

**Resolution to Amend the FY 2018 – 2021 Transportation Improvement Program of
the Coastal Region Metropolitan Planning Organization (CORE MPO)**

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) desires to adopt amendments to the FY 2018 - 2021 Transportation Improvement Program (TIP) for the CORE MPO transportation planning area; and

WHEREAS, the proposed TIP amendments include the following changes:

- PI# 0010560, SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO
 - add the Right-of-Way (ROW) phase to FY 2019; and
- FTA 5307(h) PASSENGER FERRY GRANT:
 - add the CAT's newly awarded ferry grant funds to FY 2019 in the transit section of the TIP; and


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

WHEREAS, CORE MPO has conducted a public hearing for the proposed amendments, and has taken into consideration comments made at the public hearing; and

WHEREAS, CORE MPO desires to complete the amendment process to incorporate the proposed changes into the FY 2018 – 2021 TIP.

NOW, THEREFORE, BE IT RESOLVED THAT, the Coastal Region Metropolitan Planning Organization approves the proposed amendments to the FY 2018 - 2021 Transportation Improvement Program as shown in the summary of TIP amendment report with any corrections based upon the motion of June 27, 2018.

Approved this day, June 27, 2018.



Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization

Amendments to FY 2018 – 2021 Transportation Improvement Program of the Coastal Region Metropolitan Planning Organization (CORE MPO)

June 2018

The Transportation Improvement Program (TIP) is the MPO's short-range programming document and is a staged, multi-year listing of surface transportation projects proposed for federal, state and local funding within the metropolitan area. The TIP may be modified in accordance with the procedures outlined in the adopted Participation Plan by resolution of the CORE MPO Board if priorities, area goals, project schedules or funding levels change. The CORE MPO's FY 2018 - 2021 TIP was adopted by the MPO Board in June 2017. Several administrative modifications and TIP amendments have been processed for various projects. The original adopted TIP and the amendment reports are all available for review on the MPO website at <http://www.thempc.org/Dept/Tip>.

The CORE MPO normally starts the new TIP development process in early March and adopts a new TIP by the end of the state fiscal year (June 30). After its adoption, the new TIP replaces the old one as the guiding programming document. However, because of the federal funding uncertainties, development and adoption of a new FY 2019 – 2022 TIP by June 30, 2018 is not feasible. Thus, the current FY 2018 – 2021 TIP remains the CORE MPO's guiding programming document.

It is important to make sure that the information contained in this document is current and reflective of the most up-to-date cost estimates and development schedules. The timing is particularly important for those projects/phases programmed in FY 2018 as this fiscal year ends on June 30, 2018. If a project/phase is being developed on schedule and the programmed funds in 2018 are expected to be authorized before June 30, no updates are necessary; otherwise administrative modifications or TIP amendments are needed to reflect the current project development status. It is also important to amend the TIP to add new or delete existing projects/phases at the request of sponsoring agencies based on the project change and MTP/TIP consistency.

CORE MPO staff has coordinated with various project managers/sponsors and found out that

- 1) the developments of most of the projects programmed in the current FY 2018 – 2021 TIP (particularly those programmed in FY 2018) are on schedule; and
- 2) only two TIP amendments need to be processed in June 2018:
 - ❖ the ROW phase of the US 80 Bridges Replacement project is to be added in FY 2019, and
 - ❖ the newly awarded FTA grant funds for CAT's ferry boat program are to be added in FY 2019.

These two amendments are based on requests received from the project sponsors and managers. According to the adopted Participation Plan of the CORE MPO, addition of a project or a project phase is considered a TIP amendment.

It should be noted that the Transportation Improvement Program must be consistent with the current 2040 Metropolitan Transportation Plan (MTP). Before amendments can be made to the FY 2018 - 2021 TIP, MTP/TIP consistency must be verified. As required by the Federal Highway Administration (FHWA), an addendum to the current 2040 MTP (Appendix B) has been developed to document the consistency check as a part of the June 2018 TIP amendments.

The information below summarizes the projects' status check of and the proposed amendments to CORE MPO's FY 2018 – 2021 TIP.

Project Status Check

The tables below list the projects/phases programmed in the FY 2018 – 2021 TIP as of June 2018, their development status, and the actions needed in June 2018 to accommodate the project updates (if any).

Highway Projects

PI #	DESCRIPTION	Status and Updates	TIP Planning Action in June 2018
0012757	I-16 WIDENING FROM I-95 TO I-516	ROW is programmed in FY 2019.	No Action
		CST is programmed in FY 2018 – administrative modifications to replace funding code and adjust cost estimates were processed in April 2018. The 2018 funds were authorized. This project was let by GDOT in June 2018.	No Action
		CST is programmed in FY 2019	No Action
		CST is programmed in FY 2020	No Action
		CST is programmed in FY 2021	No Action
0012758	I-16 @ I-95 - INTERCHANGE RECONSTRUCTION	Funds are reflected in PI# 0012757 (ROW in FY 2019 and CST in FY 2018, 2019, 2020 and 2021) because these two projects are in one design-build contract. Keep the project in the TIP. This project was let by GDOT in June 2018.	No Action
0013741	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	Concept meeting was held in May 2018.	No Action
		ROW is programmed in FY 2020.	No Action
		CST is programmed in FY 2021.	No Action
0013742	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	Concept meeting was held in May 2018.	No Action
		ROW is programmed in FY 2020.	No Action
		CST is programmed in FY 2021.	No Action
0015704	SR 404 SPUR/US 17 @ BACK RIVER	PE is programmed in FY 2018 and the funds have been authorized.	No Action
		CST is programmed in FY 2021.	No Action
0015705	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER	PE is programmed in FY 2018 and the funds have been authorized.	No Action
		ROW is programmed in FY 2020.	No Action
		CST is programmed in FY 2021.	No Action
0007128	CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE	UTL and CST are programmed in FY 2018 and the funds have been authorized. The project has been let for construction.	No Action
0007631	TRUMAN LINEAR PARK TRAIL - PHASE II	UTL and CST are programmed in FY 2018 and the funds have been authorized. This project is out for bid by Chatham County.	No Action
0015306	TRUMAN LINEAR PARK TRAIL – PHASE II-B	CST is programmed in FY 2019.	No Action

0008358	I-516 @ CS 1503/DERENNE AVE	PE is programmed in FY 2018 and the funds have been authorized.	No Action
		PE is programmed in FY 2019.	No Action
		ROW is programmed in FY 2021	No Action
0010028	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	UTL is programmed in FY 2020.	No Action
		CST is programmed in FY 2020.	No Action
0013727	I-16 @ SR 307	PE is programmed in FY 2018 and the funds have been authorized.	No Action
		May 2018 TIP amendment was processed to program ROW in FY 2018. Part of the ROW funds have been authorized and the rest of the funds are pending authorization by June 30, 2018.	No Action
		May 2018 TIP amendment was processed to program CST in FY 2020.	No Action
0013280	CAT VEHICLE PURCHASE FOR 2018	CST is programmed in FY 2018 and the funds have been authorized.	No Action
0015977	CAT- Bus Reliability Initiative	CST is programmed in FY 2019.	No Action
0015978	CAT - Maintenance Equipment Upgrades	CST is programmed in FY 2019.	No Action
0015979	CAT - Electric Bus Conversion Initiative	CST is programmed in FY 2019.	No Action
0013461	OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2018	PE is programmed in FY 2018 and funds have been authorized.	No Action
0013462	OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2019	PE is programmed in FY 2019.	No Action
0013463	OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2020	PE is programmed in FY 2020.	No Action
0013464	OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2021	PE is programmed in FY 2021.	No Action
532370	SR 144 EB FROM S OF CR 100 TO S OF CR 154	UTL and CST are programmed in FY 2018 and the funds have been authorized. The project was let for construction in April 2018.	No Action
TBA	CAT BIKESHARE EXPANSION IN DOWNTOWN SAVANNAH PHASE II	CST is programmed in FY 2019 (future amendment is a possibility).	No Action
0015980	MCQUEENS ISLAND TRAIL RESTORATION AND MITIGATION	PE is programmed in FY 2019.	No Action
		CST is programmed in FY 2020.	No Action
0006328	BRAMPTON ROAD CONNECTOR FM FOUNDATION DR TO SR 21/SR25/US80	UTL is programmed in FY 2019.	No Action
		CST is programmed in FY 2019.	No Action
0006700	EFFINGHAM PKWY FROM SR 119/EFFINGHAM TO SR 30/CHATHAM	PE is programmed in FY 2019.	No Action
		UTL is programmed in FY 2020.	No Action
		CST is programmed in FY 2020.	No Action
521855	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	PE is programmed in FY 2018 and the funds have been authorized.	No Action
		UTL is programmed in FY 2019.	No Action
		CST is programmed in FY 2019.	No Action

0008359	EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY	ROW is programmed in FY 2021.	No Action
0010236	SR 21 FROM CS 346/MILDRED STREET TO SR 204	ROW is programmed in FY 2021.	No Action
0013282	SR 25 Culvert Replacement at Pipemakers Canal	ROW is programmed in FY 2018 and the funds have been authorized.	No Action
		CST is programmed in FY 2019.	No action
0010560	SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO	Tybee Island requested to add the ROW phase to FY 2019.	Amendment

Transit Projects

PI #	DESCRIPTION	Status and Updates	TIP Planning Action in June 2018
Section 5307	Capital Schedule for CAT	Funds programed in FY 2018 either have been obligated or are in the process of being obligated.	No Action
Section 5337	State of Good Repair for CAT	Funds programed in FY 2018 either have been obligated or are in the process of being obligated.	No Action
Section 5339	Bus and Bus Facility Schedule for CAT	Funds programed in FY 2018 either have been obligated or are in the process of being obligated.	No Action
Discretionary Section 5307 FTA-FBD	Water Ferry	Funds programed in FY 2018 either have been obligated or are in the process of being obligated.	No Action
Section 5307 (h)	FTA Discretionary Ferry Grant	Newly awarded funds are to be programmed in FY 2019.	Amendment
FHWA FBP	FHWA FERRY BOAT PROGRAM FORMULA FUNDS	Funds programed in FY 2018 either have been obligated or are in the process of being obligated.	No Action
FHWA	FHWA DISCRETIONARY FERRY FUNDS	Funds programed in FY 2018 either have been obligated or are in the process of being obligated.	No Action
Section 5304	COASTAL REGION RURAL PLANNING FUNDS	Funds programed in FY 2018 have been authorized.	No Action
Section 5311	COASTAL REGION RURAL CAPITAL AND OPERATIONS FUNDS	Funds programed in FY 2018 have been authorized.	No Action

Proposed TIP Amendments

SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO

- **PI #:** 0010560
- **MTP Priority:** The Preliminary Engineering (PE) phase is included in Cost Band One (2015 – 2020) and the Construction (CST) phase is included in Cost Band Two (2021 – 2030) of 2040 MTP. Tybee Island proposed to add the Right-Of-Way (ROW) phase to FY 2019 (corresponding to Cost Band One) with local funds. Amendments to include the ROW phase to Cost Band One were processed and adopted by the CORE MPO Board on June 27, 2018.
- **Project description:** The project would replace the bridges at Bull River and Lazaretto Creek with two-lane bridges that include bike and pedestrian improvements. Additionally, the project would

widen the roadway from Johnny Mercer Boulevard to Old US 80 on Tybee Island with bike-able shoulders and raise the roadway profile up to two feet to minimize road closures caused by tidal flooding. The total project length is +/- 5.8 miles. The changes have been determined to accomplish the purpose of this project, which is to improve travel between Savannah and Tybee Island and to ensure the integrity of the SR 26/US 80 bridges.

- **Project Status:** Scoping funds were authorized in 2013. PE funds were authorized in 2017. The project is currently going through the federal environmental process called NEPA (National Environmental Policy Act). The proposed timeline of the project is as follows:
 - DRAFT Environmental Assessment (EA) Approval – September 2018
 - Preliminary Field Plan Review – July 2018
 - Public Hearing Open House (PHOH) - October 2018
 - EA Approval – May 2019
 - ROW plans approval – March 2019
 - ROW funding is currently in 2024 – if ROW funding is identified in 2019, then the next milestones can be met.
 - Final Field Plan Review - October 2019
 - Plans ready for a letting - June 2020
 - CST funding is in 2026.

The current goal of GDOT is to send a Draft Environmental Document to FHWA for review in the next month or so. However, FHWA will not review the document if funding for the next phase (ROW) is not committed to the project in the TIP. The June 2018 TIP amendment to include the ROW phase will resolve that problem and expedite the project development process. After FHWA reviews the document and gives conditional approval, a Public meeting will be held to show the public the proposed project and other steps can then follow.

- **Amendment:** Tybee Island proposed to add the ROW phase to FY 2019 with local funds to expedite the project development process. The accommodation of this request is contingent upon amending this project phase into Cost Band One of the 2040 MTP, which was completed on June 27, 2018.
- **Funding/Year:** The funding code and funding amount for the project phase are shown below.

Phase	Proposed Funding Year	Estimated Total Phase Cost	Federal Share	State Share	Local Share	Fund Source
ROW	2019	\$275,000	\$0	\$0	\$275,000	Local

- **Reason for Amendment:** Adding a project or a phase of a project to the TIP is considered an amendment.
- **Requesting date:** June 2018
- **Requesting Agency:** Tybee Island
- **Comment Period:** 6/13/2018 – 6/27/2018

FTA 5307(h) PASSENGER FERRY GRANT

- **MTP Priority:** Public Transportation (consistent with the CAT's Transit Development Plan (TDP) included in the 2040 MTP where water ferry system is a line item)

- ***Project Description:*** The Chatham Area Transit Authority (CAT) will use the funds to build a new ferry maintenance facility on Hutchinson Island and a new West River Street ferry dock near the Kessler development.
- ***Amendment:*** Add the ferry grant funds to FY 2019 in the transit section of the TIP.
- ***Reason for Amendment:*** CAT got awarded the FTA discretionary 5307(h) ferry grant funds to improve transit services recently. In order for CAT to receive these funds to make the needed improvements, the pre-requisite is to program these funds in the TIP. Add a project to the TIP is considered an amendment.
- ***Funding/Year/Project:***

Financial Summary:

- Add the FY 2019 funds as follows:
 - ❖ Federal funding: \$2,070,577
 - ❖ Local funding (in-kind): \$1,148,056
 - ❖ Total: \$3,218,633

Project Summary:

In an effort to attract more passengers and simultaneously enhance its ability to provide safe, reliable, and efficient ferry service, CAT proposes two major upgrades to the Savannah Belles Ferry system.

- ❖ Since inception of the ferry service in 2003, marine staff have used 1,200 square-feet in the Trade Center's underground parking garage to store supplies and perform basic maintenance tasks, but the lack of adequate office and shop space threatens the system's capability of providing high-quality service to the community. Thus, the first project proposes the construction of a much-needed ferry maintenance facility on Hutchinson Island, which will allow ferry staff to perform more complex preventative maintenance tasks.
 - ❖ Total public and private investment on the west end of downtown Savannah exceeds \$1.3 billion, and CAT foresees a significant need to address existing and future ridership demands in this area. Thus, the second project proposes the construction of a new ferry dock on the growing west end of historic River Street.
- ***Requesting date:*** May 2018
 - ***Requesting Agency:*** CAT
 - ***Comment Period:*** 6/13/2018 – 6/27/2018

Public Participation Process

The adopted TIP/STIP amendment process outlined in the CORE MPO's Participation Plan requires public review and comment and responses to all comments (either individually or in summary form) for all TIP amendments. In order to process the proposed amendments in June 2018, CORE MPO advertised a fifteen (15) day public comment period in the Savannah Morning News on Sunday, June 10. The notice was sent to the local news media and the consultation agencies as well as neighborhood associations, and posted on the CORE MPO website. The comment period started on June 13, 2018 and closed on June 27, 2018. Comments received and the MPO's responses are included in Appendix C. A public hearing was advertised and then held in conjunction with the CORE MPO Board meeting on June 27, 2018.

CORE MPO Action

The proposed amendments to the FY 2018 – 2021 Transportation Improvement Program (TIP) were endorsed by the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) on June 21, 2018 and by the Advisory Committee on Accessible Transportation (ACAT) on June 25, 2018. The CORE MPO Board approved the amendments on June 27, 2018.

Appendix

Several appendices are attached with this report:

- Appendix A - the updated project pages for FY 2018 – 2021 TIP that incorporate the proposed amendments
- Appendix B - the 2040 MTP addendum for the June 2018 MTP/TIP consistency check
- Appendix C - the public involvement materials including the change requests from various agencies as well as comments and responses

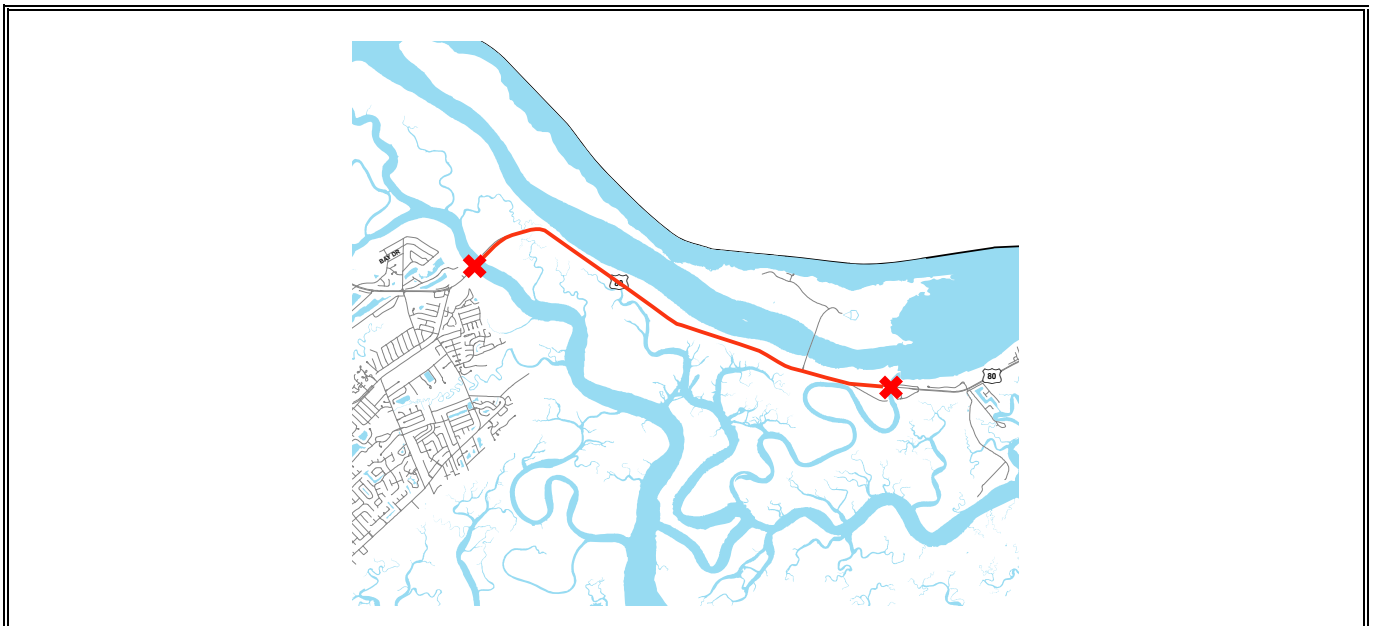
Appendix A: Updated TIP Project Pages

New Project Page – PI# 0010560

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

SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO				P.I. #: 0010560		
				TIP #: 2012-Bri-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Local		
				GDOT DISTRICT: 5		
PROJECT DESCRIPTION: The project would replace the bridges at Bull River and Lazaretto Creek with two-lane bridges that include bike and pedestrian improvements. Additionally, the project would widen the roadway from Johnny Mercer Boulevard to Old US 80 on Tybee Island with bike-able shoulders and raise the roadway profile up to two feet to minimize road closures caused by tidal flooding. The total project length is +/- 5.8 miles. The changes have been determined to accomplish the purpose of this project, which is to improve travel between Savannah and Tybee Island and to ensure the integrity of the SR 26/US 80 bridges.				CONG. DISTRICT: 1		
TRAFFIC VOL. 2005 AADT:		2030:		RC: CG		
NO. OF LANES EXISTING: 2		PLANNED: 2		LENGTH (MI): 5.8		
LOCAL ROAD #:		STATE/US ROAD #: US 80				
COMMENTS/REMARKS: Scoping funds were authorized in 2013. PE funds were authorized in 2017. The project is currently going through the federal environmental process. Tybee Island requested to add the ROW phase to FY 2019 with local funds to expedite the project development process. CST is in long range.						
PROJECT PHASE	\$ SOURCE	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
SCOPING	Authorized	\$0	\$0	\$0	\$0	\$0
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Local	\$0	\$275,000	\$0	\$0	\$275,000
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$275,000	\$0	\$0	\$275,000
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$275,000	\$0	\$0	\$275,000

PROJECT LOCATION



Current FTA 5307 (h) Program in the TIP

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.

Updated FTA 5307 (h) Program in the TIP

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
5307 (h)	a new ferry maintenance facility on Hutchinson Island and a new West River Street ferry dock near the Kessler development	\$0	\$3,218,633	\$0	\$0	\$3,218,633
	PROJECT COST	\$1,359,600	\$3,218,633	\$0	\$0	\$4,578,233
	FEDERAL COST	\$1,087,680	\$2,070,577	\$0	\$0	\$3,158,257
	STATE COST	\$0	\$0	\$0	\$0	\$0
	LOCAL COST	\$271,920	\$1,148,056	\$0	\$0	\$1,419,976
	DOT DISTRICT # 5	CONG.DIST 1		CRC	CG	

*Indication of ADA compliance.

Appendix B: 2040 MTP Addendum for June 2018 TIP Amendments

Addendum to 2040 MTP									
2040 MTP Original					June 2017 Addendum				
PI #	DESCRIPTION	Phase	Current MTP Cost Band	Cost	Phase	New MTP Cost Band	Cost	June 2018 Addendum	
0010560	SR 26/US 80 @ Bull River and @ Lazaretto Creek	PE	One (2015-2020)	\$3,104,000	PE	One (2015-2020)	\$3,104,090	DESCRIPTION	Phase
								SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO	PE, ROW
								New MTP Cost Band	Cost
								One (2015-2020)	\$3,379,090

Appendix C: Public Involvement Materials

June 2018

PUBLIC NOTICE FOR MTP and TIP AMENDMENTS

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, is requesting the public to review and provide comments on proposed amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2018 – 2021 Transportation Improvement Program (TIP) for several projects. The MTP evaluates transportation system performance and is a source of policies, projects and actions that implement community vision of transportation improvements needed to reach the community goals. The TIP is the short-term programming document that lists transportation improvement projects to receive funding in the next four years. Reports providing details of the proposed MTP and TIP amendments are available for review at the Live Oak public libraries, the Chatham County-Savannah Metropolitan Planning Commission (MPC) office, the MPC website at <http://www.thempc.org/Dept/Tran>, and other public review agencies. Any changes to the reports will be posted on the website.

The comment period starts on **June 13, 2018** and written comments on the proposed MTP and TIP amendments will be accepted until close of business on **June 27, 2018**. 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 two separate public hearings at the June 2018 CORE MPO Board meeting – one for the proposed 2040 MTP amendments, and the other for the proposed FY 2018 – 2021 TIP amendments. Meeting time and location are listed below:

CORE MPO Board Meeting

June 27, 2018

10:00 a.m.

MPC Arthur A. Mendonsa Hearing Room

112 East State Street, Savannah, GA 31401

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

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

From: Grant Sparks <Grant.Sparks@catchacat.org>
Sent: Friday, May 11, 2018 2:55 PM
To: Wykoda Wang <wangw@thempc.org>
Cc: Stephanie Rossi <rossis@thempc.org>; Mark Wilkes <wilkesm@thempc.org>; Aidan Quirke <Aidan.Quirke@catchacat.org>
Subject: TIP Revision

Hey Wykoda,

On Tuesday we were notified by FTA that we won a discretionary 5307(h) ferry grant to build a new ferry maintenance facility on Hutchinson Island and a new West River Street ferry dock near the Kessler development (thank you, Mark, for the letter of support!). We weren't expecting to receive this award so it's a pleasant surprise.

Anyway, the funds are not yet in the TIP so we need to add them in. Details below:

Federal funding: \$2,070,577
Local funding (in-kind): \$1,148,056
Total: \$3,218,633

There's a 0% chance that this grant will be executed prior to June 30th, so please program the funds in FY19 in the TIP.

I've attached the project narrative in case you're interested in what we proposed.

If you need anything else from our end, please let me know.

Thanks,

Grant Sparks | Planning Manager
Chatham Area Transit | www.catchacat.org
610 W. Oglethorpe Ave., Savannah, GA 31401
(912) 629-3948 Phone | (912) 651-0423 Fax



Catch a CAT online:



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From: Jason Buelterman <JBuelterman@cityoftybee.org>

Sent: Friday, June 1, 2018 4:04 PM

To: Wykoda Wang <wangw@thempc.org>; Mark Wilkes <wilkesm@thempc.org>; Shawn Gillen <sgillen@cityoftybee.org>; dmoyer@dot.ga.gov

Subject: Resolution

Wykoda and Mark

Could you put this on the on the June 27 agenda for a tip amendment? Our city council will formally adopt this at our June 14.

Thanks

Whereas, the Georgia Department of Transportation is planning for the replacement of the Bull and Lazaretto Creek Bridges and safety improvements for the Highway 80 corridor to Tybee with a project called the “SR 26/US 80 Project – Bull River & Lazaretto Creek Bridges”, and

Whereas, the project, while not satisfying the desires of many on Tybee who would prefer a four lane solution, will significantly improve the safety of the bridges and causeway, and

Whereas, the citizens and stakeholders of Tybee Island travel along the portion of SR 26/US 80 as it is the only means of getting on and off the Island by vehicle, and

Whereas, in order for the Project to be considered by the Federal Highway Administration for final permitting, Right of Way Acquisition funds must be earmarked for the Project, and

Whereas, it is the desire of the City of Tybee Island for the SR 26/US Project to proceed without further delay, and

Whereas, the City wishes to show its firm commitment to this Project by committing our City’s limited resources to the Project,

Whereas, the City of Tybee Islands will seek cooperation on Right of Way acquisition funds from Chatham County for a combined City/County contribution of up to \$275,000 and for the sake of moving forward without delay will commit to the full amount in the absence of County support,

Now Therefore Be it Resolved that the City commits to provide up to \$275,000 in funds for the purpose of acquiring Right of Way for the SR 26/US 80 Project and urges the Georgia Department of Transportation and Coastal Region Metropolitan Planning Organization (CORE MPO) to prioritize the completion of the Project for the sake of the safety of all who travel to and from Tybee Island.

Comment: *“Based on previous Hurricanes and severe storm evacuation issues for Tybee Island and the other surrounding Islands, why does the project state - Widening the roadway and raising it with only two lane bridges including adding a bike and pedestrian lane. I think adding the bike and pedestrian lanes is good as well as raising the roadway but due to the number of residences (not to mention the tourists or visitors) on all the islands, a four lane bridge would be a better solution for everyone concerned not only for the present but in the future too. If we are going to fix the problem then why not fix it right the first time instead of having to address this very important and life saving issue in the near future. A Four lane bridge highway would be in my mind would be a much better solution and safer. Two lane bridge going east and two land bridge going west.”*

Response: GDOT has provided the explanation of why a 4 lane is not practical for the scope of this project (see below).

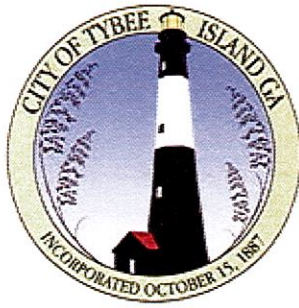
- The SR 26/US 80 project has been assessed through numerous studies over a 20-year period, including the most recent Coastal Regional Metropolitan Planning Organization (CORE MPO) planning study in December 2012. The CORE MPO is comprised of local and regional officials, including representatives from the City of Tybee Island. Due to factors including key environmental resources, average daily traffic and overall expense, a four-lane highway was rejected as a practical option for the project scope.
- A number of factors are considered when evaluating roadway capacity and the need for additional lanes. Average Daily Traffic is based on traffic counts taken during the school year in the middle of the week. Holidays are also excluded. According to the daily traffic counts the City of Tybee has shared, the highest volumes of traffic are on the weekends and during the summer holidays. Roadways are designed to function at an acceptable level of service for the largest percentage of the calendar year. Development and the percentage of heavy trucks are also considerations. The truck percentages on this project are low.
- The causeway functions like a limited access roadway due to the marsh and park. There are only two access points, the park entrance and the boat ramp. This allows the roadway to function at a higher level of service than a roadway with numerous driveways and vehicles entering and exiting the roadway at many points. Future increases in traffic are also considered. Tybee Island is considered almost fully developed with a low potential for an increase in traffic volumes. Visitor parking is extremely limited with few options that could significantly increase availability. Land use restrictions prohibit the construction of high rise developments that would increase traffic. All of these factors were evaluated on this project. With the operational improvement proposed, the two lane roadway will function at an acceptable level of service when completed and into the future.
- A four lane project would greatly increase the amount of wetland impacts and would likely be rejected by the US Army Corps of Engineers based on the above 2 bullets. The increased footprint would also increase the impacts to environmental resources including history, archeology, ecology, and air & noise.
- Additional ROW acquisition from Fort Pulaski National Monument and private property owners adjacent to the existing bridges would be required.
- A four lane facility would cause bridge construction costs to almost double and the additional two lanes would require new embankment and new asphalt thereby also greatly increasing the project costs.
- The wetland mitigation cost for a four lane project is unknown since there are currently no salt water marsh mitigation credits available for purchase. The lack of salt marsh mitigation credits

would require a salt water marsh mitigation bank to be constructed which would be a major expense.

- The project cost is currently estimated to be in excess of \$100 million as a 2 lane facility, 8 foot paved shoulders and a 4 foot striped median. A four lane project would much more than double that cost and could possibly end up tripling the overall project cost.

Comment: *“It seems that the project concept is difference from the US 80 Bridges Replacement Study recommendations which didn’t have any ROW impacts.”*

Response: The MPO’s study is at a higher level while the GDOT’s project is more specific and involves more entities that are regulating the area around the roadway including federal and state agencies. In project development, specific alignments would be evaluated to minimize impacts to the environment. The project keeps the study’s recommendations to a very large degree. To facilitate the comparison between the study and the project, the MPO staff has made available the US 80 Bridges Replacement Study Report and the GDOT’ project concept report and other documentation to the commenter and the MPO contacts.



CITY OF TYBEE ISLAND

RESOLUTION

WHEREAS, the Georgia Department of Transportation is planning for the replacement of the Bull and Lazaretto Creek Bridges and safety improvements for the Highway 80 corridor to Tybee with a project called the "SR 26/US 80 Project – Bull River & Lazaretto Creek Bridges"; and

WHEREAS, the project, while not satisfying the desires of many on Tybee who would prefer a four lane solution, will significantly improve the safety of the bridges and causeway, and

WHEREAS, the citizens and stakeholders of Tybee Island travel along the portion of SR 26/US 80 as it is the only means of getting on and off the Island by vehicle, and

WHEREAS, in order for the Project to be considered by the Federal Highway Administration for final permitting, Right of Way Acquisition funds must be earmarked for the Project, and

WHEREAS, it is the desire of the City of Tybee Island for the SR 26/US Project to proceed without further delay, and

WHEREAS, the City wishes to show its firm commitment to this Project by committing our City's limited resources to the Project,

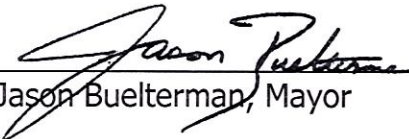
WHEREAS, the City of Tybee Islands will seek cooperation on Right of Way acquisition funds from Chatham County for a combined City/County contribution of up to \$275,000 and for the sake of moving forward without delay will commit to the full amount in the absence of County support.

NOW, THEREFORE, Be it Resolved that the City commits to provide up to \$275,000 in funds for the purpose of acquiring Right of Way for the SR 26/US 80 Project and urges the Georgia Department of Transportation and Coastal Region Metropolitan Planning

Organization (CORE MPO) to prioritize the completion of the Project for the sake of the safety of all who travel to and from Tybee Island.

SO RESOLVED, this the 14th day of June, 2018.

CITY OF TYBEE ISLAND, GEORGIA

By: 
Jason Buelterman, Mayor

ATTEST:

By: 
Janet LeViner, CMC
Clerk of Council

Tybee/Resolutions/2018/right of way acquisition