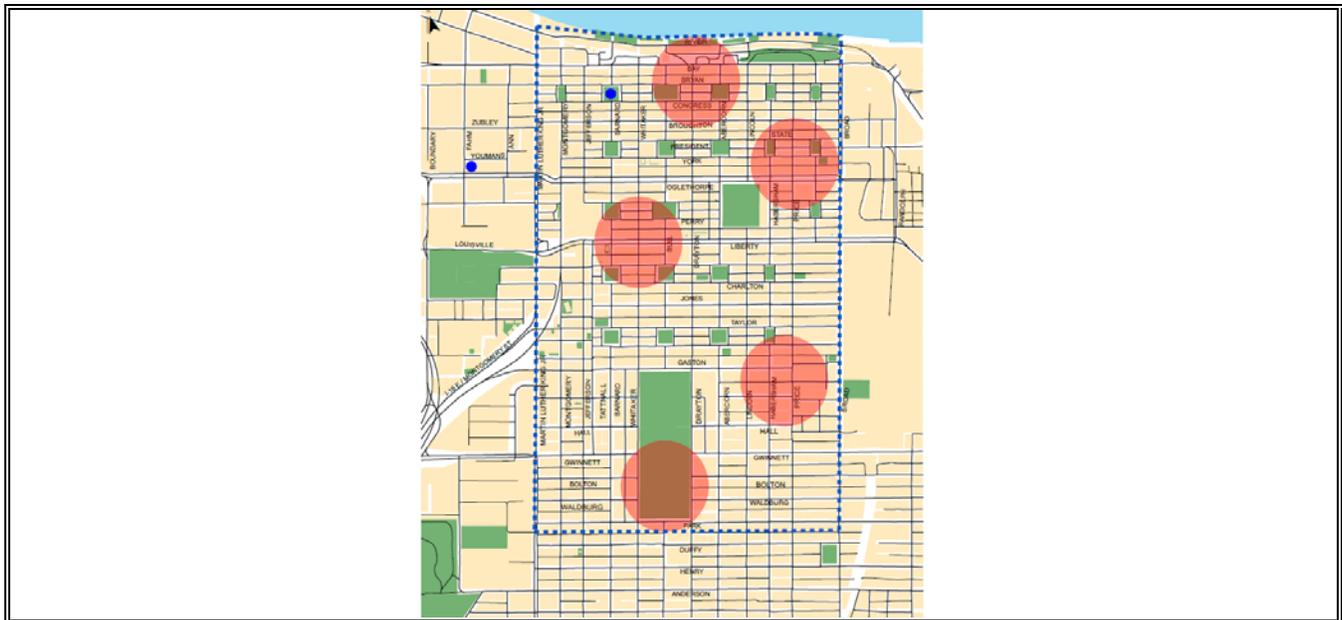
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

CAT BIKESHARE EXPANSION IN DOWNTOWN SAVANNAH PHASE II				P.I. #: TBA		
<p>PROJECT DESCRIPTION: Phase 2 of the CAT Bikeshare Expansion project involves purchasing five additional stations and 45 bikes. The expansion will build off of the existing bike share stations, and the stations that will be installed in 2017, to increase the coverage area, creating a connected network of stations that effectively facilitate non-motorized transportation. The stations will be placed approximately ¼ mile apart in visible, walkable locations that incorporate significant trip origins and destinations within the project area, and will connect to existing modes of transportation such as the ferry system, downtown transit shuttles, fixed route transit, and parking garages. An expanded bike share network will facilitate non-motorized transportation throughout the project area to enhance transportation options in downtown Savannah.</p>				TIP #: 2017-TA-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Z301		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT:		2040:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING:		PLANNED:		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI): NA		
<p>COMMENTS/REMARKS: This project is consistent with the Non-Motorized Transportation Plan and was ranked #2 during the 2017 TA Call for Projects. Station locations shown on the map are approximate at this time. CAT is coordinating with the City of Savannah on station locations. The construction costs programmed in FY 2019 include purchase of stations and bicycles (\$240,090) as well as installation costs (\$9,910) using Transportation Alternatives (Z301) funds. Federal/local split is 80/20. CAT will provide the local match. CAT's access to the Z301 funds will require funding transfer from FHWA to FTA.</p>						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	NA	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/Local	\$0	\$250,000	\$0	\$0	\$250,000
PROJECT COST		\$0	\$250,000	\$0	\$0	\$250,000
FEDERAL COST		\$0	\$200,000	\$0	\$0	\$200,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$50,000	\$0	\$0	\$50,000

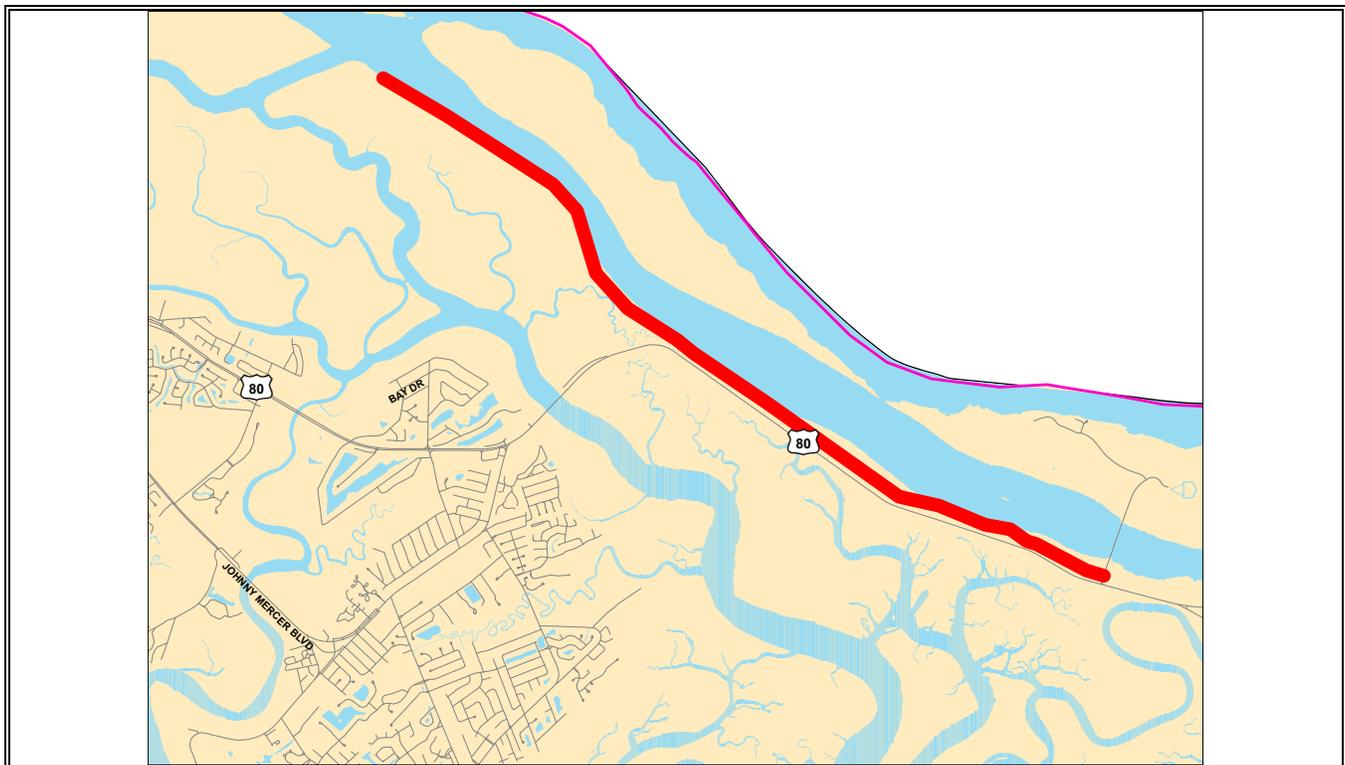
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

MCQUEENS ISLAND TRAIL RESTORATION AND MITIGATION				P.I. #: TBA		
PROJECT DESCRIPTION: This project would provide funding for maintenance and improvements on the existing McQueens Island Trail, including signage and bridge maintenance, parking lot improvements, as well as picnic and other recreational amenities' maintenance and improvement. *ADA compliant trail.				TIP #: 2017-TA-02		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Z301		
				GDOT DISTRICT: 5		
TRAFFIC VOL.	2015 AADT:	NA	2040:	NA	CONG. DISTRICT: 1	
NO. OF LANES	EXISTING:	NA	PLANNED:	NA	RC: CRC	
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: Chatham County requested Z301 funding for this project during the 2017 TA Call or Projects process. The project was ranked #3 during the project selection. Preliminary Engineering (PE) phase is programmed in FY 2019 and construction (CST) phase is programmed in FY 2020. Chatham County is the project sponsor and will provide the local match for the Z301 funds.						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Federal/Local	\$0	\$93,709	\$0	\$0	\$93,709
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/Local	\$0	\$0	\$931,944	\$0	\$931,944
PROJECT COST		\$0	\$93,709	\$931,944	\$0	\$1,025,653
FEDERAL COST		\$0	\$74,967	\$745,555	\$0	\$820,522
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$18,742	\$186,389	\$0	\$205,131

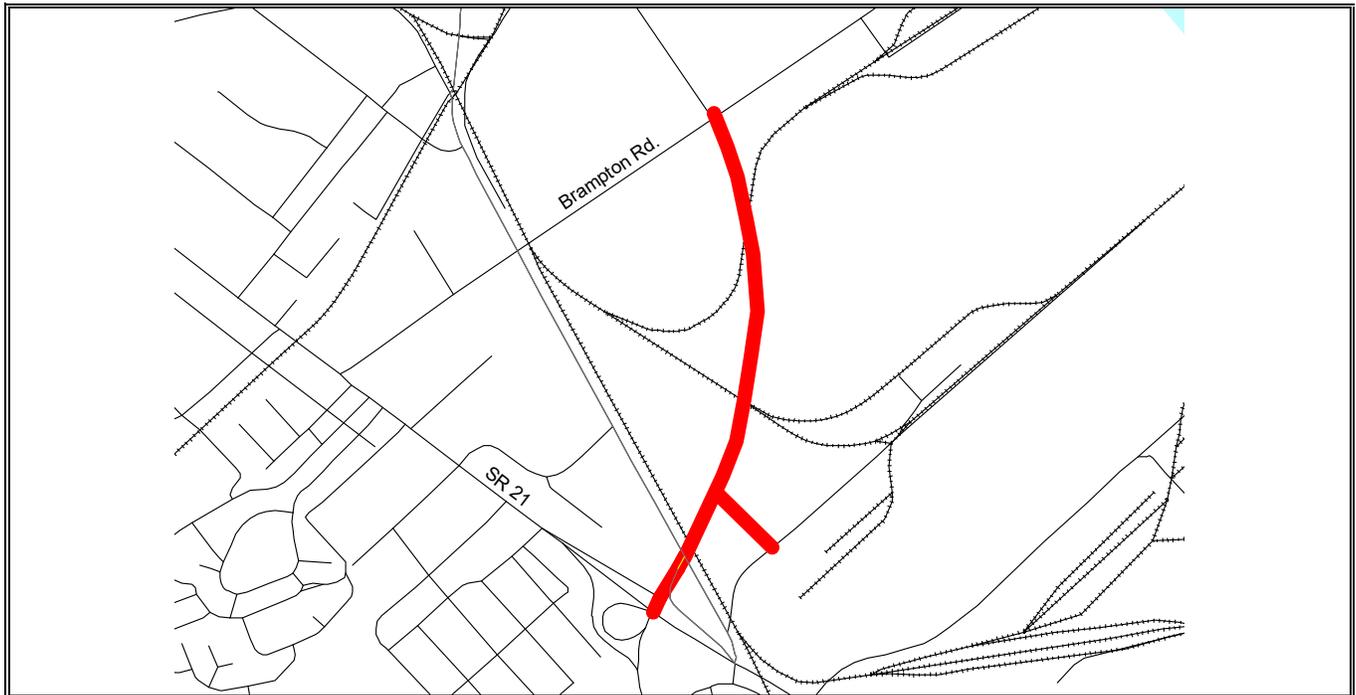
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

BRAMPTON ROAD CONN FROM SR 21/SR 25 to SR 21 SPUR				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: HB 170		
TRAFFIC VOL. 2015 AADT: N/A				2040: N/A		GDOT DISTRICT: 5
NO. OF LANES EXISTING: 0		PLANNED: 4		CONG. DISTRICT: 1		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: The Georgia Ports Authority (GPA) is the local project sponsor and funded the preliminary engineering (PE) phase. Additional PE funds programmed for GDOT oversight in previous years have been authorized. Right-of-Way (ROW) funds programmed in FY 2016 have been authorized. ROW advanced acquisition is ongoing. Both the utility (UTL) and construction (CST) phases are programmed in FY 2019 with state HB 170 funds.						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Authorized	\$0	\$0	\$0	\$0	\$0
UTILITY	State	\$0	\$18,760,800	\$0	\$0	\$18,760,800
CONSTRUCTION	State	\$0	\$24,568,628	\$0	\$0	\$24,568,628
PROJECT COST		\$0	\$43,329,428	\$0	\$0	\$43,329,428
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$43,329,428	\$0	\$0	\$43,329,428
LOCAL COST		\$0	\$0	\$0	\$0	\$0

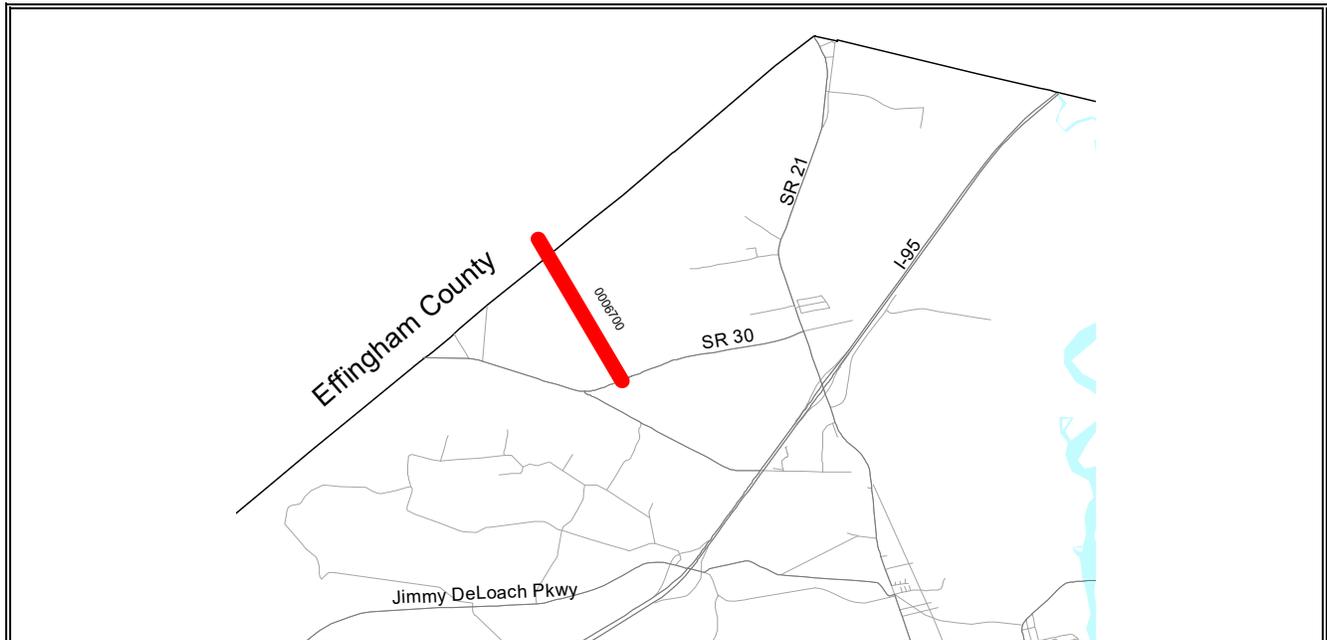
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

EFFINGHAM PKWY FM CR 156/BLUE JAY/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 the Chatham County and Effingham County governments, as well as GDOT. 23% of the project will be located within the CORE MPO planning area.				TIP #: 2004-H-06		
TRAFFIC VOL. 2015 AADT: N/A				2040 AADT: 9,000		
NO. OF LANES EXISTING: 0				PLANNED: 4		
LOCAL ROAD #:				STATE/US ROAD #:		
COMMENTS/REMARKS: Preliminary engineering (PE) funds programmed in previous years have been authorized. Additional PE funds are programmed in FY 2019 with state HB 170 funds. Right-of-way (ROW) funds programmed in FY 2017 have been authorized. Utility (UTL) phase is programmed in FY 2020 with local funds. Construction (CST) is programmed in FY 2020 with state HB 170 funds (\$38,245,284) and local funds (\$697,820).				CONG. DISTRICT: 1		
* Effingham County local SPLOST funds				RC: CRC		
PROJECT PHASE				\$ SOURCE		
PRELIM. ENGR.				State		
RIGHT-OF-WAY				Authorized		
UTILITY				Local		
CONSTRUCTION				State/Local		
PROJECT COST				\$0		
FEDERAL COST				\$0		
STATE COST				\$0		
LOCAL COST*				\$0		
				LENGTH (MI): 1.2		

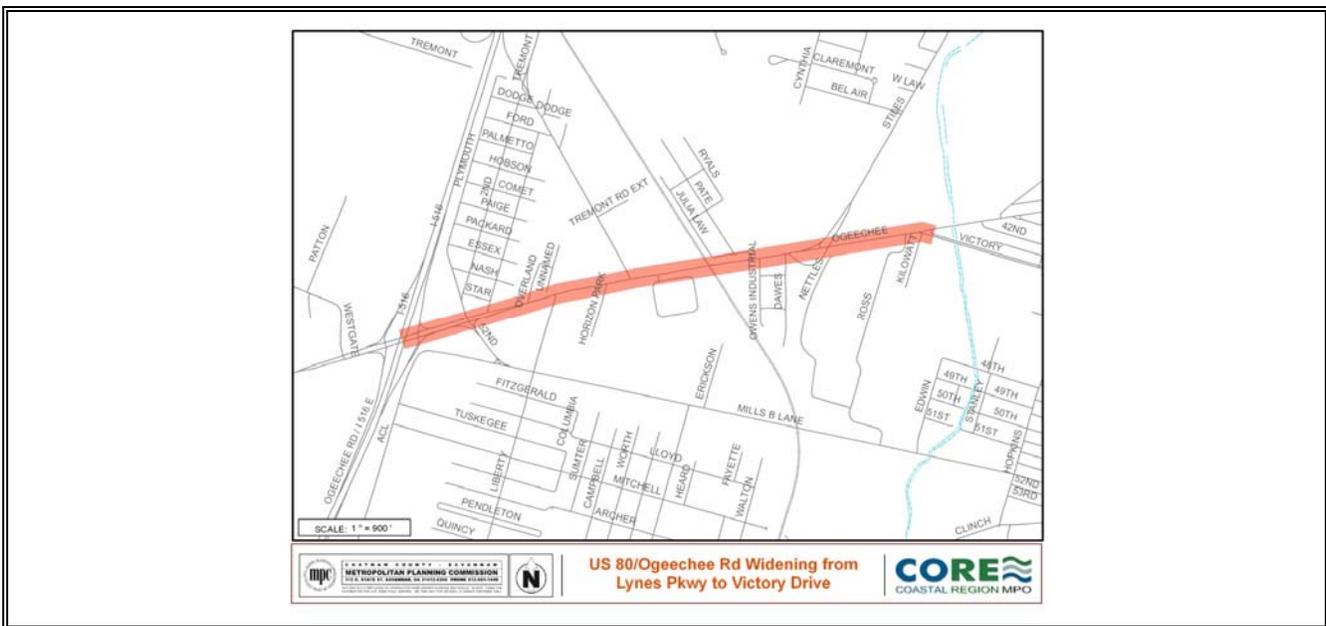
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 26 FROM I-516 TO CS 188/VICTORY DRIVE				P.I. #: 521855		
<p>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>				TIP #: 87-H-18B		
				COUNTY: CHATHAM		
				PROJ. #: STP-064-1(40)SPUR		
				FUND: HB 170		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT:	19,500	2040:	30,960	CONG. DISTRICT: 1		
NO. OF LANES EXISTING:	2	PLANNED:	4	RC: CRC		
LOCAL ROAD #: Ogeechee Rd	STATE/US ROAD #:		SR 26/US 80	LENGTH (MI): 1.38		
<p>COMMENTS/REMARKS: This is an identified priority bikeway corridor in the CORE MPO's Non-Motorized Transportation Plan. The project is currently going through the environmental process. Preliminary Engineering (PE) funds programmed in FY 2016 have been authorized. Additional PE funds are programmed in FY 2018 with state HB 170 funds. Right-of-way (ROW) funds programmed in FY 2017 have been authorized. Both the utility (UTL) and construction (CST) phases are programmed in FY 2019 with state HB 170 funds.</p>						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	State	\$500,000	\$0	\$0	\$0	\$500,000
RIGHT-OF-WAY	Authorized	\$0	\$0	\$0	\$0	\$0
UTILITY	State	\$0	\$485,000	\$0	\$0	\$485,000
CONSTRUCTION	State	\$0	\$17,245,833	\$0	\$0	\$17,245,833
PROJECT COST		\$500,000	\$17,730,833	\$0	\$0	\$18,230,833
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$500,000	\$17,730,833	\$0	\$0	\$18,230,833
LOCAL COST		\$0	\$0	\$0	\$0	\$0

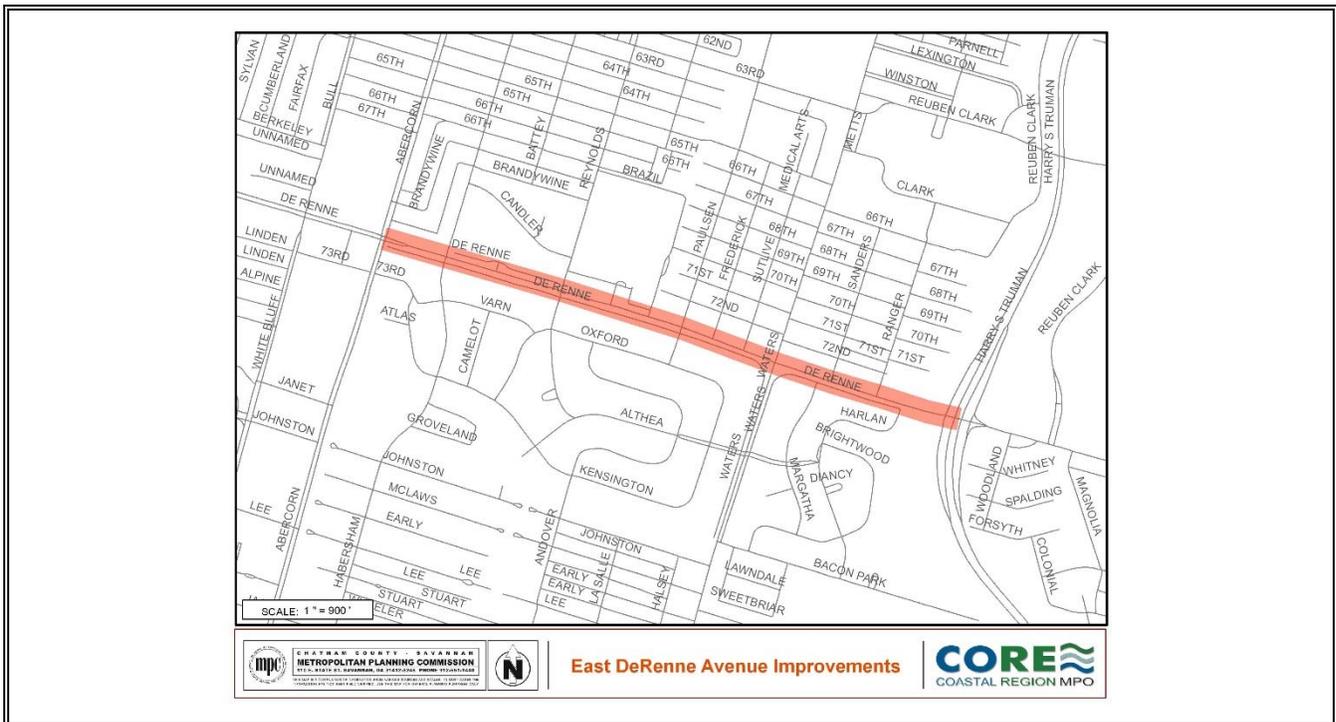
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 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. *ADA compliant sidewalks.				TIP #: 2011-H-01		
TRAFFIC VOL. 2012 AADT: 41,000 2020: 46,310				COUNTY: CHATHAM		
NO. OF LANES EXISTING: 4 PLANNED: 4				PROJ. #:		
LOCAL ROAD #: DeRenne Avenue STATE/US ROAD #:				FUND: Local		
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) funds have been authorized in previous years for preliminary engineering (PE) activities. Matched urban attributable funds have been authorized for GDOT PE oversight. Right-of-Way (ROW) is programmed in FY 2021 with local funds. Construction (CST) is in long range. The City will seek federal and/or state funds to finance the project.				GDOT DISTRICT: 5		
				CONG. DISTRICT: 1		
				RC: CRC		
				LENGTH (MI): 1.19		
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Local	\$0	\$0	\$0	\$200,000	\$200,000
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$0	\$0	\$200,000	\$200,000
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$0	\$200,000	\$200,000

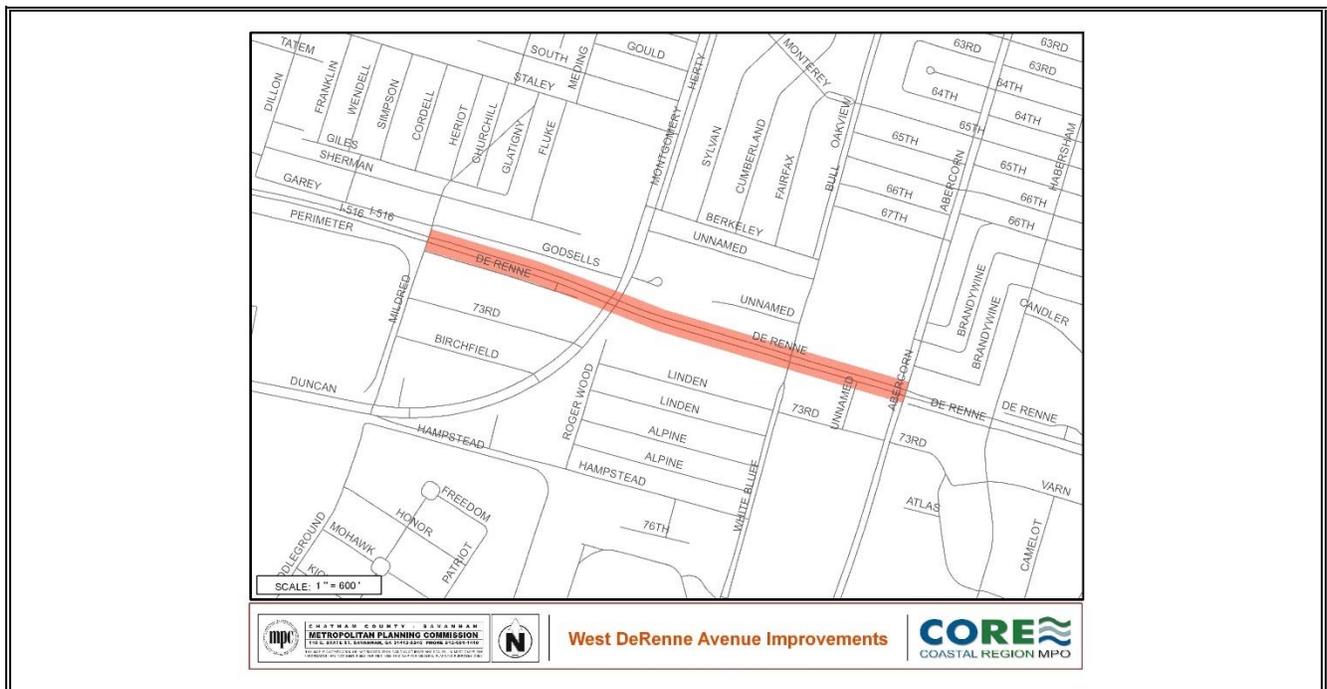
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 21 FROM CS 346/MILDRED STREET TO SR 204				P.I. #:	0010236	
<p>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. *ADA compliant sidewalks.</p>				TIP #:	2011-H-02	
				COUNTY:	CHATHAM	
				PROJ. #:		
				FUND:	Local	
				GDOT DISTRICT:	5	
TRAFFIC VOL. 2012 AADT:	59,380	2020:	37,720	CONG. DISTRICT:	1	
NO. OF LANES EXISTING:	6	PLANNED:	6	RC:	CRC	
LOCAL ROAD #: DeRenne Avenue	STATE/US ROAD #:	SR 21	LENGTH (MI):	0.60		
<p>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) funds have been authorized in previous years for preliminary engineering (PE) activities. Matched urban attributable funds have been authorized for GDOT PE oversight. Right-of-Way (ROW) is programmed in FY 2021 with local funds. Construction (CST) is in long range. The City will seek federal and/or state funds to finance the project.</p>						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Local	\$0	\$0	\$0	\$700,000	\$700,000
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$0	\$0	\$700,000	\$700,000
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$0	\$700,000	\$700,000

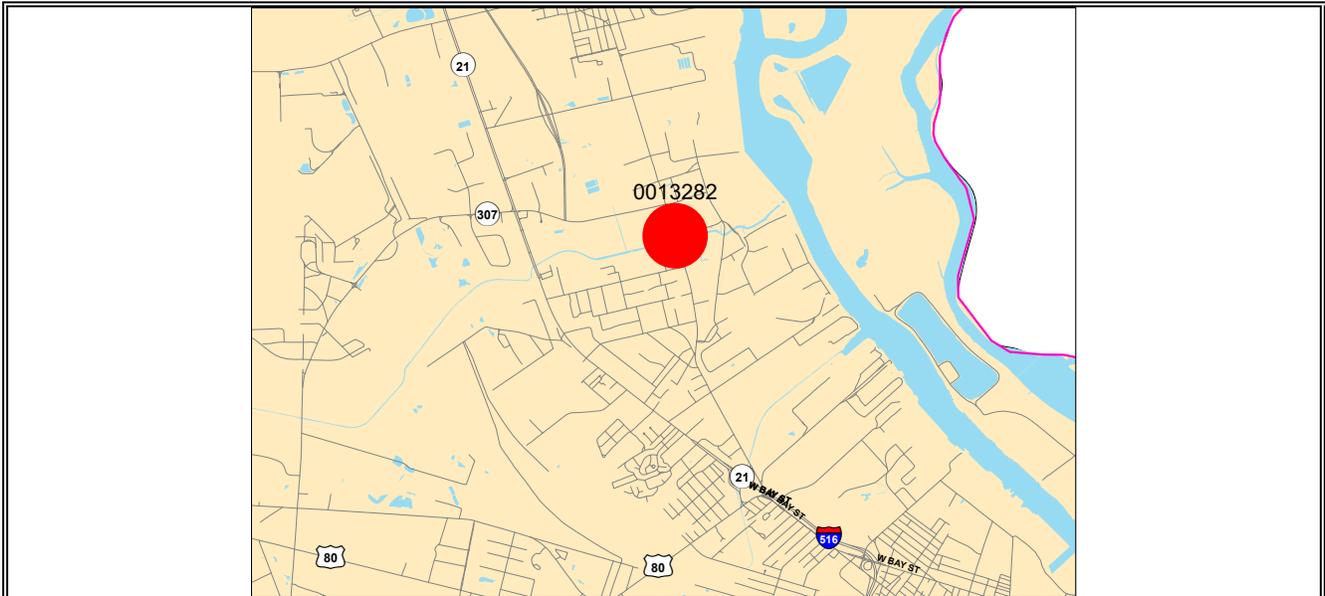
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 20121 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 25 @ PIPEMAKER CANAL - CULVERT REPLACEMENT				P.I. #: 0013282		
<p>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>				TIP #: 2015-County-02		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Local*		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT:	6,670	2035 AADT:	18,600	CONG. DISTRICT: 1		
NO. OF LANES EXISTING:	2	PLANNED:	2	RC: CRC		
LOCAL ROAD #:	STATE/US ROAD #:		SR 25	LENGTH (MI): 0.1		
<p>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 (PE) funds programmed in FY 2016 and FY 2017 have been authorized. Right-of-Way (ROW) is programmed in FY 2018 with local funds. Construction (CST) is programmed in FY 2019 with local funds. Chatham County requested to rename this project in May 2016, which will be accommodated after the concept report is approved.</p>						
<p>*Local funds will be provided by Chatham County and the Georgia Ports Authority (GPA) as this project will be a part of the GPA's intermodal improvements.</p>						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$700,000
RIGHT-OF-WAY	Local	\$700,000	\$0	\$0	\$0	\$0
CONSTRUCTION	Local	\$0	\$7,700,000	\$0	\$0	\$7,700,000
PROJECT COST		\$700,000	\$7,700,000	\$0	\$0	\$8,140,000
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST*		\$700,000	\$7,700,000	\$0	\$0	\$8,140,000

PROJECT LOCATION



3.1.4 FY 2018 - 2021 TIP Highway Lump Sum Program

The lump sum section below lists the lump sum funding categories and the kinds of projects to be programmed within each category for fiscal years 2018 to 2021. The funding for these project categories is used for calculation of the CORE MPO's FY 2018 - 2021 TIP financial balance. Specific lump sum projects, when identified, will be funded from these funding categories.

**FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
LUMP SUM FUNDING CATEGORIES**

PROJECT NAME:		VARIOUS LUMP SUM IMPROVEMENT PROJECTS		CST. YEAR:	FY 2018 - 2021	
PROJECT DESCRIPTION: LUMP SUM RESURFACING, REPAIRS & MAINTENANCE, TRAFFIC SIGNALS, PLANNING & MANAGEMENT, FACILITY MAINTENANCE, WETLAND MITIGATION, RIGHT-OF-WAY, SAFETY IMPROVEMENTS USING VARIOUS FUNDS.				P.I. NOS:		
				TIP#	LUMP SUMS	
				COUNTY	CHATHAM, BRYAN, EFFINGHAM	
LENGTH (MI): NA	# OF LANES – EXISTING: NA		# OF LANES - PLANNED: NA			
TRAFFIC VOLUMES (ADT)	2015: NA		2040: NA			
LOCAL ROAD #:	STATE/US ROAD #:		PROJECT #:	NA		
DISTRICT: 5	CONGRESSIONAL DISTRICT: 1		RC: CRC			
COMMENTS/REMARKS: SEE BELOW						
Lump Sum Funding Program	Funding Code - Federal /Match Split (%)	Project	Total Funding			
			FY 2018	FY 2019	FY 2020	FY 2021
Lump Sum - National Highway Performance Program (NHPP)	Z001 - 80/20	BRIDGE PAINT - INTERSTATE	\$807,000	\$807,000	\$807,000	\$807,000
		ROAD MAINT - NAT'L HWY	\$4,817,000	\$4,817,000	\$2,960,000	\$2,960,000
		ROADWAY LIGHTING	\$43,000	\$27,000	\$27,000	\$27,000
		TRAF CONTROL DEVICES - NHS	\$121,000	\$135,000	\$646,000	\$646,000
Lump Sum - Surface Transportation Program (STP)	L220 - 80/20	ENHANCEMENT	\$511,000	\$511,000	\$511,000	\$511,000
	Z230 - 80/20	ROAD MAINT - GT 200K	\$673,000	\$673,000	\$673,000	\$673,000
	Z240 - 80/20	CST MGMT	\$1,076,000	\$807,000	\$807,000	\$807,000
		OPERATIONS	\$323,000	\$323,000	\$323,000	\$323,000
		ROAD MAINT - ANY AREA	\$4,305,000	\$4,305,000	\$3,633,000	\$3,633,000
		BRIDGE PAINTING	\$404,000	\$404,000	\$404,000	\$404,000
		LOW IMPACT BRIDGES	\$700,000	\$700,000	\$700,000	\$700,000
		TRAF CONTROL DEVICES	\$821,000	\$807,000	\$161,000	\$161,000
		RW PROTECTIVE BUY	\$40,000	\$40,000	\$40,000	\$40,000
WETLAND MITIGATION	\$32,000	\$32,000	\$32,000	\$32,000		
Lump Sum - Transportation Alternatives Trails	Z940 - 80/20	RECREATIONAL TRAILS	\$34,000	\$34,000	\$34,000	\$34,000
Lump Sum - Highway Safety Improvement Program (HSIP)	ZS30 - 90/10	SAFETY	\$2,556,000	\$2,691,000	\$2,691,000	\$2,691,000
	ZS40 - 90/10	RRX HAZARD ELIM	\$135,000	\$135,000	\$135,000	\$135,000
	ZS50 - 90/10	RRX PROTECTION DEV	\$108,000	\$108,000	\$108,000	\$108,000
FUNDING SUMMARY						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
LUMPS CST	Federal/State	\$17,506,000	\$17,356,000	\$14,692,000	\$14,692,000	\$64,246,000
PROJECT COST	Federal/State	\$17,506,000	\$17,356,000	\$14,692,000	\$14,692,000	\$64,246,000
FEDERAL COST		\$14,284,700	\$14,178,200	\$12,047,000	\$12,047,000	\$52,556,900
STATE COST		\$3,119,100	\$3,075,600	\$2,542,800	\$2,542,800	\$11,280,300
LOCAL COST		\$102,200	\$102,200	\$102,200	\$102,200	\$408,800

3.1.5 FY 2018 - 2021 TIP Highway Financial Balance

The summary sheet lists the total financial figures for the projects programmed in the FY 2018 - 2021 TIP with funds from the Federal Highway Administration (FHWA), the Georgia Department of Transportation (GDOT), and the local sources.

The financial plan groups all the projects in the TIP by funding sources and demonstrates that the FY 2018 - 2021 TIP is financially balanced by year.

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT PROGRAM - PROJECTS**

SUMMARY SHEET - TIP HIGHWAY PROJECTS

PROJECT DESCRIPTION: Summary Costs

P.I. #:
TIP #:
COUNTY: CHATHAM
BRYAN
EFFINGHAM
PROJ. #:
FUND:
GDOT DISTRICT: 5
CONG. DISTRICT: 1
RC: CG
LENGTH (MI):

TRAFFIC VOL. 2015 AADT: N/A 2040: N/A
NO. OF LANES EXISTING: N/A PLANNED: N/A

LOCAL ROAD: STATE/US ROAD: 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 2018	FY 2019	FY 2020	FY 2021	TOTAL
PRELIM. ENGR.	Sum	\$2,873,605	\$1,826,209	\$759,051	\$17,500	\$5,476,365
RIGHT-OF-WAY	Sum	\$700,000	\$6,100,000	\$1,000,000	\$9,818,548	\$17,618,548
UTILITIES	Sum	\$1,252,252	\$19,245,800	\$1,737,966	\$0	\$22,236,018
CONSTRUCTION	Sum	\$102,608,537	\$121,121,615	\$157,017,048	\$136,103,116	\$516,850,316
PROJECT COST	Sum	\$107,434,394	\$148,293,624	\$160,514,065	\$145,939,164	\$562,181,247
FEDERAL COST	Sum	\$83,896,857	\$63,626,067	\$97,439,796	\$115,035,779	\$359,998,499
STATE COST	Sum	\$19,720,257	\$75,079,361	\$60,681,584	\$26,828,523	\$182,309,725
LOCAL COST	Sum	\$3,817,280	\$9,588,196	\$2,392,685	\$4,074,862	\$19,873,023

SUMMARY SHEET

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN – HIGHWAY PROJECT LIST FY 2018 – 2021*

EARMARK (LY10)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2018				FY 2019				FY 2020				FY 2021			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0007631	2007-H-08	TRUMAN LINEAR PARKTRAIL - PHASE II Part A	Transportation Enhancement				\$1,133,874												
			SUBTOTAL LY10 COSTS	\$0	\$0	\$0	\$1,133,874	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			TOTAL LY10 COSTS				\$1,133,874				\$0			\$0			\$0		
			EXPECTED LY10 FUNDS				\$1,133,874				\$0			\$0			\$0		
STATE FUNDS (HB 170)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2018				FY 2019				FY 2020				FY 2021			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0006328	2004-H-08	BRAMPTON ROAD CONNECTOR FM FOUNDATION DR TO SR 21/SR25/US80	New Roadway							\$18,760,800	\$24,568,628								
0006700	2004-H-06	EFFINGHAM PKWY FROM SR 119/EFFINGHAM TO SR 30/CHATHAM	Road Widening					\$90,000									\$38,245,284		
521855	87-H-18B	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	Road Widening	\$500,000						\$485,000	\$17,245,833								
			SUBTOTAL HB 170 COSTS	\$500,000	\$0	\$0	\$0	\$90,000	\$0	\$19,245,800	\$41,814,461	\$0	\$0	\$0	\$38,245,284	\$0	\$0	\$0	
			TOTAL HB 170 COSTS				\$500,000			\$61,150,261			\$38,245,284			\$0			
			EXPECTED HB 170 FUNDS				\$500,000			\$61,150,261			\$38,245,284			\$0			
NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) (Z001)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2018				FY 2019				FY 2020				FY 2021			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0007128	2005-H-03	CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE	Bridge Replacement				\$56,038,682												
0012757	2016-GDOT-01	I-16 WIDENING FROM I-95 TO I-516	Road Widening				\$5,600,000		\$3,500,000		\$24,100,000						\$50,200,000	\$51,100,000	
0012758	2014-GDOT-01	I-16 @ I-95 - INTERCHANGE RECONSTRUCTION	Interchange Reconstruction				\$5,600,000		\$2,600,000		\$24,050,000						\$48,250,000	\$49,050,000	
0013741	2016-Bridge-01	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	Bridge Replacement										\$500,000					\$9,758,655	
0013742	2016-Bridge-02	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	Bridge Replacement										\$500,000					\$11,502,461	
		Lump Sum	BRIDGE PAINT - INTERSTATE				\$807,000				\$807,000						\$807,000	\$807,000	
		Lump Sum	ROAD MAINT - NAT'L HWY				\$4,817,000				\$4,817,000						\$2,960,000	\$2,960,000	
		Lump Sum	ROADWAY LIGHTING				\$43,000				\$27,000						\$27,000	\$27,000	
		Lump Sum	TRAF CONTROL DEVICES - NHS				\$121,000				\$135,000						\$646,000	\$646,000	
			SUBTOTAL Z001 COSTS	\$0	\$0	\$0	\$73,026,682	\$0	\$6,100,000	\$0	\$53,936,000	\$0	\$1,000,000	\$0	\$102,890,000	\$0	\$0	\$125,851,116	
			TOTAL Z001 COSTS				\$73,026,682				\$60,036,000			\$103,890,000			\$125,851,116		
			EXPECTED Z001 FUNDS				\$73,026,682				\$60,036,000			\$103,890,000			\$125,851,116		

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

SURFACE TRANSPORTATION Block Grant PROGRAM (STBG) FOR MPOs WITH POPULATION LARGER THAN 200,000 (Z230)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2018				FY 2019				FY 2020				FY 2021			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0007128	2005-H-03	CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE	Bridge Replacement			\$ 322,000													
0007631	2007-H-08	TRUMAN LINEAR PARK TRAIL - PHASE II Part A	Transportation Enhancement				\$ 2,020,093												
0015306	2015-M-01	TRUMAN LINEAR PARK TRAIL - PHASE II Part B	Transportation Enhancement								\$ 1,410,731								
0008358	2006-H-06	I-516 @ CS 1503/DERENNE AVENUE	New Roadway	\$ 1,375,611				\$ 1,625,000									\$ 7,307,358		
0010028	2012-BP -01	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	Bike/Ped									\$ 1,600,000	\$ 4,000,000						
0011744	2013-H-02	I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS	Economic Development									\$ 741,551							
0013727	2017-H-01	I-16 @ SR 307	Interchange	\$ 500,000															
0013280	2015-Transit-04	Vehicle Purchase	Transit				\$ 637,500												
TBA	2017-CAT-01	CAT-BUS RELIABILITY INITIATIVE	Transit										\$ 1,582,031						
TBA	2017-CAT-02	CAT - MAINTENANCE EQUIPMENT UP GRADES	Transit										\$ 705,863						
TBA	2017-CAT-03	CAT - ELECTRIC BUS CONVERSION INITIATIVE	Transit										\$ 1,875,000						
		Lump Sum	ROAD MAINT - GT 200K				\$ 673,000						\$ 673,000					\$ 673,000	
			SUBTOTAL Z230 COSTS	\$ 1,875,611	\$ 0	\$ 322,000	\$ 3,330,593	\$ 1,625,000	\$ 0	\$ 0	\$ 6,246,625	\$ 741,551	\$ 0	\$ 1,600,000	\$ 4,673,000	\$ 0	\$ 7,307,358	\$ 0	\$ 673,000
			TOTAL Z230 COSTS				\$ 5,528,204				\$ 7,871,625			\$ 7,014,551				\$ 7,980,358	
			EXPECTED Z230 FUNDS				\$ 5,528,205				\$ 7,871,626			\$ 7,925,992				\$ 7,980,359	

SURFACE TRANSPORTATION PROGRAM (STP) STATE FLEXIBLE (Z240)																			
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2018				FY 2019				FY 2020				FY 2021			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0013461	2017-GDOT-01	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2018	Oversight	\$ 17,500															
0013462	2017-GDOT-02	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2019	Oversight					\$ 17,500											
0013463	2017-GDOT-03	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2020	Oversight									\$ 17,500							
0013464	2017-GDOT-04	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2021	Oversight												\$ 17,500				
532370	2017-Bry-01	SR 144 EB FROM S OF CR 100 TO S OF CR 154	Widening			\$ 810,252	\$ 12,439,357												
		Lump Sum	CST MGMT				\$ 1,076,000								\$ 807,000			\$ 807,000	
		Lump Sum	OPERATIONS				\$ 323,000								\$ 323,000			\$ 323,000	
		Lump Sum	ROAD MAINT - ANY AREA				\$ 4,305,000								\$ 3,633,000			\$ 3,633,000	
		Lump Sum	BRIDGE PAINTING				\$ 404,000								\$ 404,000			\$ 404,000	
		Lump Sum	LOW IMPACT BRIDGES				\$ 700,000								\$ 700,000			\$ 700,000	
		Lump Sum	TRAF CONTROL DEVICES				\$ 821,000								\$ 161,000			\$ 161,000	
		Lump Sum	RWP PROTECTIVE BUY				\$ 40,000								\$ 40,000			\$ 40,000	
		Lump Sum	WETLAND MITIGATION				\$ 32,000								\$ 32,000			\$ 32,000	
			SUBTOTAL Z240 COSTS	\$ 17,500	\$ 0	\$ 810,252	\$ 20,140,357	\$ 17,500	\$ 0	\$ 0	\$ 7,418,000	\$ 17,500	\$ 0	\$ 0	\$ 6,100,000	\$ 17,500	\$ 0	\$ 0	\$ 6,100,000
			TOTAL Z240 COSTS				\$ 20,968,109				\$ 7,435,500			\$ 6,117,500				\$ 6,117,500	
			EXPECTED Z240 FUNDS				\$ 20,968,109				\$ 7,435,500			\$ 6,117,500				\$ 6,117,500	

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

TRANSPORTATION ALTERNATIVE PROGRAM (TAP) (Z301)																						
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2018				FY 2019				FY 2020				FY 2021						
				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 Part A	Transportation Enhancement				\$520,325															
TBA	2017-TA-01	CAT Bikeshare System Expansion Phase 2	Bike/Ped/Trail								\$250,000											
TBA	2017-TA-02	McQueens Island Trail Restoration and Mitigation	Bike/Ped/Trail					\$93,709									\$931,944					
SUBTOTAL Z301 COSTS				\$0	\$0	\$0	\$520,325	\$93,709	\$0	\$0	\$250,000	\$0	\$0	\$0	\$931,944	\$0	\$0	\$0	\$0			
TOTAL Z301 COSTS								\$520,325					\$343,709					\$931,944				
EXPECTED Z301 FUNDS								\$520,325					\$1,254,951					\$1,260,103				

SURFACE TRANSPORTATION PROGRAM (STP) ENHANCEMENT (L220)																						
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2018				FY 2019				FY 2020				FY 2021						
				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	\$0	\$511,000			
TOTAL L220 COSTS								\$511,000					\$511,000					\$511,000				
EXPECTED L220 FUNDS								\$511,000					\$511,000					\$511,000				

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) SAFETY (ZS30)																						
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2018				FY 2019				FY 2020				FY 2021						
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR			
		Lump Sum	SAFETY				\$2,556,000				\$2,691,000				\$2,691,000				\$2,691,000			
SUBTOTAL ZS30 COSTS				\$0	\$0	\$0	\$2,556,000	\$0	\$0	\$0	\$2,691,000	\$0	\$0	\$0	\$2,691,000	\$0	\$0	\$0	\$2,691,000			
TOTAL ZS30 COSTS								\$2,556,000					\$2,691,000					\$2,691,000				
EXPECTED ZS30 FUNDS								\$2,556,000					\$2,691,000					\$2,691,000				

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) RAIL/HIGHWAY HAZARD ELIMINATION (ZS40)																						
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2018				FY 2019				FY 2020				FY 2021						
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR			
		Lump Sum	RRXHAZARD ELM				\$135,000				\$135,000				\$135,000				\$135,000			
SUBTOTAL ZS40 COSTS				\$0	\$0	\$0	\$135,000	\$0	\$0	\$0	\$135,000	\$0	\$0	\$0	\$135,000	\$0	\$0	\$0	\$135,000			
TOTAL ZS40 COSTS								\$135,000					\$135,000					\$135,000				
EXPECTED ZS40 FUNDS								\$135,000					\$135,000					\$135,000				

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) RAIL/HIGHWAY PROTECTIVE DEVICE (ZS50)																						
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2018				FY 2019				FY 2020				FY 2021						
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR			
		Lump Sum	RRXP PROTECTION DEV				\$108,000				\$108,000				\$108,000				\$108,000			
SUBTOTAL ZS50 COSTS				\$0	\$0	\$0	\$108,000	\$0	\$0	\$0	\$108,000	\$0	\$0	\$0	\$108,000	\$0	\$0	\$0	\$108,000			
TOTAL ZS50 COSTS								\$108,000					\$108,000					\$108,000				
EXPECTED ZS50 FUNDS								\$108,000					\$108,000					\$108,000				

TRANSPORTATION ALTERNATIVE (TA) RECREATION TRAILS (Z940)																						
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2018				FY 2019				FY 2020				FY 2021						
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR			
		Lump Sum	RECREATIONAL TRAILS				\$34,000				\$34,000				\$34,000				\$34,000			
SUBTOTAL Z940 COSTS				\$0	\$0	\$0	\$34,000	\$0	\$0	\$0	\$34,000	\$0	\$0	\$0	\$34,000	\$0	\$0	\$0	\$34,000			
TOTAL Z940 COSTS								\$34,000					\$34,000					\$34,000				
EXPECTED Z940 FUNDS								\$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.

LOCAL FUNDS																										
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2018				FY 2019				2020				2021										
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR							
0006700	2004-H-06	EFFINGHAM PKWY FROM SR 119/EFFINGHAM TO SR 30/CHATHAM	Road Widening											\$ 137,966	\$ 697,820											
0007631	2007-H-08	TRUMAN LINEAR PARK TRAIL - PHASE II Part A	Transportation Enhancement			\$ 120,000	\$ 1,112,706																			
0008358	2006-H-06	I-516 @ CS 1503/DERENNE AVENUE	New Roadway													\$ 1,611,190										
0008359	2011-H-01	EAST DERENNE FROM SR 204 TO HARRY S TRUMAN P KWY	Miscellaneous Improvements													\$ 200,000										
0010236	2011-H-02	SR 21 FROM CS 346/MLDRED STREET TO SR 204	Miscellaneous Improvements													\$ 700,000										
0013282	2015-County-02	SR 25 Culvert Replacement at Pipemakers Canal	Culvert Replacement		\$ 700,000					\$ 7,700,000																
0013727	2017-H-01	I-16 @ SR 307	Interchange	\$ 480,494																						
TBA	2017-CAT-01	CAT - MAINTENANCE EQUIPMENT UP GRADES	Transit							\$ 47,061																
TBA	2017-CAT-02	CAT-BUS RELIABILITY INITIATIVE	Transit							\$ 105,469																
TBA	2017-CAT-03	CAT - ELECTRIC BUS CONVERSION INITIATIVE	Transit							\$ 125,000																
SUBTOTAL Local COSTS				\$ 480,494	\$ 700,000	\$ 120,000	\$ 1,112,706	\$ 0	\$ 0	\$ 0	\$ 7,977,530	\$ 0	\$ 0	\$ 137,966	\$ 697,820	\$ 0	\$ 2,511,190	\$ 0								
TOTAL Local COSTS				\$ 2,413,200				\$ 7,977,530				\$ 835,786				\$ 2,511,190										
EXPECTED LOCAL FUNDS				\$ 2,413,200				\$ 7,977,530				\$ 835,786				\$ 2,511,190										
											TOTAL TIP PROJECT COSTS				TOTAL EXPECTED REVENUES				NET AVAILABLE/EXPECTED FUNDS							
											FY 2018				\$ 107,434,394				\$ 107,434,395				\$ 1			
											FY 2019				\$ 148,293,625				\$ 149,204,868				\$ 911,243			
											FY 2020				\$ 160,514,065				\$ 161,753,665				\$ 1,239,600			
											FY 2021				\$ 145,939,164				\$ 147,204,420				\$ 1,265,256			
											FY 2018 - 2021				\$ 562,181,248				\$ 565,597,348				\$ 3,416,100			

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

3.2 FY 2018 - 2021 Transit Improvement Program

3.2.1 Financial Capacity Statement of the Chatham Area Transit Authority

PURPOSE

The purpose of this statement is to demonstrate that the Chatham Area Transit Authority (CAT) has the financial capacity to undertake the four-year (FY 2018 - 2021) program of projects as outlined in the Transportation Improvement Program (TIP). FTA requires this analysis to ensure 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

The Chatham Area Transit Authority (CAT) 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.

The Chatham Area Transit Authority's (CAT's) 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, 2015 through June 30, 2016.

NON-FEDERAL OPERATING FUNDS

ENTITY	2016	PERCENT
State of Georgia	\$0	0%
Local Tax District	\$9,175,000	54.0%
System Revenues	\$4,726,409	27.8%
County Contribution	\$3,085,749	18.2%
TOTAL	\$16,987,158	100%

NON-FEDERAL CAPITAL FUNDS

ENTITY	2016	PERCENT
State of Georgia	\$23,933	3.0%
Local Tax District	\$673,513	85.1%
System Revenues	\$94,432	11.9%
TOTAL	\$791,878	100%

The funds generated by the local dedicated transit tax and special purpose local option sales tax allocations, 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.

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 2016 Capital Improvement Justification for the Chatham Area Transit

Preventative Maintenance (PM) – This line item 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.

Operating Assistance – FTA allows transit operators with fewer than 100 vehicles in maximum service to use 5307 funds to cover operating expenses.

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

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

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

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.

Vehicle Purchases -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.

Water Ferry - Funding for water ferry facilities and equipment.

Planning – The development of a five-year strategic transportation development plan (TDP).

3.2.3 FY 2018 - 2021 Transit Improvement Projects

The transit improvement projects are grouped according to their sources of federal funding. The state and local match amounts 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 2018 - 2021

CAPITAL SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY

URBANIZED AREA FORMULA FUNDS SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY							
Funding	Description	Unit Cost	FY2018	FY2019	FY2020	FY2021	Total
	STIP#						
Section 5307	PM	VARIES	\$1,579,529	\$1,394,498	\$1,436,333	\$1,479,423	\$5,889,783
Section 5307	Operating Assistance	VARIES	\$3,971,386	\$4,462,394	\$4,596,266	\$4,734,155	\$17,764,201
Section 5307	Safety and Security	VARIES	\$90,259	\$92,967	\$95,756	\$98,628	\$377,610
Section 5307	Passenger Amenities*	VARIES	\$315,906	\$325,383	\$335,144	\$345,199	\$1,321,632
Section 5307	Planning	VARIES	\$45,129	\$46,483	\$47,878	\$49,314	\$188,804
	PROJECT COST		\$6,002,209	\$6,321,725	\$6,511,377	\$6,706,719	\$25,542,030
	FEDERAL COST		\$3,610,351	\$3,718,662	\$3,830,222	\$3,945,129	\$15,104,364
	STATE COST		\$0	\$0	\$0	\$0	\$0
	LOCAL COST		\$2,391,858	\$2,603,063	\$2,681,155	\$2,761,590	\$10,437,666

*Indication of ADA compliance.

STATE OF GOOD REPAIR SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY							
Funding	Description	Unit Cost	FY2018	FY2019	FY2020	FY2021	Total
Section 5337	Water Ferry*	VARIES	\$352,058	\$183,989	\$189,509	\$195,194	\$920,750
	PROJECT COST		\$352,058	\$183,989	\$189,509	\$195,194	\$920,750
	FEDERAL COST		\$281,646	\$147,191	\$151,607	\$156,155	\$736,600
	STATE COST		\$0	\$0	\$0	\$0	\$0
	LOCAL COST		\$70,412	\$36,798	\$37,902	\$39,039	\$184,150
	DOT DISTRICT # 5		CONG.DIST. 1		CRC	CG	

*Indication of ADA compliance.

BUS AND BUS FACILITY CHATHAM AREA TRANSIT AUTHORITY							
Funding	Description	Unit Cost	FY2018	FY2019	FY2020	FY2021	Total
Section 5339	Facility Enhancements*	VARIABLES	\$174,381	\$45,036	\$43,724	\$45,036	\$308,176
Section 5339	ITS	VARIABLES	\$1,046,286	\$270,213	\$262,343	\$270,213	\$1,849,055
Section 5339	Vehicle Purchases*	VARIABLES	\$523,143	\$135,107	\$131,171	\$135,107	\$924,527
	PROJECT COST		\$1,743,810	\$450,355	\$437,238	\$450,355	\$3,081,758
	FEDERAL COST		\$1,395,048	\$360,284	\$349,790	\$360,284	\$2,465,406
	STATE COST		\$0	\$0	\$0	\$0	\$0
	LOCAL COST		\$348,762	\$90,071	\$87,448	\$90,071	\$616,352
	DOT DISTRICT # 5			CONG.DIST. 1		CRC	CG

*Indication of ADA compliance.

FTA FERRY BOAT DISCRETIONARY (FBD) FUNDS						
FUNDING	DESCRIPTION	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
5307(h)	Water Ferry*	\$468,000	\$0	\$0	\$0	\$468,000
5307(h)	Water Ferry*	\$891,600	\$0	\$0	\$0	\$891,600
	PROJECT COST	\$1,359,600	\$0	\$0	\$0	\$1,359,600
	FEDERAL COST	\$1,087,680	\$0	\$0	\$0	\$1,087,680
	DHS COST	\$0	\$0	\$0	\$0	\$0
	LOCAL COST	\$271,920	\$0	\$0	\$0	\$271,920
	DOT DISTRICT # 5		CONG.DIST 1	CRC	CG	

*Indication of ADA compliance.

FHWA FERRY BOAT PROGRAM FORMULA FUNDS						
FUNDING	DESCRIPTION	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
FHWA FBP	Water Ferry*	\$937,114	\$253,648	\$261,257	\$269,095	\$1,721,114
	PROJECT COST	\$937,114	\$253,648	\$261,257	\$269,095	\$1,721,114
	FEDERAL COST	\$749,694	\$202,918	\$209,006	\$215,276	\$1,376,894
	DHS COST	\$0	\$0	\$0	\$0	\$0
	LOCAL COST	\$187,423	\$50,730	\$52,251	\$53,819	\$344,223
	DOT DISTRICT # 5		CONG.DIST 1	CRC	CG	

*Indication of ADA compliance.

FHWA DISCRETIONARY FERRY FUNDS						
FUNDING	DESCRIPTION	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
FHWA	Water Ferry*	\$965,384	\$0	\$0	\$0	\$965,384
FHWA	Water Ferry*	\$911,250	\$0	\$0	\$0	\$911,250
	PROJECT COST	\$1,876,634	\$0	\$0	\$0	\$1,876,634
	FEDERAL COST	\$1,501,307	\$0	\$0	\$0	\$1,501,307
	STATE COST	\$0	\$0	\$0	\$0	\$0
	LOCAL COST	\$375,327	\$0	\$0	\$0	\$375,327
	DOT DISTRICT # 5		CONG.DIST 1	CRC	CG	

*Indication of ADA compliance.

COASTAL REGION RURAL PLANNING FUNDS*						
FUNDING	DESCRIPTION	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
	TIP#	T006050	T006065	T006077	T006088	
Section 5304	Planning	\$3,825	\$3,825	\$3,825	\$3,825	\$15,300
	PROJECT COST	\$3,825	\$3,825	\$3,825	\$3,825	\$15,300
	FEDERAL COST	\$3,060	\$3,060	\$3,060	\$3,060	\$12,240
	STATE COST	\$0	\$0	\$0	\$0	\$0
	LOCAL COST	\$765	\$765	\$765	\$765	\$3,060
	DOT DISTRICT # 5	CONG.DIST 1		CRC	CG	

*GDOT is the designated recipient of Section 5304 funds and is responsible for allocating them to eligible sub-recipients. In the CORE MPO planning area, the Coastal Regional Commission (CRC) is currently the sub-recipient for these funds.

COASTAL REGION RURAL CAPITAL AND OPERATIONS FUNDS*						
FUNDING	DESCRIPTION	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
	TIP#	T006151				
Section 5311	Capital and Operations	\$452,869	\$452,869	\$452,869	\$452,869	\$1,811,476
	PROJECT COST	\$452,869	\$452,869	\$452,869	\$452,869	\$1,811,576
	FEDERAL COST	\$250,606	\$250,606	\$250,606	\$250,606	\$1,002,424
	STATE COST	\$8,057	\$8,057	\$8,057	\$8,057	\$32,228
	LOCAL COST	\$194,206	\$194,206	\$194,206	\$194,206	\$776,824
	DOT DISTRICT # 5	CONG.DIST 1		CRC	CG	

*GDOT is the designated recipient of 5311 funds and is responsible for allocating them to eligible sub-recipients. In the CORE MPO planning area, the Coastal Regional Commission (CRC) is currently the sub-recipient for these funds.

2009	29 ft. Gillig Hybrid Lowfloor			X	
2009	29 ft. Gillig Hybrid Lowfloor			X	
2009	35 Ft. Gillig Hybrid Lowfloor			X	
2009	35 Ft. Gillig Hybrid Lowfloor			X	
2009	35 Ft. Gillig Hybrid Lowfloor			X	
2009	35 Ft. Gillig Hybrid Lowfloor			X	
2009	35 Ft. Gillig Hybrid Lowfloor			X	
2009	35 Ft. Gillig Hybrid Lowfloor			X	
2009	35 Ft. Gillig Hybrid Lowfloor			X	
2009	35 Ft. Gillig Hybrid Lowfloor			X	
2009	35 Ft. Gillig Hybrid Lowfloor			X	
2011	35 Ft. Gillig Hybrid Lowfloor				X
2011	35 Ft. Gillig Hybrid Lowfloor				X
2011	35 Ft. Gillig Hybrid Lowfloor				X
2011	35 Ft. Gillig Hybrid Lowfloor				X
2011	35 Ft. Gillig Hybrid Lowfloor				X
2011	35 Ft. Gillig Hybrid Lowfloor				X
2011	35 Ft. Gillig Hybrid Lowfloor				X
2011	35 Ft. Gillig Hybrid Lowfloor				X
2011	35 Ft. Gillig Hybrid Lowfloor				X
2011	35 Ft. Gillig Hybrid Lowfloor				X
2011	40 Ft. Gillig Hybrid Lowfloor				X
2011	40 Ft. Gillig Hybrid Lowfloor				x
2011	40 Ft. Gillig Hybrid Lowfloor				X
2011	40 Ft. Gillig Hybrid Lowfloor				X
2011	40 Ft. Gillig Hybrid Lowfloor				X
2012	GOSHEN GCII	X			
2012	GOSHEN GCII	X			
2012	GOSHEN GCII	X			
2012	GOSHEN GCII	X			
2014	Goshen GCII		X		
2014	Goshen GCII		X		
2016	Gillig Trolley				
2016	Gillig Trolley				

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 THE CORE MPO PLANNING AREA

Bryan

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0010739			SR 144 @ I-95 SB & NB OFF RAMP	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0015170			OFF-SYSTEM SAFETY IMPROVEMENTS @ 46 LOCS IN BRYAN COUNTY					CST	AUTHORIZED		
M004867			SR 144 FM RICHMOND HILL CITY LIMITS TO S OF CR 230/BROWN RD								
M005622			SR 144 FROM CS 615/CHEROKEE STREET TO DEAD END								

Chatham

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0010582			SR 26/US 80 FROM CR 761/OLD US 80 TO CS 853/BYERS STREET			ROW	PRECST	CST	PRECST		
0012843			SR 25 @ 4 LOC; SR 26 @ 5 LOC &SR 204 @ 1 LOC-SIGNAL UPGRADES	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0013727			I-16 @ SR 307	PE	AUTHORIZED	ROW	PRECST	CST	PRECST		
0015151			SR 204 FROM SR 21 TO CS 1201/RIO ROAD @ 25 LOCS	PE	PRECST			CST	PRECST		
0015596			I-516 FROM CS 508/OAK STREET TO SAVANNAH CITY LIMITS	PE	PRECST			CST	PRECST		
0015597			I-95 FROM LIBERTY COUNTY LINE TO SOUTH CAROLINA STATE LINE	PE	PRECST			CST	PRECST		

0015675			I-16 @ CS 647/CS 2289/CHATHAM PKWY	PE	AUTH-PEND			CST	PRECST	UTL	PRECST
0015721			CS 659/CS 2352/TREMONT ROAD @ CSX #641177L	PE	PRECST			CST	PRECST		
M004056	CSSTPM00400056		SR 25 @ SIDNEY LANIER & SR 404SP @TALMADGE - WIND&RAIN STUDY	PE	PRECST						
M004518			I-516 @ 8 LOCS - SIGN UPGRADES								
M005500			SR 26/US 80 FROM SR 25 TO CS 1468/ROSS ROAD IN SAVANNAH								
M005618			SR 21 SPUR FROM SR 21 TO DEAD END								
M005624			SR 204 SPUR FROM 0.40 MI W OF PIN POINT RD TO MCWORTER RD								
M005675			SR 26 @ 1 LOC & SR 404 SPUR @ 2 LOCS - BRIDGE PRESERVATION								
M005712			SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE								
M005719			SR 26/US 80 FROM BULL RIVER TO LAZARETTO CREEK								
M005720			SR 25 @SIDNEY LANIER & SR 404 SPUR/@TALMADGE MEMORIAL BRIDGE								
M005725			I-16 @ 6 LOCS - BRIDGE PRESERVATION								

Appendix B: Funding Obligations in FY 2015 - 2017

The funding obligations information demonstrates how well the programmed projects in the FY 2015 - 2018 TIP and STIP are implemented. As funds for more projects are authorized, the obligation tables will be updated.

The highway funding obligations table shows which projects in the CORE MPO's FY 2015 – 2018 Transportation Improvement Program (TIP) and the GDOT's FY 2015 - 2018 State Transportation Improvement Program (STIP) and what phases of their development have been authorized in fiscal years 2015 - 2017 for the Savannah area as of June 2017. The stand-alone bike/pedestrian improvement projects or those projects with bike/pedestrian improvement features are also listed. The funding authorization of these projects went through the FHWA funding obligation process.

It should be noted that the highway funding obligations table includes some projects which are directly managed by GDOT and do not go through the CORE MPO planning process (not included in the MPO's TIP). Their inclusion in the table is to reflect a comprehensive picture of all of the related transportation improvements going on in the Savannah region.

The transit grants close out table shows which transit programs have received funding during fiscal years 2015 - 2017. The funding authorization of these transit programs went through the FTA funding obligation process. The transit projects that went through funding transfer from FHWA to FTA (CAT Vehicle Purchase and CAT Bikeshare Expansion) are listed in the highway funding obligation table and are not repeated here.

Transit Funding Obligations – 2015 - 2017 FTA Grant Awards

Federal (FTA)	Date Executed/Closed/Extended	FTA Grant Amount
GA-90-X346 (FY15 5307)	11/30/2015	\$3,488,879
GA-2016-017 (FY16 5337)	9/21/2016	\$487,208
GA-2016-011 (FY16 5307)	8/19/2016	\$3,403,102
GA-2017-012 (FY17 5307 Partial)	4/6/2017	\$1,954,892
Total Federal		\$9,334,081

Highway Funding Obligations for the Savannah Area in FY 2015 - 2017

PI#	PROJECT#	TIP#	DESCRIPTION	PHASE	AUTH FY YEAR	AUTH AMT
0002923	NHS-002-00(923)	97-H-10	SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIADUCT	PE	2015	\$25,000.00
0002923	NHS-002-00(923)	97-H-10	SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIADUCT	CST	2016	\$20,640,945.43
0006328	CSSTP-0006-00(328)	2004-H-08	BRAMPTON ROAD CONN FROM SR 21/SR 25 to SR 21 SPUR	ROW	2016	\$4,076,000.00
0006700	CSMSL-0006-00(700)	2004-H-06	EFFINGHAM PKWY FROM SR 119/EFFINGHAM TO SR 30/CHATHAM	ROW	2017	\$3,034,000.00
0007128	CSBRG-0007-00(128)	2005-H-03	CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE	ROW	2015	\$110,000.00
0007259	CSSTP-0007-00(259)	2005-H-1	CR 984/JIMMY DELOACH PARKWAY @ SR 17 - INTERCHANGE	ROW	2015	\$8,700,000.00
0007259	CSSTP-0007-00(259)	2005-H-1	CR 984/JIMMY DELOACH PARKWAY @ SR 17 - INTERCHANGE	UTL	2017	\$514,128.31
0007259	CSSTP-0007-00(259)	2005-H-1	CR 984/JIMMY DELOACH PARKWAY @ SR 17 - INTERCHANGE	CST	2017	\$26,776,143.82
0007631	CSHPP-0007-00(631)	2007-H-08	TRUMAN LINEAR PARK TRAIL – PHASE II PART A	ROW	2017	\$220,000.00
0007885	CSNHS-0007-00(885)	2006-H-01	CS 602/CS 650/GRANGE ROAD FROM SR 21 TO E OF SR 25	CST	2015	\$19,188,265.17
0008358		2006-H-06	I-516 @ CS/1503/DERENNE AVENUE	PE	2016	\$2,088,000.00
0008359	CSSTP-0008-00(359)	2011-h-01	EAST DERENNE FROM ABERCORN STREET TO HARRY S TRUMAN PKWY	PE	2016	\$456,000.00
0008996	CSTEE-0008-00(996)		CS 1021/BROUGHTON ST FM SR 25 CONN TO CS 909/EAST BROAD ST	CST	2016	\$229,373.00
0010028		2012-BP-01	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	PE	2015	\$82,950.00
0010028		2012-BP-01	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	PE	2016	\$167,200.00
0010028		2012-BP-01	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	ROW	2017	\$4,000,000
0010232			SR 204 FM E OF CR 975/VETERANS PKWY TO E OF CS 1201/RIO ROAD	PE	2015	\$3,065.51
0010236		2011-H-02	SR 21 FROM CS 346/MILDRED STREET TO SR 204	PE	2016	\$456,000.00
0010553		2014-GDOT-02	CS 651/CROSSGATE RD FM SR 21 TO NS#734150L IN PORT WENTWORTH	CST	2016	\$2,339,005.65

0010560		2012-Bri-01	SR 26/US 80 @ BULL RIVER & @ LAZARETTO CREEK	PE	2017	\$3,104,090.00
0010738			I-95 NB RAMP @ CS 692/AIRWAYS AVE	CST	2015	\$1,565,343.49
0011832			SR 26 FROM MCKENZIE STREET TO 15TH STREET @ 14 LOCS - RRFB	CST	2015	\$297,162.88
0012722		2015-GDOT-01	SR 21 FM SR 30 TO HENDLEY RD; INC I-95 DDI	CST	2015	\$7,613,447.38
0012757		2016-GDOT-01	I-16 FROM I-95 TO I-516	PE	2016	\$5,306,040.00
0012758		2014-GDOT-01	I-16 @ I-95 - INTERCHANGE RECONSTRUCTION	PE	2015	\$3,788,512.56
0012758		2014-GDOT-01	I-16 @ I-95 - INTERCHANGE RECONSTRUCTION	PE	2016	\$2,870,400.00
0012758		2014-GDOT-01	I-16 @ I-95 - INTERCHANGE RECONSTRUCTION	PE	2017	\$2,268,281.25
0012830			I-95 @ SR 25/US 17 - SB RAMPS – Bryan County	CST	2017	\$1,163,902.56
0012937			PL SAVANNAH – FY 2015	PLN	2015	\$405,041.91
0013271		2015-TAP-1	MARSH HEN TRAIL FM E OF OLD HWY 80 TO BATTERY DR - PHASE II	PE	2015	\$0.00
0013273		2015-TAP-3	CAT BIKESHARE EXPANSION IN DOWNTOWN SAVANNAH	PE	2015	\$16,910.00
0013273		2015-TAP-3	CAT BIKESHARE EXPANSION IN DOWNTOWN SAVANNAH	CST	2016	\$208,900.00
0013277		2015-Transit-01	CAT VEHICLE PURCHASE – FY 2016	CST	2016	\$700,000.00
0013278		2015-Transit-02	CAT VEHICLE PURCHASE – FY 2016	CST	2016	\$700,000.00
0013279		2015-Transit-03	CAT VEHICLE PURCHASE – FY 2017	CST	2017	\$700,000.00
0013281		2015-County-01	SR 21 @ PIPEMAKER CANAL – CULVERT REPLACEMENT	PE	2016	\$625,000.00
0013282		2015-County-02	SR 25 @ PIPEMAKER CANAL - CULVERT REPLACEMENT	PE	2016	\$625,000.00
0013282		2015-County-02	SR 25 @ PIPEMAKER CANAL - CULVERT REPLACEMENT	PE	2017	\$133,100.00
0013366			CAT SPECIAL TRANSPORTATION STUDY	PE	2015	\$0.00
0013407			PL SAVANNAH – FY 2016	PLN	2016	\$462,665.03
0013549		2016-Ped-01	SR 21 @ CS 705/Parkside Blvd in Port Wentworth	PE	2016	\$261,873.22
0013549		2016-Ped-01	SR 21 @ CS 705/Parkside Blvd in Port Wentworth	ROW	2017	\$120,000.00
0013549		2016-Ped-01	SR 21 @ CS 705/Parkside Blvd in Port Wentworth	CST	2017	\$3,750,031.02
0013621			SIGNING & PAVEMENT MARKINGS @ 44 NS RR LOC IN DISTRICT 2 & 5 -Effingham County	CST	2016	\$81,969.33

0013656			I-16 FM W OF BLOOMINGDALE RD TO W OF MLK BLVD @ 34 BCT LOCS	PE	2016	\$1,213.16
0013656			I-16 FM W OF BLOOMINGDALE RD TO W OF MLK BLVD @ 34 BCT LOCS	CST	2016	\$402,443.82
0013727			I-16 @ SR 307	PE	2016	\$100,000.00
0013741		2016-Bridge-01	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	PE	2016	\$1,000,000.00
0013742		2016-Bridge-02	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	PE	2016	\$1,000,000.00
0013779			OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 LOCS IN EFFINGHAM COUNTY	PE	2016	\$20,500.00
0013779			OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 LOCS IN EFFINGHAM COUNTY	CST	2016	\$164,418.41
0014113			PL SAVANNAH – FY 2017	PLN	2017	\$415,690.88
0015170			OFF-SYSTEM SAFETY IMPROVEMENTS @ 46 LOCS IN BRYAN COUNTY	CST	2017	\$423,897.00
0015306			TRUMAN LINEAR PARK TRAIL – PHASE II-B	PE	2017	\$300,000.00
0015596			I-516 FROM CS508/OAK STREET TO SAVANNAH CITY LIMITS	PE	2017	\$200,000.00
0015597			I-95 FROM LIBERTY COUNTY LINE TO SOUTH CAROLINA STATE LINE	PE	2017	\$200,000.00
521855	STP-064-1(40)SPUR	87-H-18B	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	PE	2016	\$824,402.59
521855	STP-064-1(40)SPUR	87-H-18B	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	PE	2017	\$330,000.00
521855	STP-064-1(40)SPUR	87-H-18B	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	ROW	2017	\$6,339,000.00
522790	STP00-0218-01(001)	94-H-02	JIMMY DELOACH PARKWAY EXTENSION FROM I-16 TO US 80	PE	2016	\$50,000.00
522790	STP00-0218-01(001)	94-H-02	JIMMY DELOACH PARKWAY EXTENSION FROM I-16 TO US 80	UTL	2017	\$154,000
522790	STP00-0218-01(001)	94-H-02	JIMMY DELOACH PARKWAY EXTENSION FROM I-16 TO US 80	CST	2017	\$26,306,554.76
522870	NH000-0111-01(024)	2000-H-04	SR 204 FM E OF CR 68/PINE GROVE TO W OF CR 975/VETERANS PKWY	PE	2017	\$20,000.00
M004608			SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE – MAINTENANCE REPAIRS	MCST	2015	\$2,247,469.43
M004632			SR 26 FROM W OF CR 1111/COLEMAN BLVD TO E OF CSX #641194C	MCST	2016	\$2,958,235.19
M004633			SR 204 FROM E OF GATEWAY BLVD TO E OF KING GEORGE BLVD	MCST	2016	\$1,585,137.71

M004634			SR 26 FROM GRAY CREEK TO BULL RIVER	MCST	2016	\$2,212,320.46
M004865			SR 144 FROM I-95 TO SR 25/US 17 – Bryan County	MCST	2016	\$1,696,161.25
M004901			SR 21 FM 0.10 MI N OF CSX RR TO CS 590/SMITH AVE IN SAVANNAH	MCST	2015	\$1,413,331.51
M004903			SR 204 FROM CS 645/37TH STREET TO I-16	MCST	2016	\$472,303.12
M004918			I-16 FROM 1.39 MI W OF LITTLE OGEECHEE RIVER TO CSX #641178T	MCST	2015	\$5,520,803.62
M005115			I-516 & SR 21 FROM CS 1074/MONTGOMERY STREET TO SR 26 CONN	MCST	2016	\$6,389,558.21
M005369			I-16 @ 5 LOCS; I-95 @ 7 LOCS & I-516 @ 5 LOCS – BRIDGE REHAB	MPE	2016	\$157,878.71
M005370			SR 25 @ SAVANNAH RIVER – BRIDGE REHAB	MPE	2016	\$331,212.16
M005370			SR 25 @ SAVANNAH RIVER – BRIDGE REHAB	MCST	2017	\$671,454.06
M005385			I-95 @ 22 LOCS IN CHATHAM COUNTY – BRIDGE PRESERVATION	MPE	2016	\$35,000.00
M005385			I-95 @ 22 LOCS IN CHATHAM COUNTY – BRIDGE PRESERVATION	MCST	2017	\$3,007,527.00
M005429			I-95 @6 LOC & I-516 @2 LOC-BRIDGE PRESERVATION	MPE	2017	\$80,000.00
M005429			I-95 @6 LOC & I-516 @2 LOC-BRIDGE PRESERVATION	MCST	2017	\$1,418,159.14
M005441			SR 404 SPUR FROM I-16 TO E OF TALMADGE MEMORIAL	MCST	2016	\$1,122,212.01
M005484			SR 26 FROM CR 1670/OLD US 80 TO CS 804/16 TH STREET	MCST	2017	\$1,703,336.72
M005500			SR 26/US 80 FROM SR 25 TO CS 1468/ROSS ROAD IN SAVANNAH	MCST	2017	\$528,038.10
M005539			I-95 FROM N OF I-16/CHATHAM TO SAVANNAH RIVER/EFFINGHAM	MCST	2017	\$8,601,095.90
M005675			SR 26 @ 1 LOC & SR 404 SPUR @ 2 LOCS – BRIDGE PRESERVATION	MPE	2017	\$40,000.00
M005712			SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE	MSCP	2017	\$851,888.00
S014638			ADD RT PASS LN SR 204SP/DIAMOND CAUSEWY@CR 105/PIN POINT AVE	TSA	2016	\$104,539.00
S014666			EXT EXIST EB EXIT 160 LANE I-16@SR 307/DEAN FOREST RD	TSA	2016	\$199,948.00
S014737			INT IMPROVE SR 21SB/AUGUSTA RD@SR 30/BONNYBRIDGE RD W/SIGNAL	TSA	2017	\$199,993.00
S014750			OVERHEAD TP1 SIGN STRUC I-95 SB WELCOME CTR & WEIGHT STATION – Effingham County	TSA	2017	\$170,139.00

S014818			DUAL LT TURN LN SR21NB/AUGUSTA RD@SR307/DEAN FOREST RD	TSA	2017	\$192,232.00
S014822			INSTALL 2 INT OVERHEAD SIGNS AIRWAYS AVE NB OFF-RAMP FR I- 95	TSA	2017	\$22,315.00
S014841			WIDEN & RT TURN LN SR26/US 80WB@CR228/FORT PULASKI RD	TSA	2017	\$96,456.90
S014842			RESTRIPE US80/SR26 BR OVR BULL R LT TN LN CR22/FT PULASKI RD	TSA	2017	\$140,087.00
S014849			EEE ADDL LMIG PROJ N SECT CS647/CHATHAM PKWY FR I-16 TO US80	PR	2017	\$500,000.00
S014850			EEE ADDL LMIG REHAB CS647/CHATHAM PKWY FR I-16 TO TELFAIR PL	PR	2017	\$500,000.00
T005315			SAVANNAHIMPROVE RUNWAY 28 SAFETY AREA & RELOCATE RD	AVIA	2015	\$2,621,006.00
T005571			SAVANNAH-RUNWAY 10/28 SEAT COAT; RUNWAY 1/19 GROOVING	AVIA	2016	\$614,614.09
T005870			CHATHAM-RECON. TWY E-1, AIRFIELD LIGHTING & SIGNAGE UPGRADES	AVIA	2017	\$3,739,320.98

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 is complete.
- PI# 0000690, I-95 southbound welcome center - 1st priority highway project. Construction is complete and the center is open to the public.
- 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. Construction is complete and the road is open to traffic.
- PI# 0002921, Truman Parkway Phase V - 2nd priority highway project. Construction is complete and the road is open to traffic.
- PI# 0002923: SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIADUCT – priority highway project. The project is under construction.
- PI# 0007148, I-95 Operational Improvements at SR 204 – lump sum project. Construction is complete.
- 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.
- 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# 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 various studies have been completed.
- PI# 0008651, Bridge Replacement at SR 204 Spur/Diamond Causeway @ Skidaway Narrows - 2nd priority bridge project. Construction is complete and the bridge is open to traffic.
- PI# 0008995, AASU Bicycle/Pedestrian Path, Phase II – TE project. Project is complete.
- PI# 0008996, Broughton Street from SR 25 Conn to East Broad Street - TE project. The project is under construction.
- PI# 0010232, SR 204/Abercorn Street Operational Improvements from Veterans Parkway to Rio Road – lump sum project. Construction is complete.

- PI# 0010522, Georgia Ports Authority Rail Tie-in to the Mason Intermodal Container Transfer Facility – earmarked rail project. Construction is complete.
- PI# 0010559: SR 204 from Forest River to Harry S Truman Pkwy – corridor study. Study is complete.
- PI# 0010738, I-95 NB Ramp @ Airways Avenue Operational Improvements – lump sum project. Construction is complete.
- PI# 0011743: SR 21 from I-516 to Effingham County line – corridor study. Study is complete.
- PI# 0011832, SR 26 from McKenzie Street to Tybrisa Street @ 15 locations – RRFB. Lump sum project is complete.
- PI# 0012689, I-516/SR 21 FM CS 1074/MONTGOMERY ST TO CR 975/VETERANS PKWY - lump sum project. Construction is complete.
- PI# 0007259, CR 984/JIMMY DELOACH PARKWAY @ SR 17 – INTERCHANGE – highway priority project. Construction funds have been authorized. Project is scheduled to be let in 2017.
- PI# 522790, JIMMY DELOACH PARKWAY EXTENSION FROM I-16 TO US 80- highway priority project. Construction funds have been authorized. Project is scheduled to be let in 2017.
- PI# 522870, SR 204/Abercorn Street Interchange Construction at King George Blvd – 2nd priority highway project. The project is 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. Construction is complete and the road is open to traffic.
- 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# M004603, I-95 NB Exit Ramp @ SR 21; INC SR 21 @ I-95 NB Right Turn Lane – lump sum project. Construction is complete.
- PI# M004608, SR 404 Spur @ Talmadge Memorial Bridge - Maintenance Repairs – lump sum project. Construction is complete.
- PI# M004632, SR 26 from W of CR 1111/Coleman Blvd to E of CSX #641194C – lump sum project. Construction is complete.
- PI# M004633, SR 204 from E of Gateway Blvd to E of King George Blvd – lump sum project. Construction is complete.
- PI# M004634, SR 26 from Gary Creek to Bull River – lump sum project. Construction is complete.
- M004903, SR 204 FROM CS 645/37TH STREET TO I-16 – Maintenance. Construction is complete.
- 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.
- Complete the Park and Ride Lot Study – transit priority from Transit Mobility Vision Plan. Study is complete.

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 public participation materials provide proof of compliance with the participation process of the CORE MPO's FY 2018 - 2021 TIP development.

April 2017

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 2018 - 2021 Transportation Improvement Program (TIP). The purpose of the TIP prioritization meeting is for the public to provide input on the transportation improvement project prioritization methodology and priority project lists for the CORE MPO planning area. Materials related to the TIP prioritization will be available for review by April 14, 2017 on the CORE MPO website at <http://www.thempc.org/Dept/Tran>.

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.

TIP Prioritization Public Meeting

Thursday, April 20, 2017

5:30 p.m.

MPC Arthur A. Mendonsa Hearing Room

112 East State Street, Savannah, GA 31401

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

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

May 2017

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 2018 - 2021 Transportation Improvement Program (TIP). The draft report includes descriptions of highway, transit, bike/pedestrian, as well as other multi-modal projects in the Savannah area programmed to receive funds in fiscal years 2018 to 2021. This notice also serves as the public notice for Chatham Area Transit Authority's (CAT's) federal grant projects. Copies of the draft TIP will be available for review at the Live Oak public libraries, the Chatham County-Savannah Metropolitan Planning Commission (MPC) office, the MPC website at <http://www.thempc.org/Dept/Tran>, and other public review agencies. Any changes to the draft report will be posted on the website.

The comment period will start on **May 24, 2017** and written comments on the draft TIP will be accepted until the close of business on **June 22, 2017**. Please send your comments to Wykoda Wang, Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401, or via email at wangw@thempc.org.

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

CORE MPO Citizens Advisory Committee (CAC) Meeting
Thursday, June 1, 2017
5:30 p.m.
MPC Arthur A. Mendonsa Hearing Room
112 East State Street, Savannah, GA 31401

CORE MPO Board Meeting
Wednesday, June 28, 2017
10:00 a.m.
MPC Arthur A. Mendonsa Hearing Room
112 East State Street, Savannah, GA 31401

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

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

From: Christian, Tamara (FHWA) [mailto:Tamara.Christion@dot.gov]
Sent: Tuesday, May 16, 2017 9:51 AM
To: Wykoda Wang <wangw@thempc.org>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Eastin, William <weastin@dot.ga.gov>
Cc: Mark Wilkes <wilkesm@thempc.org>
Subject: RE: Reminder - Preliminary Draft FY 2018 - 2021 TIP for Your Review

Good Morning,

In the interest of time, FHWA has reviewed the CORE TIP and would like to provide the following comments. Please note, throughout the year we will make periodically comments if needed. Thanks.

- Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan. 23 CFR 450.325 (i) It is recommended, that a crosswalk between projects located in the LRTP and TIP should be included to help determine consistency between the documents quickly and easily.
- The TIP touched on performance targets without emphasis on how, however, the regulations states that: 23 CFR 450.326
 1. (c) The TIP shall be designed such that once implemented, it makes progress toward achieving the [performance targets](#) established under [§ 450.306\(d\)](#).
 2. (d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the [performance targets](#) identified in the [metropolitan transportation plan](#), linking investment priorities to those performance targets.
- The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following: Ensure that in areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans 23 CFR 450.326 (g) (7). From reading the document, wasn't sure if any of the projects falls under the regulations. If so, please make note. Thanks.

We are aware that plans may change though out the year, please be mindful that the TIP shall include a project, or a phase of a project, ONLY if full funding can reasonably be anticipated to be available for the project within the time contemplated for completion of the project 23 CFR 450.326 (k).

Best Regards,

Tamara N. Christian
Transportation Planner
FHWA-Georgia Division

From: Delgadillo Canizares, Marlene V. [mailto:mcanizares@dot.ga.gov]
Sent: Wednesday, May 17, 2017 12:34 PM
To: Wykoda Wang <wangw@thempc.org>
Cc: Christian, Tamara (FHWA) <Tamara.Christion@dot.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>; Eastin, William <weastin@dot.ga.gov>; Mark Wilkes <wilkesm@thempc.org>
Subject: RE: Preliminary Draft FY 2018 - 2021 TIP for Your Review

Good afternoon, Wykoda,

Planning has some general and content comments; also, we scanned some TIP pages with hand written notes as well.

General Comments:

- Plan consistency. 23 CFR 450.325 (i) “Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan”; please make sure the new identified projects as priorities per the Z230/301 “call for projects process” will be added to the cost feasible project list of the 2040 LRTP (comment expressed by FHWA as well)
- Although MPO did a good job unfolding the FAST Act on Chapter 1, the MPO shall include more language within Chapter 2.2 Establishment of Transportation Improvement Priorities to address performance targets. “(d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.” (23 CFR 450.326). The performance targets’ link on page 25 of the TIP, provides access to the whole 2040 MTP document and amendments, and not specifically on performance targets. In addition, the 2040 MTP was adopted before the FAST Act. A good example of performance targets is the FY 2017 CMP (general comment expressed by FHWA as well)
- } Planning will provide new Lump Sum and Authorized Projects lists before adoption to display latest information in the adopted TIP
- As a friendly reminder, TIP Page iii. Make sure final document contains the latest Federal Certification, actual certification shown is valid until April 4, 2017

Improvement Project List comments:

- } TIP Pages 32-70 (PDF). 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 (PIs 0012757, 0012758, 0007631, 0015306, 0008358, 0006700, 0007259)
- } TIP Page 36. PI 0012757. PE phase amended on the TIP for FY 17 has being deleted in our system, please delete “PE funds programmed in FY 2017 are pending authorization by June 30, 2017”
- } TIP Pages 36-62. Planning found the “comments and remarks” section within the TIP-Sheets being very useful telling the project history; please, consider including detail of phases, years, funding amount, and funding codes across the board. You may use page 41 as an example

Side note: PDF handwritten comments as “#1 STBG Call for Projects” were typed for internal reference only.

Thanks for your cooperation and as always let us know if you need clarification.

Best regards,
Vivian

From: jJo Hickson [<mailto:johickson@comcast.net>]
Sent: Monday, May 22, 2017 2:09 PM
To: Wykoda Wang <wangw@thempc.org>; Jane Love <lovej@thempc.org>; 'Rob Hernandez' <RHernandez@Savannahga.Gov>
Cc: Sprague, Mary Ellen <MaryEllen31406@GMail.Com>; 'Larry Stuber' <larrystuber@bellsouth.net>; john@bicyclecampaign.org; Brent Buice <brent@greenway.org>; Paula Kreissler <Paula@healthysavannah.org>
Subject: Comment on the DRAFT FY 2018-2021 TIP

As Chatham County’s Director on the Board of Directors, I am in favor of the Non-motorized Transportation Plan’s Top-ranked Bicycle Needs as identified in the report at <http://www.thempc.org/docs/lit/CoreMpo/Latest/TIPPriorityEstStaffRpt.pdf>

1. Truman Greenway from Lake Mayer to Bee Road (see PI# 0007631 and PI# 0015306 under project continuation above) 2. W. 52nd Street from US 17 to Montgomery Street (not yet a project) and especially I recommend that funding be identified for the Coastal Georgia Greenway (CGG) path along Louisville Road and W. Boundary Street, connecting future other planned trail segment to Turner Blvd. (not yet a project). And I urge the City of Savannah to work with the identified Louisville Road and W. Boundary Street trail as part of its development of the Canal District, and that funding for this trail be included in development of the canal district. Further, I recommend funding be identified for the CGG trail such that it links the Visitors Center at the Georgia Center, to the AmTrak Station, where possible utilizing the Savannah Ogeechee Canal Corridor route. I understand funding for this project could be obtained from TAP, or <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

Best,

Jo Claire Hickson
Executive Director
Coastal Georgia Greenway, Inc.
3601 Abercorn St.
Savannah, GA 31405

(912) 247-8746 (cell)

www.coastalgeorgiagreenway.org



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June 26, 2017

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

Savannah Tree Foundation Comments on the CORE MPO's Draft FY 2018 - 2021 Transportation Improvement Program (TIP) document

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 encourages the use of Best Management Practices (BMP) for trees and urban forests in all construction and roadway projects. It is imperative that projects include provisions for proper tree protection to preserve existing trees and sufficient replanting when removal is the last possible option.

To fulfill today's community needs, a broader perspective of transportation improvement must be adopted. Complete street and context sensitive design are the operating standards 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 adjacent to the proposed construction site. The study should indicate if adequate space is available for BMP tree protection methods to be installed and should indicate



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the provision that tree protection is part of the construction plan and is a line item in the budget. The ingress, egress and storage of equipment, the grading, filling and removal of dirt, and the removal of construction materials should be accounted for in the construction plan at the time of bidding. Penalties should be imposed for inadequate protection of trees.

In the case of canopy loss due to a construction project a reforestation plan or a mitigation plan should be adopted for trees planted at the site or at a mitigation site.

Savannah Tree Foundation Comments on Draft FY 2018 - 2021 Transportation Improvement Program (TIP) document, for the following projects:

PI # 00112758 I-16 @ I- 95 Interchange Reconstruction

- The project budget should include an assessment of trees that will be lost due to construction and a comparable budget for planting and maintaining newly planted trees.
- Shoulders should include space for trees.
- As a primary entrance to the Savannah/Chatham County community this interchange should be well landscaped and maintained.
- As the named Clarence Thomas Interchange, respect should be given to the Judges' appreciate of our state tree, the live oak.

P.I. #: 0012757 I-16 FROM I-95 TO I-516

- The project budget should include an assessment of trees that will be lost due to construction and a comparable budget for planting and maintaining newly planted trees. This should include the numerous crape myrtles in the median and the mature trees at the Chatham Parkway and Dean Forest Road exits.

PI # 0007631 Truman Linear Park Trail – Phase II-A

- This project has been on the list of Chatham County projects for many years. It is important to start construction on this trail project and increase the miles of trails in our community. Please include a budget for new trees and tree maintenance as part of this project.

PI # 00015306 Truman Linear Park Trail – Phase II-B

- This project has been on the list of Chatham County projects for many years. It is important to start construction on this trail project and increase the miles of trails in our



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community. Please include a budget for new trees and tree maintenance as part of this project.

PI # 521855 SR 26 from I-516 to CS 188/Victory Drive

- The project budget should include planting trees in the 20 foot raised median.
- Shoulders should include space for trees.
- This project should also take into consideration the recommendations of the Victory Drive Corridor Study

PI # 0008359 East Derenne From SR 204 to Harry S Truman Pkwy

- The project budget should include planting trees in the landscaped median of the four lane divided section.

PI # 0010236 SR 21 From CS 346/Mildred Street to SR 204

- The project budget should include planting trees in the improved raised median along DeRenne Avenue.
- Tree lawns and size appropriate street trees should be included in the accommodations for pedestrians while improving sidewalks.

PI # 0007259 CR 984/Jimmy Deloach Parkway @ SR 17 Interchange

- The project budget should include an assessment of trees that will be lost due to construction and a comparable budget for planting new trees.
- Shoulders should include space for trees.

PI # 522790 Jimmy Deloach Parkway Extension FM 116 to SR 26/US80

- The project budget should include an assessment of trees that will be lost due to construction and a comparable budget for planting new trees.
- Road design for shoulders should include space for trees.
- Road design should accommodate bicyclists, as Bloomingdale Road is frequently used by cyclists.

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

Thank you for making trees a priority across our community.

Kind regards,

Karen Jenkins
Executive Director



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Appendix E: MTP Addendum for MTP/TIP Consistency Check

TIP is a subset of MTP. Each project or project phase included in the TIP shall be consistent with the approved Metropolitan Transportation Plan. The table on the next pages is an addendum to document consistency check between the CORE MPO's 2040 Total Mobility Plan and the FY 2018 – 2021 Transportation Improvement Program.

Addendum to 2040 MTP

2040 MTP Original					June 2017 Addendum					Comments
PI #	DESCRIPTION	Phase	Current MTP Cost Band	Cost	PI#	Revised Project Name	Phase	New MTP Cost Band	New Cost	
None	I-16 WIDENING FROM I-95 TO I-516	ROW, CST	Vision Plan	\$364,146,470	0012757	I-16 FROM I-95 TO I-516	PE, ROW, CST	One (2015 - 2020)	\$88,706,040	Amended into 2040 MTP Cost Band One in March 2016. Addendum processed in December 2016 to reflect cost changes. June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
							CST	Two (2021 - 2030)	\$51,100,000	
0012758	I-16 at I-95 Interchange Reconstruction	PE	One (2015-2020)	\$5,722,200	0012758	I-16 @ I-95 - INTERCHANGE RECONSTRUCTION	PE, ROW, CST	One (2015 - 2020)	\$95,417,464	Addendum processed in October 2014 for PE cost change. ROW and CST phases amended into 2040 MTP Cost Band One in March 2016. Addendum processed in June 2016 to reflect cost changes. June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
		ROW	Two (2021-2030)	\$1,407,703						
		CST	Three (2030-2040)	\$77,329,596						
None	SR 307/Dean Forest Rd Interchange Reconstruction @ I-16	PE, ROW, CST	Vision Plan	\$68,331,494	0013727	I-16 @ SR 307	PE	One (2015 - 2020)	\$1,080,494	Chatham County project and GDOT lump sum project to be merged. \$100,000 PE funds authorized for lump sum project. PE phase was amended into 2040 MTP Cost Band One in June 2017. ROW and CST phases to be amended into cost feasible plan after concept report is approved. To be let with PI# 0012757 and PI# 0012758.
							ROW, UTL, CST	To be amended into cost-feasible plan.		
None	Houlihan Bridge Replacement	CST	Three (2031-2040)	\$47,910,696	0013741	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	PE, ROW	One (2015 - 2020)	\$1,500,000	PE, ROW and CST amended into 2040 MTP Cost Band One in October 2015. June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
							CST	Two (2021 - 2030)	\$9,758,655	
None	NA	NA	NA	\$0	0013742	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	PE, ROW	One (2015 - 2020)	\$1,500,000	PE, ROW and CST amended into 2040 MTP Cost Band One in October 2015. June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
							CST	Two (2021 - 2030)	\$11,502,461	
0007128	CR 787/Islands Expressway at Wilmington River/Bascule Bridge	ROW, CST	One (2015-2020)	\$45,019,917	0007128	CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE	ROW, UTL, CST	One (2015-2020)	\$56,480,599	June 2016 addendum processed to reflect cost changes. June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
0007631	TRUMAN LINEAR PARK TRAIL - PHASE II	CST	One (2015-2020)	\$1,947,602	0007631	TRUMAN LINEAR PARK TRAIL - PHASE II-A	ROW, UTL, CST	One (2015-2020)	\$5,126,998	Formally split into two projects in June 2016. August/September 2016 addendum processed to assign PI# to new project. October 2016 addendum processed to reflect cost changes. June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
							0015306	TRUMAN LINEAR PARK TRAIL - PHASE II-B	PE, CST	
0008358	I-516 @ CS/1503/DeRenne Avenue (DeRenne Blvd. Option)	PE, ROW	One (2015-2020)	\$8,288,000	0008358	I-516 @ CS 1503/DERENNE AVE	PE	One (2015-2020)	\$5,088,611	June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
		CST	Two (2021-2030)	\$42,034,299			ROW, CST	Two (2021-2030)	\$50,952,847	
0010028	CS1097/DeLesseps/LaRoche Avenue From Waters Avenue to Skidaway Road (Bike/Ped Facilities)	PE, ROW, CST	One (2015-2020)	\$7,321,296	0010028	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	PE, ROW, CST	One (2015-2020)	\$9,850,150	March 2016 addendum processed to reflect cost changes. June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
0011744	I-16 @ Montgomery Street and @ MLK Jr BLVD - Ramp and Overpass (I-16 Exit Ramp Removal)	PE	One (2015-2020)	\$1,100,000	0011744	I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS	PE / Scoping	One (2015-2020)	\$741,551	June 2015 addendum processed to reflect PE cost changes. June 2017 addendum is based on information from adopted FY 2018 - 2021 TIP.
		PE	Two (2021-2030)	\$1,184,580			PE	Two (2021-2030)	\$1,184,580	
None	CAT Vehicle Purchase for 2015 to 2018	CST	One (2015-2020)	\$2,800,000	0013277	CAT VEHICLE PURCHASE FOR 2016	CST	One (2015-2020)	\$700,000	June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
					0013278	CAT VEHICLE PURCHASE FOR 2016	CST	One (2015-2020)	\$700,000	
					0013279	CAT VEHICLE PURCHASE FOR 2017	CST	One (2015-2020)	\$700,000	
					0013280	CAT VEHICLE PURCHASE FOR 2018	CST	One (2015-2020)	\$637,500	

Transit	Transit Development Plan for Fixed Route Bus Replacement and Operations and Maintenance Facility Rehabilitation	CST	One (2015-2020)		TBA	CAT- Bus Reliability Initiative	CST	One (2015-2020)	\$1,687,500	Amended into 2040 MTP Cost Band One for highway projects in June 2017 since funds will be flexed from FHWA to FTA. June 2017 addendum is based on information from adopted FY 2018 - 2021 TIP.
					TBA	CAT - Maintenance Equipment Upgrades	CST	One (2015-2020)	\$752,923	
					TBA	CAT - Electric Bus Conversion Initiative	CST	One (2015-2020)	\$2,000,000	
None	NA	NA	NA	\$0	0013461	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2018	PE	One (2015-2020)	\$17,500	Funds are programmed in GDOT system. June 2017 addendum is based on information from adopted FY 2018 - 2021 TIP.
					0013462	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2019	PE	One (2015-2020)	\$17,500	
					0013463	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2020	PE	One (2015-2020)	\$17,500	
					0013464	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2021	PE	Two (2021-2030)	\$17,500	
None	NA	NA	NA	\$0	532370	SR 144 EB FROM S OF CR 100 TO S OF CR 154 (urban segment)	UTL, CST	One (2015-2020)	\$13,249,609	Amended into 2040 MTP for Expanded CORE MPO MPA in March 2016. June and August 2016 addenda processed to reflect cost estimates in MPA. June 2017 addendum is based on information from adopted FY 2018 - 2021 TIP.
0013273	CAT Bikeshare Expansion in Downtown Savannah	CST	One (2015-2020)	\$218,810	0013273	CAT Bikeshare Expansion in Downtown Savannah - FTA	CST	One (2015-2020)	\$16,910	Addendum processed in August 2015 to reflect funds controlled by FHWA and FTA respectively. Phase II amended into Cost Band One of highway project list in June 2017. June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
					0013273	CAT Bikeshare Expansion in Downtown Savannah - FHWA	CST	One (2015-2020)	\$208,900	
					TBA	CAT BIKESHARE EXPANSION IN DOWNTOWN SAVANNAH Phase II	CST	One (2015-2020)	\$250,000	
None	NA - Part of Coastal Georgia Greenway	NA	NA		TBA	McQueens Island Trail Restoration and Mitigation	PE, CST	One (2015-2020)	\$1,025,653	Amended into 2040 MTP highway project list Cost Band One in June 2017.
0006328	Brampton Road Connector from Foundation Drive to SR 21/SR 25/US 80	ROW	One (2015-2020)	\$4,457,074	0006328	Brampton Road Conn from SR 21/SR 25 to SR 21 SPUR	ROW	One (2015-2020)	\$4,457,074	June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
		CST	Two (2021-2030)	\$20,618,152			UTL, CST	One (2015-2020)	\$43,329,428	
0006700	Effingham Parkway from SR 119/Effingham to SR 30/Chatham	PE	NA	\$0	0006700	EFFINGHAM PKWY FM CR 156/BLUE JAY/EFFINGHAM TO SR 30/CHATHAM	PE	One (2015-2020)	\$90,000	June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
		ROW	One (2015-2020)	\$2,088,967			ROW	One (2015-2020)	\$2,088,967	
		CST	Two (2021-2030)	\$6,728,208			UTL, CST	One (2015-2020)	\$39,081,070	
521855	SR 26 From I-516 to CS 188/Victory Drive (US 80 / Ogeechee Rd Widening)	PE, ROW, CST	One (2015-2020)	\$20,823,924	521855	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	PE, ROW, UTL, CST	One (2015-2020)	\$25,251,452	October 2015 and March 2016 addenda processed to reflect cost changes. June 2017 addendum is based on information from FY 2018 - 2021 TIP.
0008359	East DeRenne from SR 204 to Harry S Truman Parkway (East DeRenne Avenue Improvements)	PE and ROW	One (2015-2020)	\$646,000	0008359	EAST DERENNE FROM SR 204 TO TRUMAN PARKWAY	PE	One (2015-2020)	\$456,000	June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
		CST	Two (2021-2030)	\$10,516,892			ROW, CST	Two (2021-2030)	\$10,716,892	
0010236	SR 21 from CS 346/Mildred Street to SR 204 (West DeRenne Avenue Improvements)	PE and ROW	One (2015-2020)	\$1,206,000	0010236	SR 21 FROM CS 346/MILDRED STREET TO SR 204	PE	One (2015-2020)	\$456,000	June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.
		CST	Two (2021-2030)	\$4,858,991			ROW, CST	Two (2021-2030)	\$5,558,991	
0013282	SR 25 @ Pipemaker Canal- Culvert Replacement	PE, ROW, CST	One (2015-2020)	\$2,525,000	0013282	SR 25 @ Pipemaker Canal- Culvert Replacement	PE, ROW, CST	One (2015-2020)	\$9,158,100	June 2016 addendum processed to reflect cost changes. June 2017 addendum is based on information from updated FY 2015 - 2018 TIP and adopted FY 2018 - 2021 TIP.