

Addendum: 2040 Total Mobility Plan Modification for Expanded Metropolitan Planning Area

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION (CORE MPO)
METROPOLITAN TRANSPORTATION PLAN MODIFICATION
FOR THE
METROPOLITAN PLANNING ORGANIZATION BOUNDARY EXPANSION



December, 2015

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This document is prepared in cooperation with the Georgia Department of Transportation, the Federal Highway Administration and the Federal Transit Administration.

**ADDENDUM: 2040 TOTAL MOBILITY PLAN
MODIFICATION FOR EXPANDED METROPOLITAN PLANNING AREA**

**Coastal Region Metropolitan Planning Organization (CORE MPO)
Metropolitan Transportation Plan Modification for MPO Boundary Expansion**

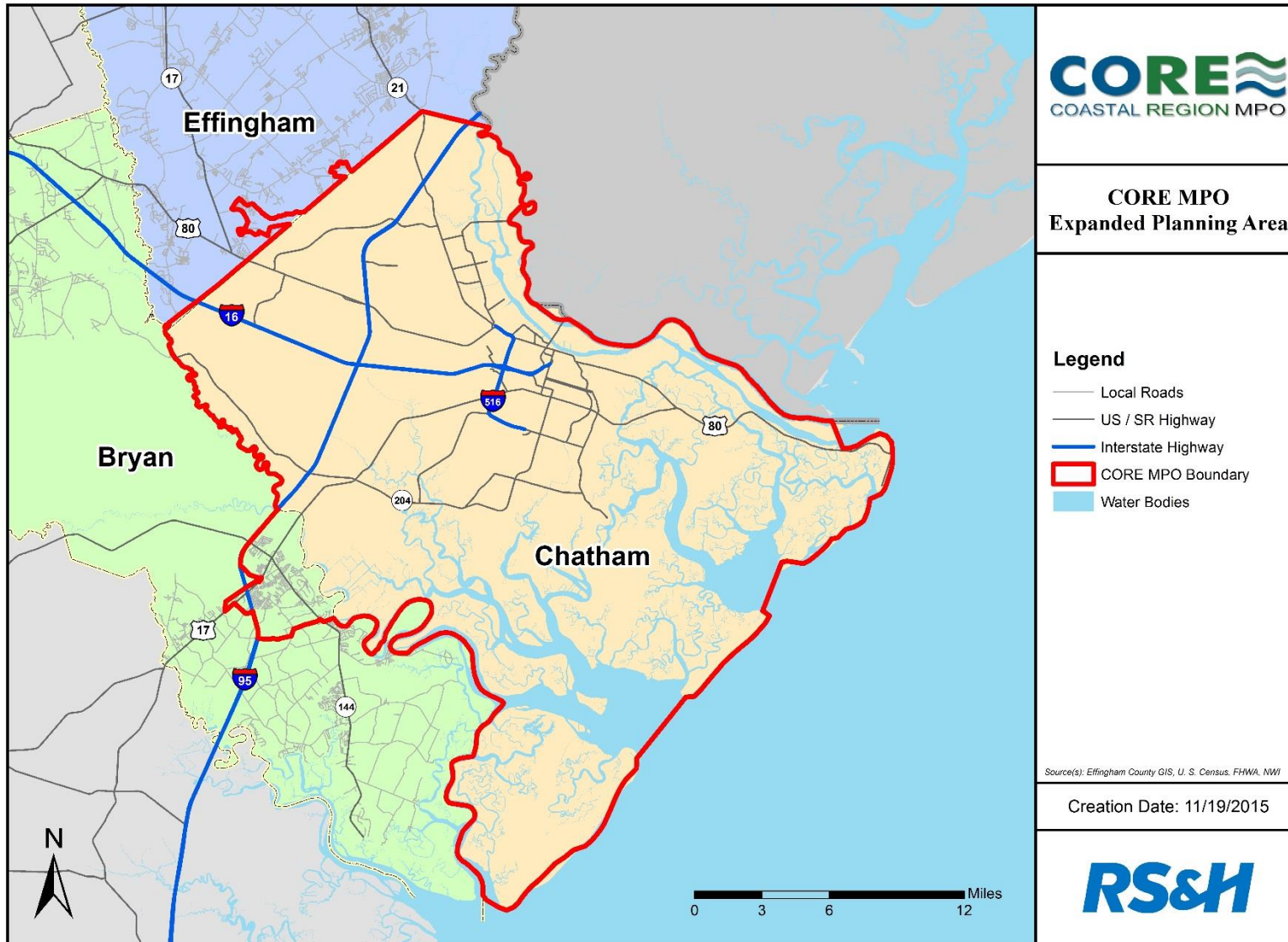
INTRODUCTION

As a result of the 2010 US Census and the growth in the region, the designated Urbanized Area was expanded to include portions of Bryan and Effingham Counties. With this expanded Urbanized Area, the Metropolitan Planning Area for the CORE MPO also was expanded to encompass the growth areas.

At the time of the adoption of the 2040 Total Mobility Plan, the boundary expansion had not been finalized. The boundary for the Metropolitan Planning Area incorporates the area included in the designated Urbanized Area, as well as additional areas expected to experience growth and become urbanized within the next twenty years.

Through coordination with Bryan and Effingham Counties, as well as the Georgia Department of Transportation and the Federal Highway Administration, the boundary was identified and adopted. The area in Effingham County includes two small areas of growth in southern Effingham County adjacent to Chatham County. In Bryan County, the growth area includes the municipality of Richmond Hill, which is adjacent to western Chatham County. With the designation of the expanded planning area, the Total Mobility Plan, which is the required Metropolitan Transportation Plan (MTP), must be amended to encompass the additional areas. The expanded planning area is shown in Figure 1, found on page 2.

Figure 1. CORE MPO Expanded Boundary



EXISTING COUNTY TRANSPORTATION PLANS

The Georgia Department of Transportation Office of Planning coordinates with the local governments outside of the MPO areas for transportation planning and the development of countywide transportation plans. Both Bryan County and Effingham County had plans completed within the last several years and these plans include the sub-areas that are now incorporated into the CORE MPO area. These plans, which include the goals and objectives developed through the planning process with input from officials, stakeholders and the public, and projects identified to address defined transportation needs, serve as the foundation for this addendum. The plans were reviewed to identify the goals and objectives, the transportation needs and projects to address those needs, and any other pertinent data or information.

2035 Bryan County Transportation Study

Through the planning process, coordination with local officials and staff, and input from the public and stakeholders, the goals and objectives for the transportation study were developed. These goals and objectives included the following:

- Encourage Multi-modal Transportation Corridors
 - *Increase capacity along major corridors while improving pedestrian access and connectivity*
- Expand the Bicycle/Pedestrian Network
 - *Expand the bicycle and pedestrian network along major corridors and greenways*
- Coordinate Land Use and Transportation
 - *Identify transportation improvements that are consistent with future land use plans*
 - *Identify transportation improvements that avoid and/or mitigate impacts to the natural environment*
 - *Identify transportation improvements that help preserve the rural-suburban character of the County*
- Increase Safety and Operations of Transportation Network
 - *Improve operations to reduce the number of crashes at critical intersections and hot spots*
 - *Reduce the number of unpaved roadways and provide lighting and sidewalks*

The transportation projects incorporated in this plan include capacity projects, operational, safety and maintenance projects, and bicycle and pedestrian projects. The projects from this plan that were located partially or completely within Richmond Hill were identified. These projects include:

Capacity Projects

PI #	Project	Project Description	2008 Estimated Cost
511035	I-95	Widen from 6 to 8 lanes from I-16 (Chatham Co) to SR 144	\$9,116,000*
N/A	US 17	Widen from 4 to 6 lanes from SR 196 (Liberty Co) to I-95	\$49,827,000
N/A	Harris Trail	Widen from 2 to 4 lanes from Timber Trail to Port Royal Road	\$10,980,000
532370	SR 144	Widen from 2 to 4 lanes from S of CR 100 to S of CR 154	\$9,762,464**

* Cost shown for 2 miles of project in Bryan County

**Cost shown for portion in MPA area

Operations/Systems Management/ Safety Projects

PI #	Project	Project Description	2008 Estimated Cost
0012830	I-95@ US 17	Interchange operational improvements	\$3,323,000
0010740	US 17 @ SR 144	Intersection operational/safety improvements	\$1,588,000
N/A	US 17 @ Harris Trail Rd.	Intersection operational/safety improvements	\$ 829,000
N/A	US 17 @ Mulberry St.	Intersection operational/safety improvements	\$ 125,000
N/A	SR 144 @ Timber Trail Rd	Intersection operational/safety improvements	\$ 738,000
N/A	SR 144 @ Ivey St.	Intersection operational/safety improvements	\$ 738,000
N/A	SR 144: I-95 to Timber Trail Rd	Access management	\$2,781,000

Pedestrian Projects

PI #	Project	Project Description	2008 Estimated Cost
N/A	Wildcat Drive	SW: Harris Trail Rd to Richmond Hill High School	\$ 84,500
N/A	Richmond Hill Middle Sch	SW: Harris Trail Rd to Richmond Hill Middle Sch.	\$ 13,000
N/A	Frances Meeks Way	SW: Ford Avenue to Maple Street	\$ 18,835
N/A	Ivey Street	SW: Ford Avenue to Laurel Hill Circle	\$ 260,000
N/A	Maple Street	SW: Constitution Way to Pre-K Center Walkway	\$ 58,500
N/A	Constitution Way	SW: Cherry Street to Ford Avenue	\$ 227,500
N/A	Cherry Street	SW: Ford Avenue to Constitution Way	\$ 84,500
N/A	Richmond Hill High Sch	Shared Use Path: County Recreation Center to Richmond Hill High School	\$ 38,000
N/A	Ford Avenue	SW: Railroad Tracks to I-95	\$ 1,105,000
N/A	Ford Avenue	SW: Ford Avenue to Timber Trail	\$ 78,000
N/A	Timber Trail Road	SW: Ford Avenue to Development	\$ 104,000

The identified projects were evaluated and prioritized using a multiple step process utilizing the guidelines from the Project Prioritization Process established by the Georgia Department of Transportation. The prioritization criteria included the following categories and weights:

- Safety (30%)
 - Reduction in crashes
- Congestion (30%)
 - Reduction in delay
- Connectivity, Access and Mobility (40%)
 - Travel time savings on key corridors (20%)
 - Consistency with local plans (20%)

Multimodal Transportation Study for Effingham County

Through the planning process, coordination with local officials and staff, and input from the public and stakeholders, the goals and objectives for the transportation study were developed. These goals and objectives, focused on both transportation and land use, included the following:

- Transportation Planning
 - *Develop a long-range transportation plan for the county*
 - *Promote comprehensive, long-range transportation planning in conjunction with comprehensive planning*
 - *Promote alternative modes of transportation, such as walking, bicycling and public transit*
- Accessibility and mobility
 - *Encourage mixed-use development and design standards that are pedestrian oriented to promote mobility and access for all citizens*
 - *Ensure that new and reconstructed roadways will support multiple modes of transportation and enhance the aesthetics of the community*
 - *Support access management strategies to improve the safety and aesthetics of commercial corridors*
- Network connectivity
 - *Ensure connectivity between road network, public transit, and pedestrian/bike paths*
 - *Promote higher-density and mixed-use developments in areas conducive to walking and bicycling*
 - *Promote a continuous network of bicycle routes and provide bicycle facilities (e.g., parking racks) at destinations throughout the county*
 - *Promote pedestrian and bicycle mobility and circulation in and between residential subdivisions and surrounding commercial uses*
- Public transportation
 - *Promote county participation in a regional bus system, such as commuter routes to Chatham County and rural routes between populated areas of the county*
 - *Identify potential linkages with social service agencies and proposed rural transit to provide transportation for those with special needs*
 - *Protect opportunities for the future re-use of railroad infrastructure for public transit*
- Aesthetics and scenic corridors
 - *Reduce the visual impact of the automobile in both commercial and residential areas of the county/city*
 - *Protect scenic corridors including preservation of existing trees within the right-of-way; Create a “sense of place” along the county’s gateways and entrance corridors*
 - *Adopt and enforce a signage ordinance to minimize the negative aesthetic impacts of inappropriate signage on the landscape*
 - *Evaluate the entryways into the community and develop landscaping, signage, etc., at all points of entry in conjunction with private landowners and the Georgia Department of Transportation*
 - *Develop a vision for the aesthetic quality of future arterial highways, gateway interchanges, and collector streets*

Land Use and Related Goals

- General Policies
 - *Address compatible land uses in all districts, especially industrial and commercial uses adjacent to residential*
 - *Coordinate future land use with transportation*
 - *Allow greater residential densities in areas where water/sewer infrastructure already exists*
 - *Protect residential areas from intrusion of incompatible and conflicting non-residential land uses*
 - *Promote efficient use of land by creating well designed, pedestrian-friendly development patterns that contain a mix of uses [where people have easy access to schools, parks, residences and businesses through walkways, bike paths and other pedestrian-friendly infrastructure*
 - *Target reinvestment in declining, existing neighborhoods to further encourage private sector redevelopment and accommodate future growth*
 - *Encourage efficient land use*
 - *Promote the development of mixed-uses and the redevelopment/revitalization of existing and underutilized commercial and industrial areas over development of new land for commercial purposes*
 - *Encourage innovative land use planning techniques to be used in building higher density and mixed-use developments, as well as infill developments*
 - *Accommodate new development while enhancing existing local assets*
 - *Promote mixed-use development by right in appropriate areas*
- Existing infrastructure and services
 - *Encourage development in areas where infrastructure and services already exist to maximize efficiency of services and reduce costs associated with sprawling development patterns*
 - *Promote increases in residential densities in areas that meet community design standards, environmental constraints and available infrastructure and service capacities*

There were no projects identified in the plan that were located in the CORE MPO planning area.

Consistency of Goals and Objectives

The goals and objectives established for the plans form the framework of the overall planning process. With the review of the two county plans and the goals and objectives established for those plans identified, they were compared to the established goals and objectives of the 2040 Total Mobility Plan, which is the adopted Metropolitan Transportation Plan for the CORE MPO. Those goals and the federal planning factors are listed below. The comparison found the goals from the county plans to be consistent with the goals in the Total Mobility Plan, as well as the required federal planning factors. The comparison of the goals from the three plans and the federal requirements are shown in Figure 2.

Total Mobility Plan Goals

- Support Economic Vitality
- Ensure and Increase Safety
- Ensure and Increase Security
- Accessibility, Mobility and Connectivity

MAP -21 Planning Factors

- Support Economic Vitality
- Increase Safety
- Increase Security
- Increase Accessibility & Mobility

Protect and Enhance the Environment and Quality of Life	Environmental and Quality of Life
System Management and Maintenance	Enhance System Integration and Connectivity
Intergovernmental Coordination	Promote System Management and System Preservation

Figure 2. Comparison of Planning Goals

	Total Mobility Plan Goals Relationship	Federal Planning Factors Relationship
Bryan County Transportation Plan Goals		
Encourage multimodal transportation corridors	<i>Accessibility, mobility and connectivity</i>	<i>Increase accessibility</i>
		<i>Enhance system integration and connectivity</i>
Expand bicycle and pedestrian networks	<i>Accessibility, mobility and connectivity</i>	<i>Increase accessibility</i>
	<i>Environment and quality of life</i>	<i>Environment and quality of life</i>
		<i>Enhance system integration and connectivity</i>
Coordinate land use and transportation	<i>Intergovernmental coordination</i>	<i>Enhance system integration and connectivity</i>
	<i>Accessibility, mobility and connectivity</i>	
Increase safety and operations	<i>Increase safety</i>	<i>Increase safety</i>
	<i>System management and maintenance</i>	<i>Promote system management and operations</i>
Effingham County Multimodal Transportation Study Goals		
Transportation planning	<i>Relates to all goals</i>	<i>Relates to all factors</i>
Accessibility and mobility	<i>Accessibility, mobility and connectivity</i>	<i>Increase accessibility</i>
		<i>Enhance system integration and connectivity</i>
Network connectivity	<i>Accessibility, mobility and connectivity</i>	<i>Enhance system integration and connectivity</i>
Public transportation	<i>Accessibility, mobility and connectivity</i>	<i>Increase accessibility</i>
		<i>Enhance system integration and connectivity</i>
Aesthetics and scenic corridors	<i>Environment and quality of life</i>	<i>Environment and quality of life</i>

FINANCIAL ANALYSIS

The MTP is required to include a financially feasible project list, which requires that the project costs are balanced with the anticipated revenues for the planning period. The list of financially balanced projects comprises the Cost Feasible Plan; those projects which are not included in the Cost Feasible Plan are incorporated into the Vision Plan, or the unfunded project list.

Revenues

The first step in the development of the financially balanced project list is the identification of the anticipated federal revenues over the planning period. The development of these revenues is accomplished in coordination with the Georgia Department of Transportation (GDOT). GDOT reviewed the funding of projects within the expanded area and developed the historical financial data from the last ten years. There were no projects funded in the Effingham County portion of the expanded area from 2006 to 2014. In the Richmond Hill area, the revenues over the ten year period were a combined \$11,511,346 which occurred with the funding of one project in 2013 and 2014.

The next step in the development of available revenues is the projection of the anticipated funding over the planning period through the horizon year of 2040. In order to be consistent with the methodology utilized in the Total Mobility Plan, anticipated revenues were escalated with an annual inflation rate of 2.5%.

With the recognition that the escalation of the total amount of historical funding that occurred during the two years would artificially inflate the anticipated revenues, the amount was averaged over the ten-year period, with an annual funding amount of \$1,151,134. This annual amount was escalated using the 2.5% inflation factor through 2040. The total anticipated revenues for the planning horizon from 2016 to 2040 were calculated to be \$41,454, 323.

Project Costs

The next step in the process was the development of the project costs. All projects within the planning area that were already underway and had funding programmed were identified. The one project that was identified was the widening of SR 144, with Preliminary Engineering and Right of Way acquisition already underway and Construction planned for 2017. The total funding for the construction of this project is \$20,634,299; however, the project does extend outside of the expanded MPO planning area and into the unincorporated area of Bryan County. Based on the mileage of the project within the Richmond Hill municipal boundary and the MPO boundary, the cost for the project is \$9,762,464.

The projects and estimated costs that were identified in the previous 2035 Bryan County Transportation Plan were also identified and those costs were also escalated with an annual inflation factor of 2.5%. The MTP is structured with three cost bands, which include:

- Cost Band 1: 2015 – 2020
- Cost Band 2: 2021 – 2030
- Cost Band 3: 2031 – 2040

The inflated cost estimates for projects used in the development of the Cost Feasible Plan use the mid-point cost of the band in which the project is included. For example, a project included in Cost Band 2 utilizes the inflated cost for 2025.

Financial Summary

Once the project cost estimates have been developed and any projects already programmed for construction identified, the revenues that will be available for additional projects is calculated. This information is shown below:

Revenue Projects and Available Funding	
Available Revenues	\$41,454,323
Programmed Projects	\$ 9,762,464
Funding Available for Additional Projects	\$ 31,691,859

PROJECT IDENTIFICATION AND PRIORITIZATION

From the review of the 2035 Bryan County Plan, several projects were identified as needs. These projects, located in the planning area, included:

- SR 144 Widening (Currently Underway)
- Harris Trail Widening from Timber Trail to Port Royal Road
- I-95 Widening from I-16 to SR 144 (2 miles in Bryan County)
- I-95/SR 144 Interchange Improvements
- US 17 @ SR 144 Intersection Operation/Safety Improvements
- I-95 @ US 17 Interchange Improvements

GDOT has undertaken several of the projects from the list above through the lump sum program. These projects include the I-95/SR 144 and I-95/US 17 interchange improvements, and the completion of the US 17/SR 144 intersection improvements.

Richmond Hill identified several other projects as needs for their City, as well as modified projects from the previous plan based on changing conditions. Through coordination with the Richmond Hill staff, these projects were included in the needs list. The projects located inside the planning area include:

- Port Royal Road Widening from SR 144 to Harris Trail Road
- I-95 Frontage Road from SR 144 to US 17
- I-95/SR 144 Interchange Reconstruction

Cost estimates for each of these projects were developed and inflated annually through the planning horizon year of 2040 based on the described methodology. These cost estimates were developed based on information from the previous plan, GDOT, and from the Richmond Hill planning and engineering staff. Project costs are also stratified by project implementation phase of Preliminary Engineering, Right of Way, and Construction.

The next step in the plan development process was to identify the local priorities for inclusion in the Cost Feasible Plan and to balance the project costs against the available revenues. In coordination with the Richmond Hill staff, these priorities were identified based on addressing the existing transportation needs and the provision of needed transportation improvements for existing and/or anticipated growth areas.

The widening of SR 144 from CR 100 to CR 154 is already programmed for Construction in 2017 and is incorporated in the first cost band of 2015 to 2020. The other projects identified as the highest priorities included:

- Harris Trail Widening from Timber Trail to Port Royal Road
- Port Royal Road Widening from SR 144 to Harris Trail
- I-95/SR 144 Interchange Improvements

The above project priorities and the implementation phases were incorporated into the Cost Feasible Plan, with the remaining project needs included in the Vision Plan. In addition, the pedestrian and bicycle projects identified in the 2035 Bryan County Plan and by Richmond Hill staff were also incorporated into the Vision Plan.

2040 Total Mobility Plan Modification - DRAFT 11/9/15

GDOT PI #	Identified Projects			2015-2020				2021-2030				2031-2040				Outside of Constrained Plan: Vision Plan										
	NAME	TERMINI		PE	ROW	CST	Total Project Cost - Band 1	PE	ROW	CST	Total Project Cost - Band 2	PE	ROW	CST	Total Project Cost - Band 3	PE	ROW	CST	Total Project Cost							
		FROM	TO																							
532370	SR 144 Widening*	South of CR 100	South of CR 154	\$ -	\$ -	\$ 9,762,464	\$ 9,762,464																			
N/A	Harris Trail Widening from 2 to 4 lanes*	Timber Trail	Port Royal Road					\$ 993,617	\$ 3,292,782	\$ 12,420,970	\$ 16,707,369															
N/A	Port Royal Road Widening from 2 to 4 lanes**	SR 144	Harris Trail Road					\$ 992,808	\$ 2,978,424	\$ 5,956,848	\$ 9,928,080															
0010739	I-95 Interchange Improvements/Bridge Replacement*	@ I-95 and SR 144										\$ 5,000,000			\$ 5,000,000		\$ 1,966,340	\$ 58,285,587	\$ 65,003,914							
511025	I-95 Widening*	Chatham County	US 17													\$ 7,601,171	\$ 1,092,668	\$ 95,014,635	\$ 103,708,474							
N/A	I-95 Frontage Road**	SR 144	US 17													\$ 1,890,560	\$ 1,638,616	\$ 15,376,288	\$ 18,905,465							
							Total Band 1	\$ 9,762,464					Total Band 2	\$ 26,635,448					Total Band 3	\$ 5,000,000					Total Vision Plan	\$ 187,617,853

- Utilities are included in CST costs
 * Projects identified in 2035 Bryan County Transportation Plan
 ** Project identified by Richmond Hill

Total Project Costs	\$	41,397,912
Total Costs	\$	41,397,912
Total Available Revenues	\$	41,454,323
Balance	\$	56,411

2040 Total Mobility Plan Modification Vision Plan - Pedestrian and Bicycle				
Project Number*	Identified Projects			Estimated Cost (in 2015 \$)
	NAME	TERMINI		
		FROM	TO	
N/A	US 17 South Sidewalk	Mulberry	Harris Trail	\$ 1,437,000
N/A	Harris Trail Sidewalk	Timber Trail	Cypress Point	\$ 165,000
PED11*	Frances Meeks Way - Sidewalk	Ford Avenue	Maple Street	\$ 22,389
PED12*	Ivey Street - Sidewalk	Ford Avenue	Laurel Hill Circle	\$ 309,058
PED13*	Maple Street - Sidewalk	Constitution Way	Pre-K Center Walkway	\$ 69,538
PED14*	Constitution Way - Sidewalk	Cherry Street	Ford Avenue	\$ 270,426
PED15*	Cherry Street - Sidewalk	Ford Avenue	Constitution Way	\$ 100,444
N/A	Port Royal Road Sidewalk	SR 144	Sterling Links Way	\$ 171,000
N/A		Sterling Links Way	Demorest	
PED17*	Ford Avenue - Sidewalk	Railroad Tracks	I-95	\$ 1,313,498
PED 18*	Ford Avenue - Sidewalk	Ford Avenue	Timber Trail	\$ 92,717
Total: Pedestrian and Bicycle Vision Plan				\$ 3,951,070

* Projects and project numbers identified in 2035 Bryan County Transportation Plan
 Additional projects identified by Richmond Hill

COORDINATION AND PUBLIC PARTICIPATION

Coordination with local staff and elected officials and public involvement was a critical element in the planning process. These coordination and input efforts were accomplished on multiple levels to ensure all interested parties had the opportunity to voice their opinions and provide input.

The first step was to provide a project overview presentation to the Effingham County Commission and to the Richmond Hill City Council. This presentation was developed to provide background information regarding the MPO expansion, the MPO planning process, and the steps and schedule involved in the development of the plan modification. In addition to the presentation, a project information sheet was also developed and distributed.

In conjunction with these presentations, an open house for the public was also held. This open house provided meeting attendees with the opportunity to ask questions and provide feedback and information to the project team. A public survey regarding transportation was also developed and distributed at the open house along with the project information sheet. In addition to the hard copy survey, the survey was also posted on the CORE MPO website for completion on-line by interested parties. The open houses were advertised in conjunction with the regularly scheduled County and City Council meetings and were held in locations accessible to all citizens.

The Effingham County presentation and open house was held on August 18, 2015 at the Effingham County Administrative Complex in Springfield and the Richmond Hill presentation and open house was held on September 1, 2015. A second round of presentations and open house formats was held at the Richmond Hill City Council meeting on January 19, 2016 during the 30-day public comment period for the draft Addendum, which ran from January 11 through February 9.

The survey respondents primarily utilized the on-line opportunity, with one hard copy response. There were a total of 23 responses, with 12 of the respondents identifying Bryan County as their place of residence; 2 respondents identifying Effingham County as their place of residence; 8 respondents identifying Chatham County as their place of residence, and 1 respondent did not answer the question. These survey responses provided input as to priorities, needs, and concerns regarding the transportation system. The following elements were the areas of concern identified by the respondents as very important or important.

Survey Elements Ranked Very Important or Important	
Safety and Security	95.7%
Maintenance of Roads	95.5%
Addressing Traffic Congestion	78.3%
Presence of Pedestrian and Bicycle Facilities	78.3%
Movement of Freight	78.3%
Addressing Lack of Travel Options	78.3%

With the small geographic area of the expanded boundary extending into Effingham County, there were no projects identified within the boundary in the previous county plan or through coordination with the County staff. However, extensive coordination with the City of Richmond Hill staff was important in the development of the project list. The project team met with the City staff to review the projects identified in the 2035 Bryan County Plan, identify those projects located within the planning area, as well as any additional projects, and to prioritize the identified projects. Ongoing coordination was undertaken through the financial balancing process, resulting in the final prioritized project list.

In addition to the ongoing coordination with the Richmond Hill staff, the project team also coordinated with the GDOT Office of Planning on an ongoing basis. This ongoing coordination ensured the resulting project list was consistent with the state and federal process and requirements. In addition, all agency comments that were received were addressed.

The project team also provided updates to the MPO committees regarding the project status through presentations at their August, October, and December meetings. The final draft of the update was presented to the MPO committees at their February and March meetings and formal public hearings were held to obtain comments from interested members of the public, however, no comments were received.

The MPO Board adopted the addendum at the meeting held on March 9, 2016.

APPENDIX

- Public Meeting # 1
 - Project Information Sheet
 - Survey
 - Presentation: Effingham County Commission, August 18, 2016
 - Presentation: Richmond Hill City Council, September 1, 2016
 - Project Information for Effingham and Bryan Counties

- Public Meeting # 2: Richmond Hill City Council, January 19, 2016
 - Presentation: Richmond Hill
 - Sign-in Sheet
 - Workshop Summary

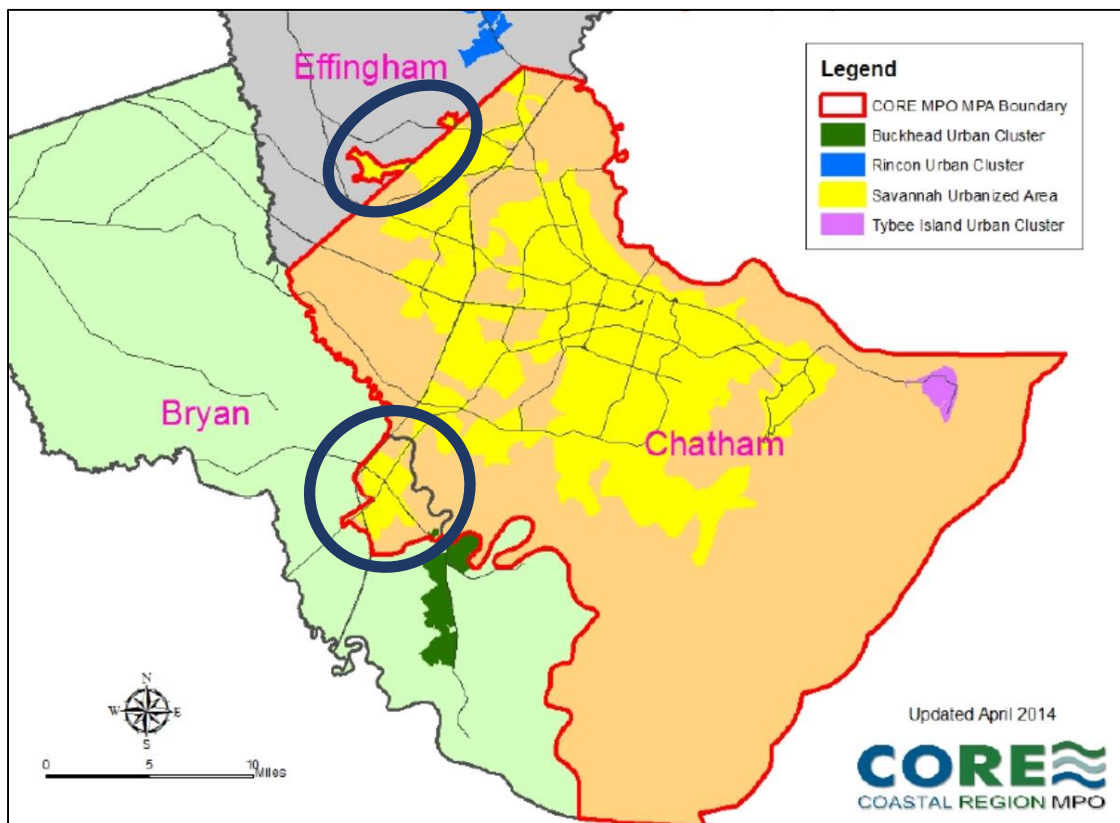
COASTAL REGION METROPOLITAN ORGANIZATION (CORE MPO)

2040 Metropolitan Transportation Plan Modification

What is a Metropolitan Planning Organization (MPO)?

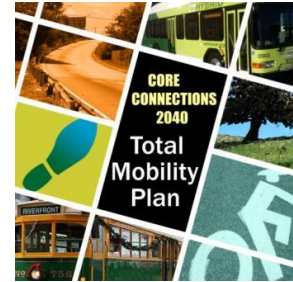
In metropolitan areas with 50,000 or more in population, the transportation planning process is accomplished through a designated body, known as the Metropolitan Planning Organization (MPO). MPOs were established by the federal government in the 1960s to provide a focused planning effort for urban areas. MPOs are required to provide the transportation planning for the designated urban area, as well as the adjacent areas where growth is expected over the next twenty years.

The Coastal Region Metropolitan Planning Organization (CORE MPO) is the designated MPO for the Chatham County – Savannah urbanized area defined by the US Census. As a result of the 2010 census, the urbanized area has expanded due to the continued population growth and incorporates a portion of Effingham County and Bryan County, which includes Richmond Hill. The areas inside the blue circles in the figure below show the MPO expansion areas.



What is a Metropolitan Transportation Plan (MTP)?

MPOs are responsible for the development of required transportation plans and programs for the allocation of federal transportation funding. These plans and programs must meet all of the federal and state requirements to ensure the continued flow of federal dollars for transportation purposes. One of the required plans is the Metropolitan Transportation Plan (MTP), formerly known as the Long Range Transportation Plan. With the expanded boundary of the MPO, the 2040 MTP must be modified to incorporate the areas within Effingham and Bryan Counties.



The MTP is comprised of the Cost Feasible Plan, which details the prioritized list of projects that are financially feasible over the planning period. Transportation revenues are balanced against project costs and this federally required cost constrained project list is determined. The MTP also includes a vision or needs plan, which identifies those projects that are needed, but not financially feasible. The third component of the MTP is the Transportation Improvement Program (TIP), which spans four years and details projects with funding allocated by year and by project phase.

MTP Modification Process

The MTP modification process encompasses the following steps:

-
- 1. Review the existing Effingham and Bryan County Transportation Plans*
 - 2. Review of the existing GIS files and incorporation into comprehensive GIS dataset*
 - 3. Financial Analysis*
 - 4. Development of financially constrained project list*
 - 5. Incorporation into the 2040 CORE Metropolitan Transportation Plan*
-

Stakeholder Coordination and Public Participation

Coordination and public input are critical elements in the development and update of the MTP.

YOUR INPUT IS NEEDED!

Please take the opportunity to provide your feedback through the written or on-line survey.

*****ONLINE SURVEY LINK HERE*****

For additional information, contact:

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COASTAL REGION METROPOLITAN PLANNING ORGANIZATION (CORE MPO)

2040 Metropolitan Transportation Plan Modification Survey

Please Complete the Following Survey to Share Your Thoughts on the Current and Future Transportation System. Your Opinion Counts!

The survey may also be completed on line at: https://www.surveymonkey.com/r/2040_transportation_plan

How often do you commute to work/school by the following modes of transportation?

	Always	Usually	Sometimes	Seldom	Never
Walk					
Bike					
Drive Alone					
Carpool					
Transit/Paratransit					
Other (Specify)					

Comments

How often do you use the following for OTHER than school/work? (Shopping, visiting friends, etc.)

	Always	Usually	Sometimes	Seldom	Never
Walk					
Bike					
Drive Alone					
Carpool					
Transit/Paratransit					
Other (Specify)					

Comments

Approximately how many miles do you travel (one-way) to work/school?

Under 5 Miles	5 to 10 Miles	10 to 15 Miles	15 to 20 Miles	Over 20 Miles

In which zip code and County do you live? _____

In which zip code and County do you work? _____

Please indicate your opinions on the following statements regarding the area's transportation system.

Comments

	Strongly Agree	Agree	Neither Agree / Disagree	Disagree	Strongly Disagree
Traffic congestion is a major problem					
More travel options are needed					
More bicycle and pedestrian facilities are needed					
Need more focus on safe bike/ped access to schools					
Transit services should be developed					
Development patterns directly affect transportation					
Freight based industry is important to our community					

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION (CORE MPO)

2040 Metropolitan Transportation Plan Modification Survey

Please rate the following issues.

	Very Important	Somewhat Important	Neutral	Not Important	Don't Know
Addressing traffic congestion					
Maintenance of roads					
Presence of bicycle and pedestrian facilities					
Development of public transportation system					
Movement of freight					
Safety and security					
Lack of travel options					

Comments

What are your top priorities for project funding? Please rank the following with 1 as the most important and 10 as the least important.

	Rank		Rank
Construct major new roadways		Improve traffic operations (signals, etc)	
Widen existing roads		Improve roadway aesthetics	
Improve bicycle lanes and trails		Improve transportation maintenance	
Improve sidewalks		Improve evacuation facilities	
Develop transit service		Construct facilities specifically for heavy trucks	

Comments

If you rarely bike or walk, please choose the option(s) that best describe your reason(s).

<input type="checkbox"/>	Lack of facilities	<input type="checkbox"/>	Climate
<input type="checkbox"/>	Lack of connections	<input type="checkbox"/>	Safety/Security
<input type="checkbox"/>	Distance of trip	<input type="checkbox"/>	Travel time
Other:			

If more/improved facilities were available, would you walk or bike more frequently?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	Don't know

Comments

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION (CORE MPO)

2040 Metropolitan Transportation Plan Modification Survey

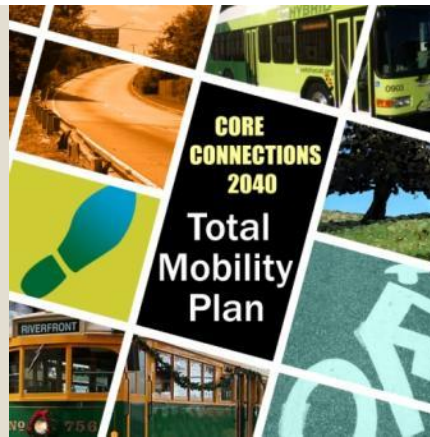
Please identify your education level:

	Some high school
	High school diploma / GED
	Some college
	Bachelors degree
	Masters degree or higher
	Trade / Technical college degree

Please identify your total annual HOUSEHOLD income level:

	0 - \$24,000
	\$25,000 - \$49,999
	\$50,000 - \$74,999
	\$75,000 - \$99,999
	\$100,000 or more
	Prefer not to answer

Metropolitan Transportation Plan



AUGUST/SEPTEMBER, 2015

Purpose of Today's Presentation

- Not requesting board action.
- Reaching out to elected officials and public to share information and gain feedback.

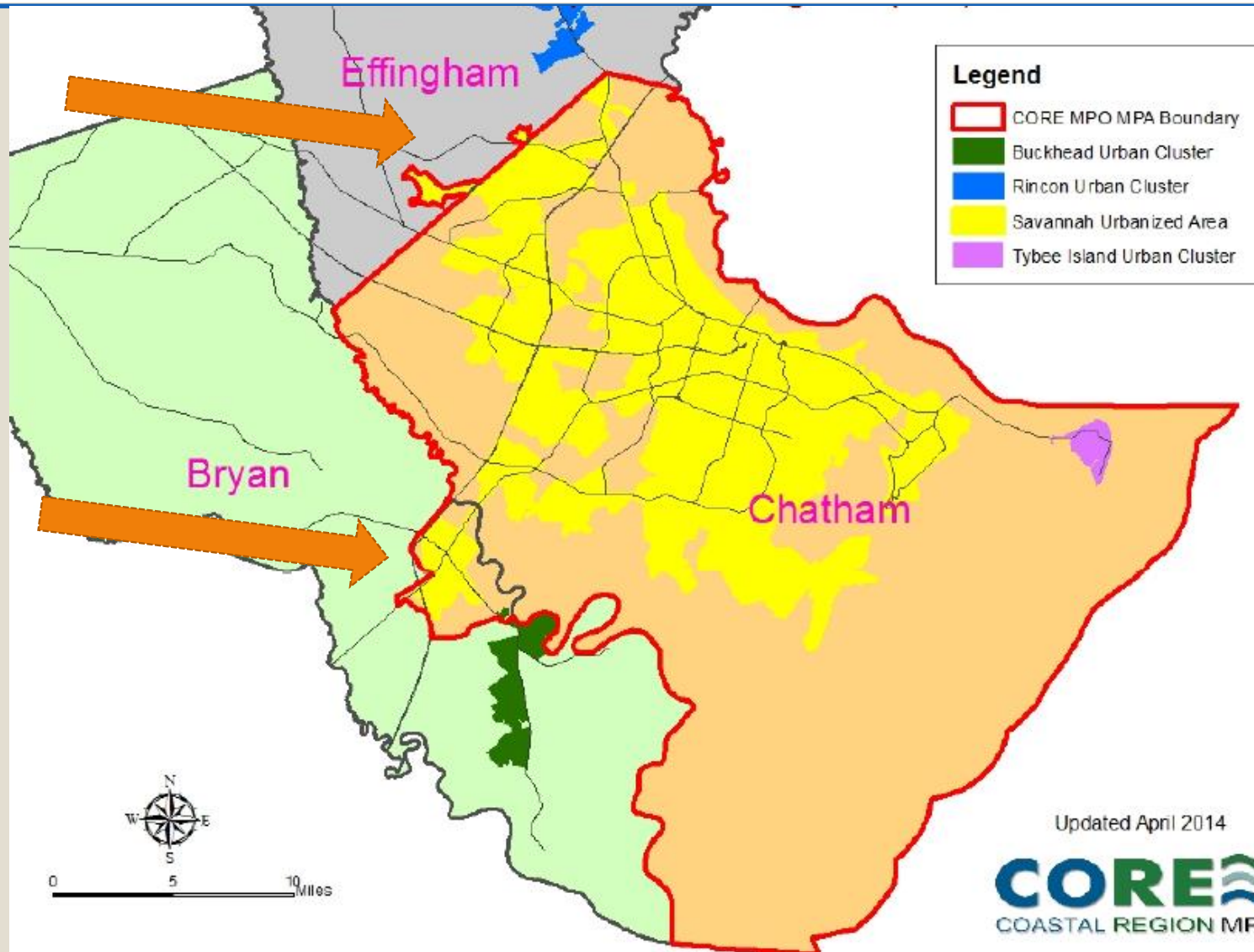
Presentation Overview

- What is a Metropolitan Planning Organization (MPO)?
- What is a Metropolitan Transportation Plan (MTP)?
- Purpose of the MTP
- MTP Modification Process
- Public / Stakeholder Participation
- Questions?

What is a Metropolitan Planning Organization?

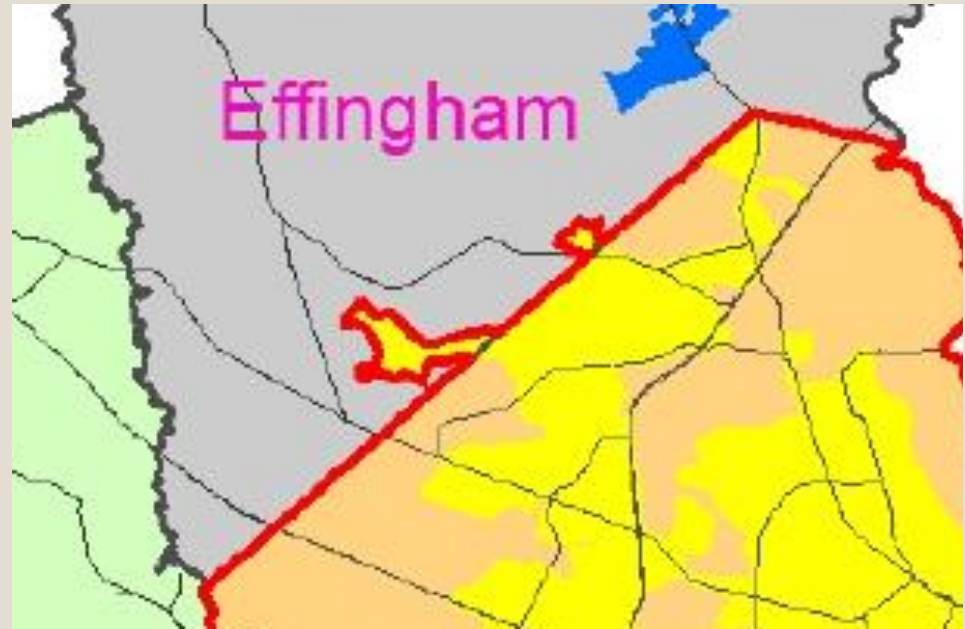
- MPOs are required by federal law
 - Urbanized Areas with populations of 50,000 or more
 - Transportation planning for designated urbanized area plus adjacent areas where growth is expected
 - Responsible for allocation of federal transportation funds and development of transportation plans and programs
- Coastal Region MPO (CORE MPO) is the MPO for this urbanized area
 - For decades, the planning area was all of Chatham County.
- CORE MPO expanded due to 2010 Census Urbanized Area designation
 - Portion of Effingham County
 - Portion of Bryan County, including Richmond Hill

CORE MPO Expanded Planning Area



CORE MPO Expanded Planning Area

- Only a small area of Effingham County is part of the CORE MPO planning area and will be addressed by CORE MPO's Metropolitan Transportation Plan.



- Relationship to the Statewide Transportation Plan
 - The projects within the MPO's plan are still included by reference in the Statewide Transportation Plan.

What is the MTP?

MTP Vision Plan

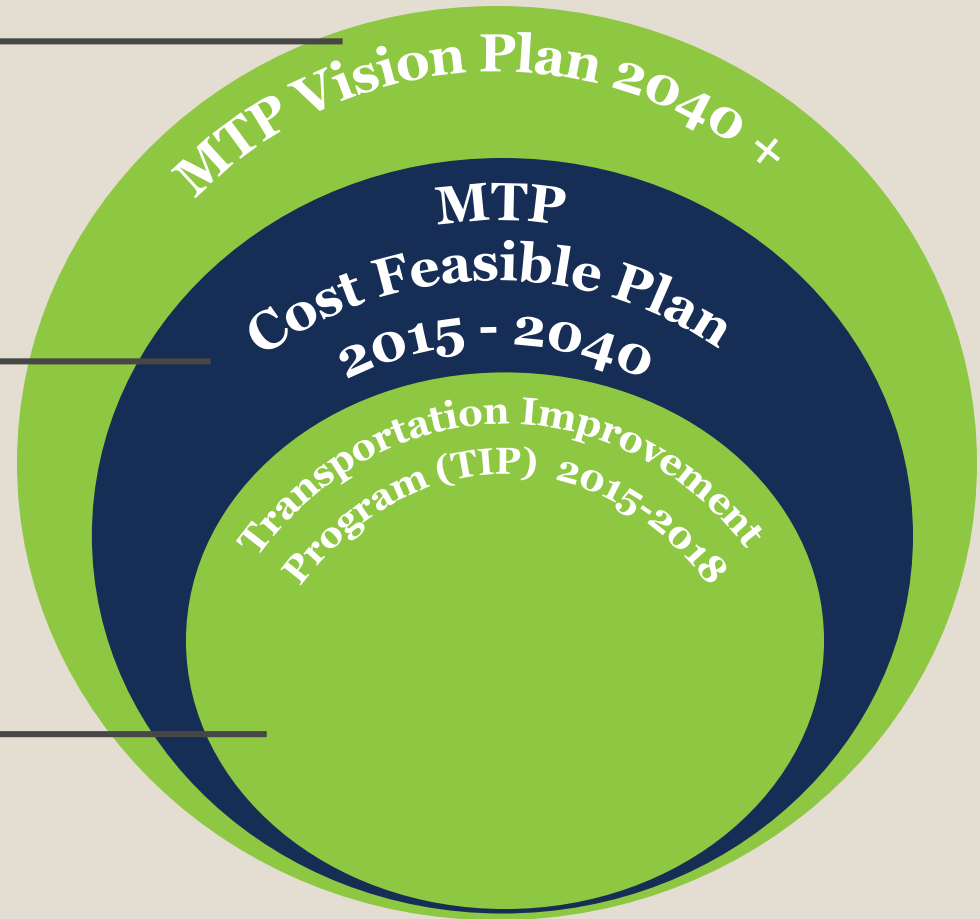
- Long range projects
- Not financially constrained

MTP Cost Feasible Plan

- Financially feasible
- Updated every 4-5 years
- Federally required

TIP

- Projects programmed and funded
- New TIP projects come from the MTP



Purpose of the MTP

- Ensures continued allocation of federal transportation funds
 - MTP must be compliant with federal and state requirements
 - MTP must address identified federal planning factors
- Defines policies, programs and projects to be implemented over the next 20+ years
- Outlines overall transportation goals, objectives and strategies

Federal Planning Factors

Support Economic Vitality

Increase Safety

Increase Security

Increase Accessibility

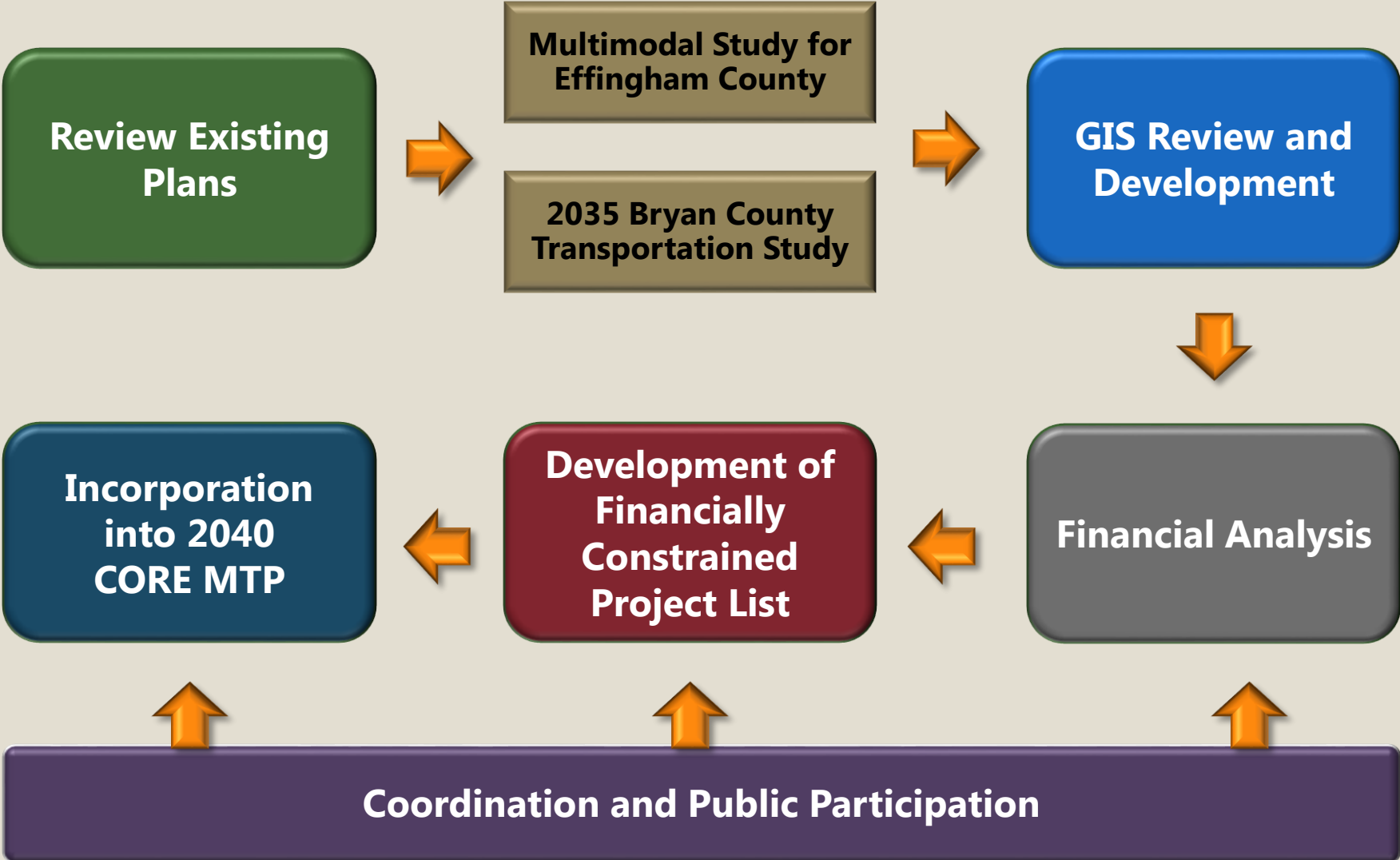
Environment and Quality of Life

Enhance System Integration and Connectivity

Promote System Management and Operations

System Preservation

MTP Modification Process



Coordination and Public Participation

- Coordination
 - Local staff and elected officials
 - GDOT
 - CORE MPO
- Public Participation
 - Public meetings and presentations
 - Survey
 - ✦ Online
 - ✦ Hard copy

******LINK TO ON-LINE SURVEY WILL BE SHARED******

MTP Modification

QUESTIONS?

For More Information:

Jane Love, Transportation Planner

CORE MPO

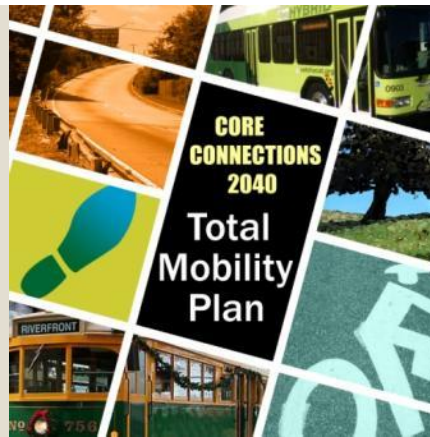
lovej@thempc.org / 912-651-1449

Beverly Davis, AICP

RS&H

beverly.davis@rsandh.com / 912-236-3540

Metropolitan Transportation Plan



SEPTEMBER, 2015

Purpose of Today's Presentation

- Not requesting board action.
- Reaching out to elected officials and public to share information and gain feedback.

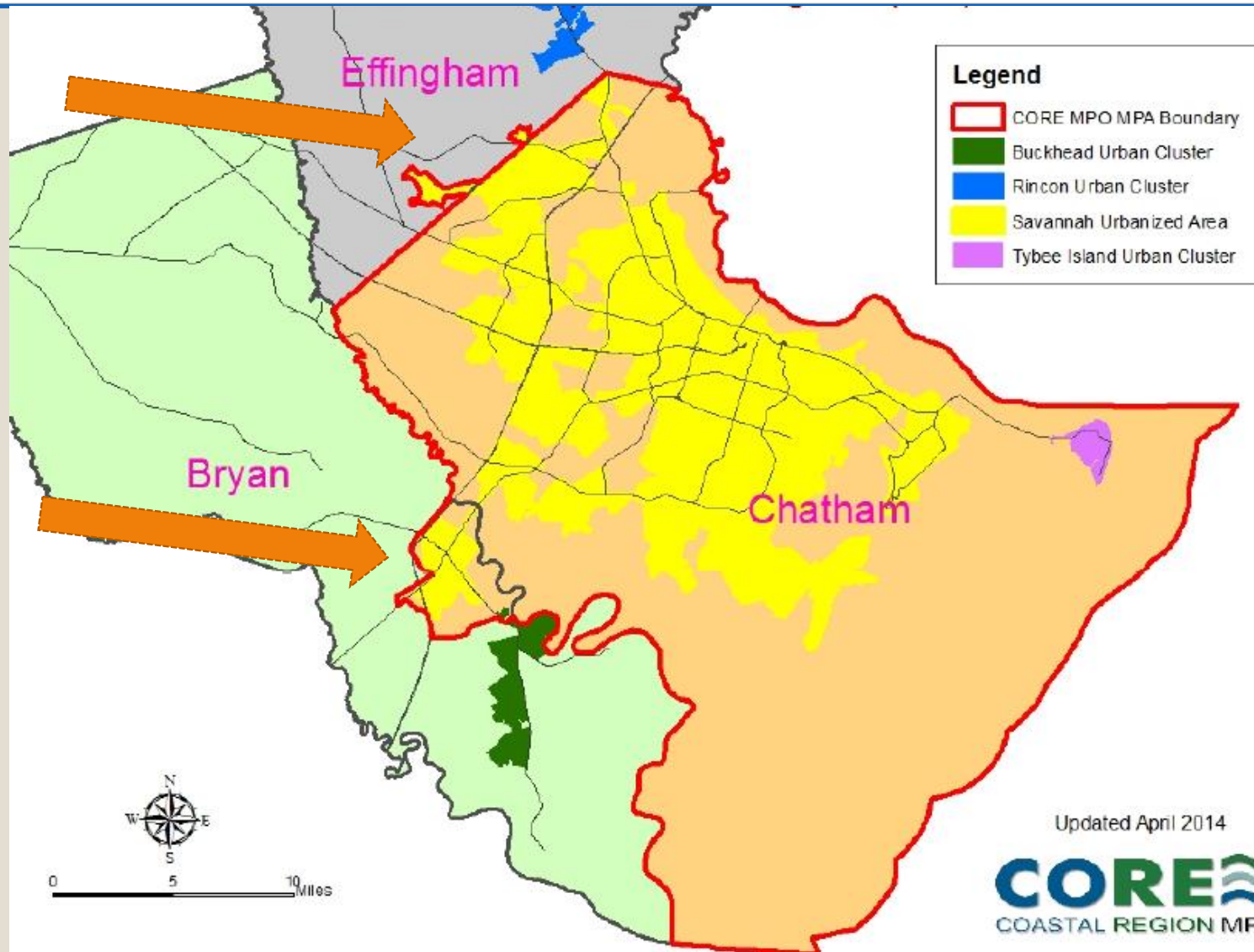
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What is a Metropolitan Planning Organization?

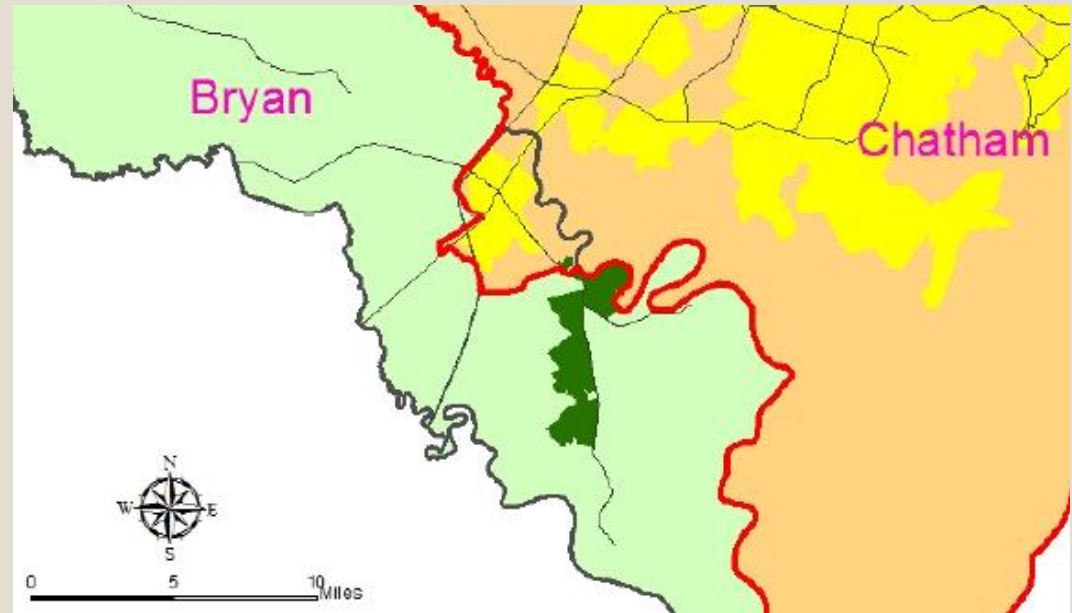
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 - Portion of Effingham County

CORE MPO Expanded Planning Area



CORE MPO Expanded Planning Area

- Only a small area of Bryan County, including Richmond Hill, is part of the CORE MPO planning area and will be addressed by CORE MPO's Metropolitan Transportation Plan.



- Relationship to the Statewide Transportation Plan
 - The projects within the MPO's plan are still included by reference in the Statewide Transportation Plan.

What is the MTP?

MTP Vision Plan

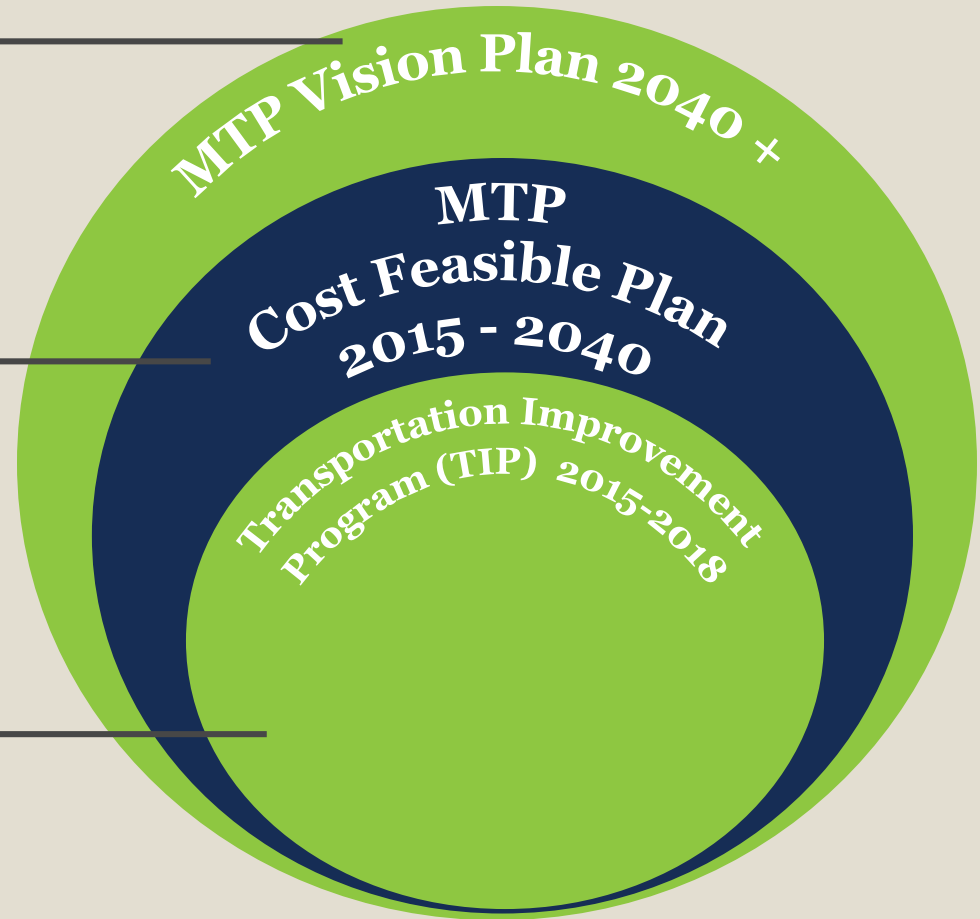
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Federal Planning Factors

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Increase Accessibility

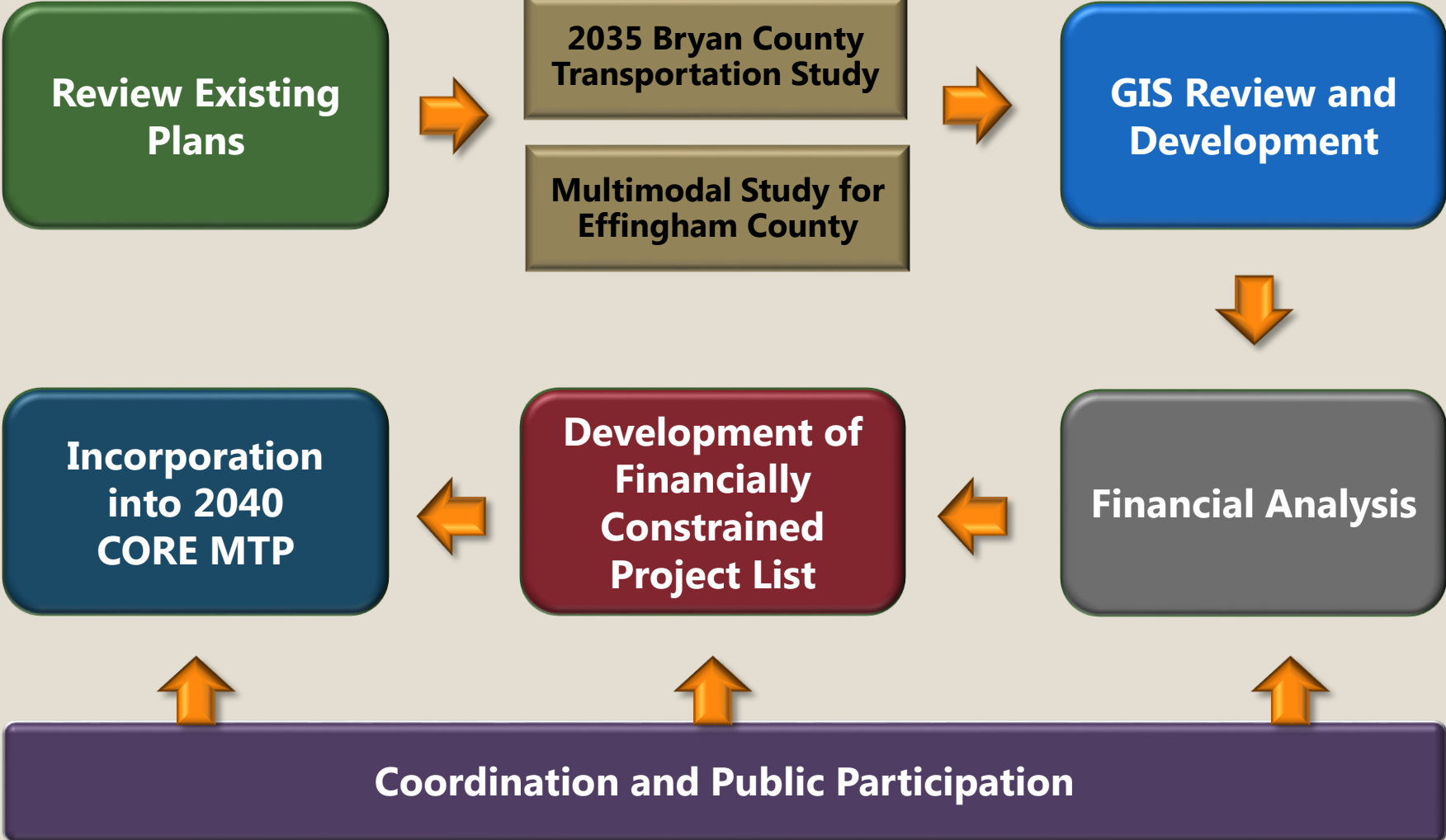
Environment and Quality of Life

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Promote System Management and Operations

System Preservation

MTP Modification Process



Coordination and Public Participation

- Coordination
 - Local staff and elected officials
 - GDOT
 - CORE MPO
- Public Participation
 - Public meetings and presentations
 - Survey
 - ✦ Online
 - ✦ Hard copy

https://www.surveymonkey.com/r/2040_transportation_plan

MTP Modification

QUESTIONS?

For More Information:

Jane Love, Transportation Planner

CORE MPO

lovej@thempc.org / 912-651-1449

Beverly Davis, AICP

RS&H

beverly.davis@rsandh.com / 912-236-3540

Project Information Presented for Richmond Hill

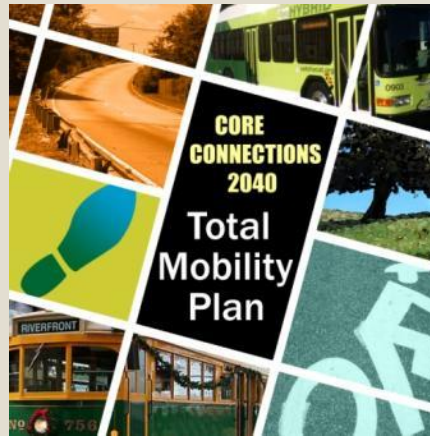
Project	Note
SR 144 Widening (Timber Trail to Belfast Keller)	To remain on the list, scheduled to bid in 2016
US 17/SR 25 Widening (SR 196 to I-95)	Revise to US 17/SR 25 Widening (SR 196 to Belfast Keller) or an alternative project to extend SR 196 to Belfast Keller Road
US 280/SR 30 Widening (Interstate Centre)	This is on the north end of Bryan County, which is well outside the CORE MPO area, and should be removed
Harris Trail Road Widening (Phase 1 - Timber Trail to Port Royal Road)	It is preferable to have these two phases combined into one project
Harris Trail Road Widening (Phase 2 - Port Royal Road to Belfast Keller Road)	Revise Belfast Keller Road name to Belfast River Road. It is preferable to have this combined with Phase 1 into one project
I-95 Widening (SR 144 to I-16)	This project really isn't beneficial until I-16 at I-95 is fixed
Belfast Siding Road Widening (US 17 to Park Hill Road)	Revise name to Belfast Keller Road Widening (US 17/SR 25 to Belfast River Road)

Additional Projects List from Staff & Transportation Consultant Coordination

Project	Note
Edsel Drive Extension to US 17/SR 25	
Port Royal Road Widening (SR 144 to Harris Trail)	
I-95 Bridge Replacement at SR 144	
I-95 Interchange Improvements at US 17/SR 25	
Interstate Frontage Roadway along I-95 from SR 144 to US 17/SR 25	
Interstate Frontage Roadway along I-95 from Sommers Boulevard to Belfast Keller Road	
Signal Installation at I-95 N off Ramp & US 17/SR 25	
Signal Installation at Intersection of SR 144 & Port Royal Road	
Signal Installation at Intersection of SR 144 & Ivy Street	
Signal Installation at Intersection of US 17/SR 25 & Future Edsel Drive Extension	
Signal Installation at SR 144 & Future Brisbon Road Connector	

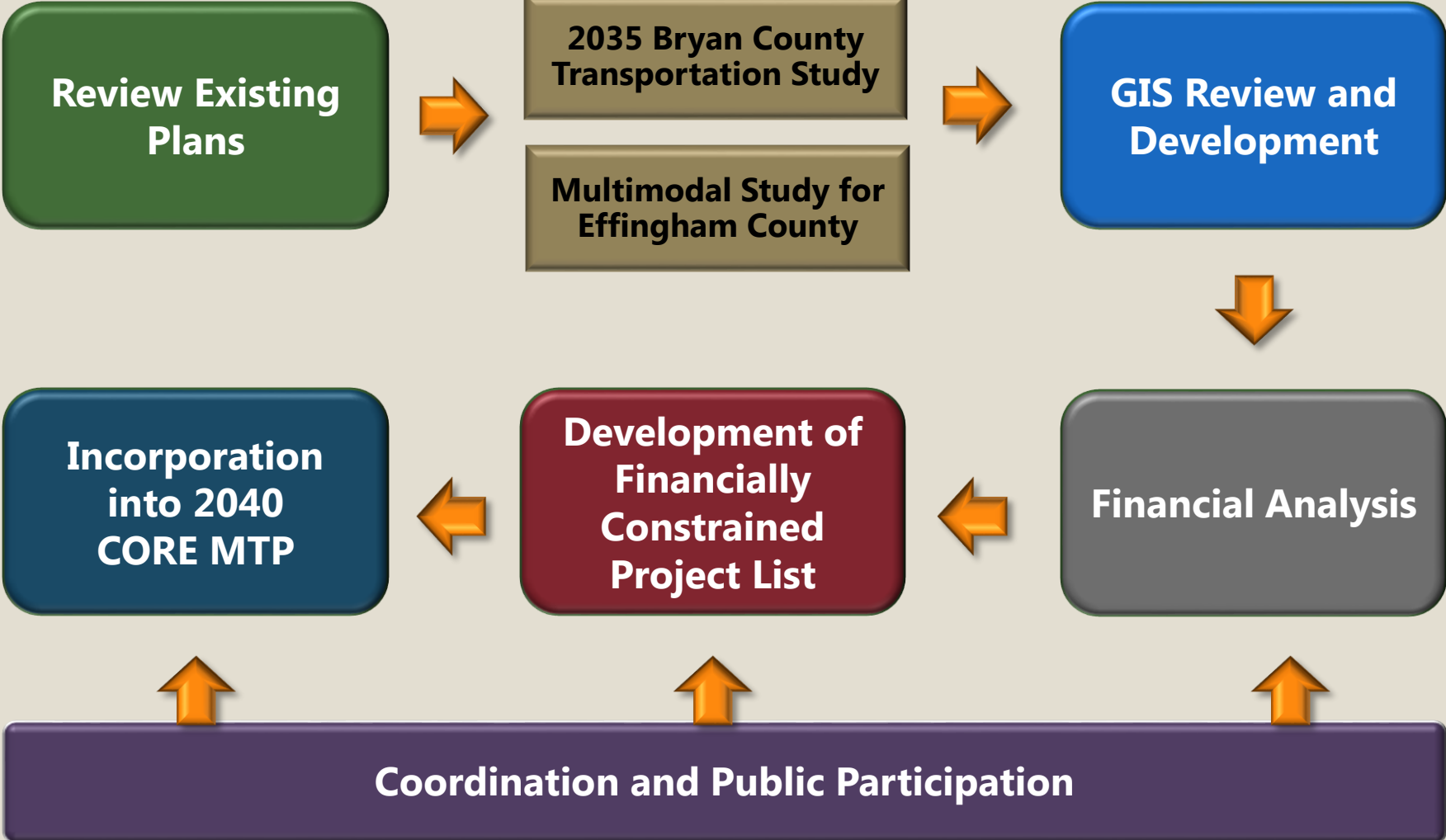


Metropolitan Transportation Plan Modification



JANUARY 19, 2016

MTP Modification Process



Plan Review

Review Existing Plans

- Reviewed existing plans for Bryan and Effingham Counties
- Identified goals and objectives
- Compared goals and objectives with Total Mobility Plan and required federal planning factors

Consistency of Goals

Bryan County	Effingham County	Total Mobility Plan	Federal Planning Factors
<ul style="list-style-type: none"> • Encourage Multimodal Transportation Corridors • Expand Bicycle and Pedestrian Network • Coordinate Land Use and Transportation • Increase Safety and Operations 	<ul style="list-style-type: none"> • Transportation Planning • Accessibility and Mobility • Network Connectivity • Public Transportation • Aesthetics and Scenic Corridors 	<ul style="list-style-type: none"> • Support Economic Vitality • Increase safety and security • Accessibility, Mobility, Connectivity • Environment and Quality of Life • System Management; Maintenance • Intergovernmental Coordination 	<ul style="list-style-type: none"> • Support Economic Vitality • Increase Safety • Increase Security • Increase Accessibility • Environment and Quality of Life • Enhance System Integration and Connectivity • Promote System Management and Operations • System Preservation

Plan Review

Review Existing Plans

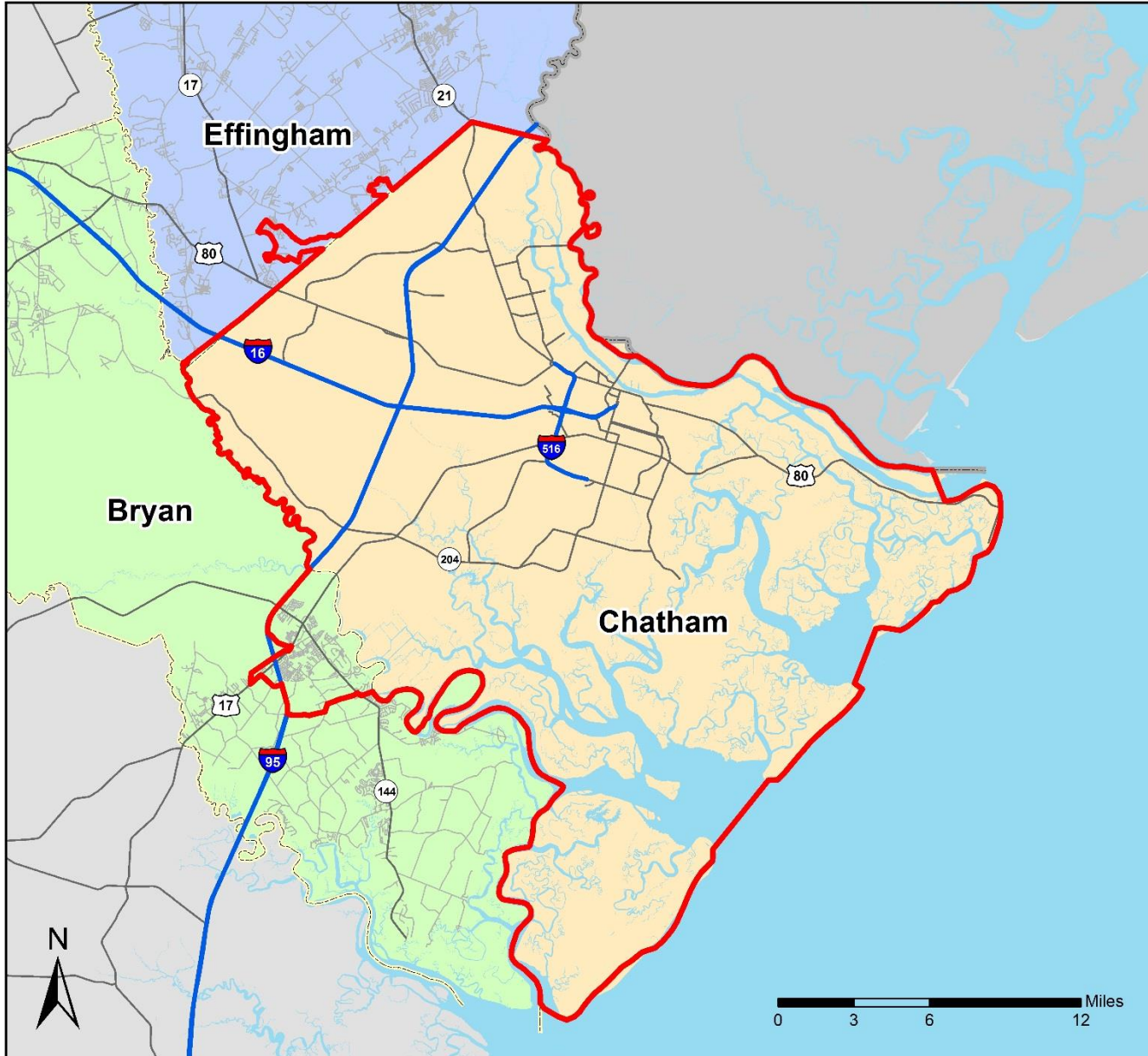
- Identified projects within the MPO planning area
 - Richmond Hill
 - ✦ Roadway projects
 - ✦ Safety/Operational/Maintenance projects
 - ✦ Bicycle and Pedestrian projects

GIS

GIS Review and Development

- Coordinated with local staff
 - Received GIS files from Richmond Hill
- Developed updated MPO boundary mapping

MPA Planning Area



CORE MPO
Expanded Planning Area

Legend

- Local Roads
- US / SR Highway
- Interstate Highway
- ▭ CORE MPO Boundary
- ▭ Water Bodies

Source(s): Effingham County GIS, U. S. Census, FHWA, NWI

Creation Date: 11/19/2015



Financial Analysis

Financial Analysis

- Coordination with GDOT Planning on historic project financial information
 - Received historic financial data from GDOT
 - Developed approach for revenue projections based on historic information
 - Coordinated with GDOT for consensus on approach
 - Developed revenue projections through 2040

Financial Analysis

- Richmond Hill historic project financial data:
 - Revenues over the 10 year period (2006-2014):
\$11,511,346
 - Annual average: \$1,151,134
- Inflation factor for revenue projections:
 - 2.5% annually
 - Consistent with Total Mobility Plan projections
- Total revenues for planning horizon (2016 – 2040):
 - \$41,454,323

Financially Constrained Plan

Development of Financially Constrained Project List

- Identified projects already programmed
 - SR 144 Widening
 - ✦ PE and ROW currently underway
 - ✦ Construction in 2017: \$20,634,299

REVENUE PROJECTIONS AND AVAILABLE FUNDING

Available Revenues	\$41,454,323
Programmed Projects Already Underway	\$20,634,299
Funding Available for Projects	\$20,820,024

Financially Constrained Plan

- Identified projects from Bryan County Plan within the planning area
 - SR 144 Widening (Currently Underway)
 - Harris Trail Widening (From Timber Trail to Port Royal Rd)
 - US 17 Widening (From SR 196 in Liberty County to I-95)
 - I-95 Widening (I-16 to SR 144 – 2 miles in Bryan County)
- Received updated project list from Richmond Hill staff
- Coordinate with Richmond Hill to identify priority projects
- Develop financially constrained project list

Financially Constrained Plan

Development of Financially Constrained Project List

- Financially Constrained List
 - Cost Band 1: 2015 to 2020
 - Cost Band 2: 2021 to 2030
 - Cost Band 3: 2031 to 2040
- Funding for Project Phases Identified Within Bands
 - Preliminary Engineering (PE)
 - Right of Way (ROW)
 - Construction and Utilities (CST)

Financially Constrained Plan: Project List

Project	Project Phase	Cost Band	Total Project Cost
SR 144 Widening (S of CR 100 to S of CR 154)	CST	Band 1 (2015-2020)	\$9,762,464
Harris Trail Widening (Timber Trail to Port Royal Road)	PE, ROW, CST	Band 2 (2021 – 2030)	\$16,707,369
Port Royal Road Widening (SR 144 to Harris Trail Road)	PE, ROW, CST	Band 2 (2021 – 2030)	\$9,928,080
I-95 Interchange Improvements/Bridge Replacement @ SR 144	PE	Band 3 (2031 – 2040)	\$5,000,000 ROW/CST outside of constrained plan
I-95 Widening (Chatham County to US 17)	Outside of Constrained Plan		
I-95 Frontage Road (SR 144 to US 17)	Outside of Constrained Plan		

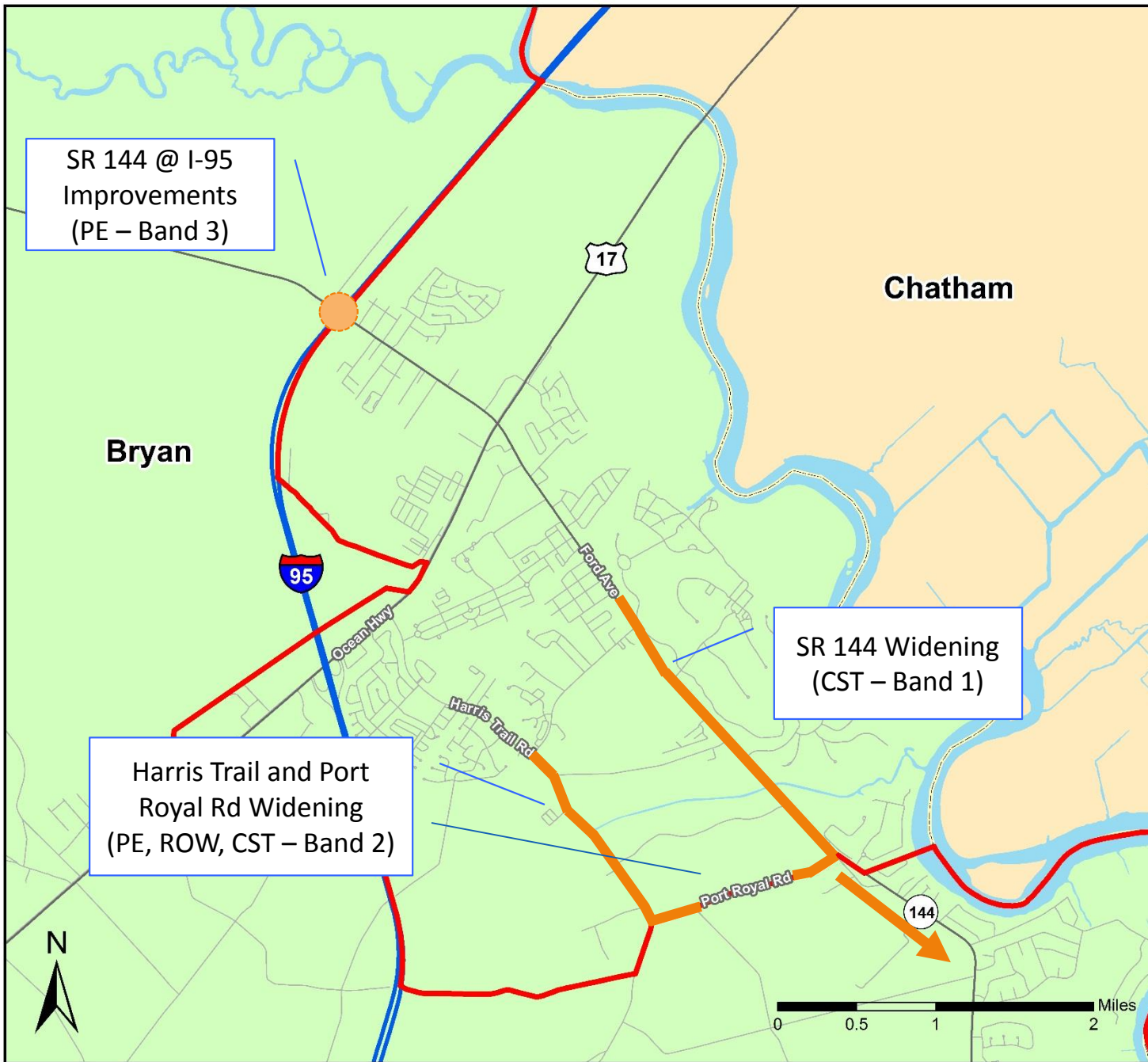
**CORE MPO
Expanded Planning Area**

Legend

- Local Roads
- US / SR Highway
- Interstate Highway
- CORE MPO Boundary
- Water Bodies

Source(s): Effingham County GIS, U. S. Census, FHWA, NWI

Creation Date: 1/15/2016



Financially Constrained Plan

- Financial Balancing
 - Available Revenues and Project Costs

Available Revenues	\$41,454,323
Programmed Projects	\$20,634,299
Projects within Constrained Plan	\$20,820,024
Total Project Costs	\$41,397,912
Balancing	\$56,411

Pedestrian/Bicycle Projects

- Pedestrian/Bicycle Projects
 - Identified projects and costs in coordination with local staff
 - No funding allocated
 - Inclusion in plan ensures eligibility for TAP funding
- 11 Sidewalk Projects
 - Total Cost: \$3,951,070

Coordination/Public Participation

Coordination and Public Participation

- Presentations and Public Meetings
 - Richmond Hill City Council and Public Meeting (Sept. 1)
- Survey
 - 23 responses
 - ✦ Bryan County: 12
 - ✦ Effingham County: 2
 - ✦ Chatham County: 8
 - ✦ Did Not Respond to Question: 1

Coordination/Public Participation: Survey

- Provides input for project prioritization

VERY IMPORTANT OR IMPORTANT

Safety and Security	95.7%
Maintenance of Roads	95.5%
Addressing Traffic Congestion	78.3%
Presence of Pedestrian and Bicycle Facilities	78.3%
Movement of Freight	78.3%
Addressing Lack of Travel Options	78.3%

MTP Modification

**Incorporation
into 2040
CORE MTP**

- Next steps
 - Public review and comment
 - Address comments received
 - Adoption by CORE MPO Board

MTP Modification

QUESTIONS?

**SIGN IN SHEET – MTP MODIFICATION
BRYAN COUNTY – JANUARY 19, 2016**

Name	Address	Phone	E-Mail
Trace Gunter			
Jason Sakelanos			
Shannon Sakelanos			
Anthony Sardinas			
JAMES PARKER			
Lana Cooper			
Dong Sah Ibe			
MIKE WARD			
Carter Kfinger			
Richmond Hill City Council members and staff were also present at the pre-Council meeting workshop.			
Mayor Harold Fowler			
Councilman Russ Carpenter			
Councilman Johnny Murphy			
Councilwoman Jan Bass			
Chris Lovell, City Manager			
Scott Allison, Planning & Zoning Director			
Randy Dykes, Asst Director of Planning & Zoning			

Notes from Presentation of draft Addendum for MTP Modification for Expanded Area at the Richmond Hill City Council Workshop, January 19, 2016

Mayor Harold Fowler opened the workshop. Jane Love, of CORE MPO, began by explaining that this is the second presentation to Council, in which we now show which projects in the area are on the Cost Feasible list versus the Vision Plan list.

Beverly Davis, of RS&H, gave the presentation, showing where we are in the process, public survey results, coordination that had occurred with Richmond Hill and GDOT, and the proposed funding status of highway and bicycle/ pedestrian projects from Richmond Hill in the long range plan. Three highway projects in the area would be funded to completion within bands one and two, and one other project would have PE funded in band three (see attached map). She noted that the public comment period is underway until Feb. 9. Hardcopies of the draft were provided at the workshop.

Questions or Comments

- Scott Allison, City of Richmond Hill Planning and Zoning Director, emphasized that this work was coordinated with the work that Thomas & Hutton is doing for the City on a south Bryan transportation study. (Apparently, city officials and county officials alike are aware that growth in the southeastern unincorporated area is creating demand for road improvements, although the city ended up funding the whole study, with expectation that the county “owes” them some reciprocation in the future. The coordination with our MTP modification had consisted of a meeting between Beverly, Scott, and Glenn Durrence and Doyle Kelly, both of T&H, in early November, as well as subsequent emails confirming priorities. Jane had been unable to attend the November discussion, due to conflict with her presentation in Darien to the State Joint Study Committee for the Coastal Georgia Greenway.)
- Mayor Harold Fowler thanked the staff for great work and said that, although he went into this (MPO membership) with uncertainties, he now believes that it (Richmond Hill and CORE MPO) “is going to be a great relationship”.
- Councilman Johnny Murphy asked if he could sit down with us at a later date to discuss the contents, after he looks at it more. Beverly said we’d be glad to. He also hopes that Richmond Hill could accelerate some of the projects by providing more local match on those projects.
- County Commissioner Carter Infinger (whose district is the growing area in the SE of county) was in attendance and came to the podium to say he was glad to see some needed projects on the list and how soon could these projects happen? The mayor answered that the four-laning projects are the ones being prioritized for this federal funding and they are in bands one and two. Some of the improvement projects that Infinger is looking for on two-lane roads could still be done with other sources. Infinger also asked about Belfast Keller Rd. Scott Allison explained that some desired projects they are aware of cannot be added to the CORE MPO MTP funding list at this time because they are outside the planning area.

That concluded the comments and questions, and the Mayor closed the workshop. In the break before the regular Council meeting, Beverly and Jane thanked Mayor Fowler and Scott Allison and also spoke to Johnny Murphy; he would just as soon meet with us here in Savannah. A date will be determined. Beverly and Jane also introduced themselves to Mr. Infinger.

Attachments

- Map of the locations of projects in Richmond Hill proposed for cost-feasible list.
- A scan of the sign-in sheet – The names were copied from the City Council’s sign-in sheet because most people signed that one instead of ours.

Locations of highway projects in Richmond Hill that are proposed to be in the cost-feasible list of the CORE MPO MTP. This map was included in the workshop presentation.

