



METROPOLITAN PLANNING ORGANIZATION

Resolution to Amend the 2040 Metropolitan Transportation Plan of the Coastal Region Metropolitan Planning Organization

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) desires to adopt amendments to the 2040 Metropolitan Transportation Plan called CORE Connections 2040 Total Mobility Plan (2040 MTP) for the CORE MPO transportation planning area; and

WHEREAS, the proposed MTP amendments include incorporating the following projects into the cost feasible plan highway project list:

- PI#: 0015704, SR 404 SPUR/US 17 @ BACK RIVER - add the Preliminary Engineering (PE) phase to Cost Band One and the Construction (CST) phase to Cost Band Two;
- PI#: 0015705, SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER – add the Preliminary Engineering (PE) phase and the Right-of-Way (ROW) phase to Cost Band One and the Construction (CST) phase to Cost Band Two; and

WHEREAS, the proposed plan amendments will not negatively impact the financial balance of the 2040 MTP; and

WHEREAS, CORE MPO, in accordance with the adopted Participation Plan, has completed a 15-day public review and comment period for the proposed MTP amendments and has addressed all received comments; and

WHEREAS, CORE MPO desires to complete the plan amendment process to incorporate the proposed changes into the 2040 MTP.

NOW, THEREFORE, BE IT RESOLVED THAT, the Coastal Region Metropolitan Planning Organization adopts the amendments to the 2040 Metropolitan Transportation Plan as shown in the summary of MTP amendment report with any corrections based upon the motion of the August 23, 2017 regularly scheduled meeting.

Approved this day, August 23, 2017.

A handwritten signature in blue ink that reads "Albert J. Scott". The signature is written in a cursive style and is positioned above a horizontal line.

Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization

Amendments to the 2040 Total Mobility Plan of the Coastal Region Metropolitan Planning Organization (CORE MPO)

August 2017

The CORE MPO's current Metropolitan Transportation Plan (MTP), CORE Connections 2040 Total Mobility Plan (2040 Plan or 2040 MTP for short), was adopted by the CORE MPO Board in August 2014. The MTP can be amended as project scopes change or new needs are identified.

According to the MPO's Participation Plan adopted in March 2016, any proposed changes to the MTP can be sorted into three categories.

- Administrative Modification – 1) Making a minor revision (as defined in GDOT's STIP Amendment Process) to a project that is already in the MTP's financially constrained plan; OR 2) 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.
- One Step Amendment – 1) The request is more than a minor revision (i.e. not eligible as an administrative modification); AND 2) The request **would not** affect the funding or timing of other projects in the MTP's financially constrained plan or TIP.
- Two Step Amendment – 1) The request is more than a minor revision (i.e. not eligible as an administrative modification); OR 2) The request **would** affect the funding or timing of other projects in the MTP's financially constrained plan (and TIP in many cases).

The key to any MTP amendment is to make sure that the MTP is financially balanced in the impacted cost band after the amendment (involving both the project costs and the expected revenues). The MTP amendment process for the proposed project change varies (either two-step or one-step), so it's important to determine what kind of amendment is being pursued.

In July 2017, the Georgia Department of Transportation (GDOT) requested amendments be made to CORE MPO's 2040 MTP, FY 2015 – 2018 TIP as well as FY 2018 – 2021 TIP for two new projects. Information on the projects are listed below.

Proposed 2040 MTP Amendments - US 17 Improvements

Project Description:

The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA) and Georgia Department of Transportation (GDOT), proposes widening and improvements of U.S. 17 (Speedway Boulevard) from Hutchinson Island in Savannah, Chatham County, Georgia to South Carolina (S.C.) 315 (South Okatie Highway) located southwest of Bluffton, South Carolina. Approximately 3,000 feet of the project corridor is located in Chatham County, Georgia and approximately 3.6 miles is located in Jasper County, South Carolina for a total project length of approximately 4.2 miles. The proposed improvements include the widening of U.S. 17 from two to four travel lanes, divided by a grassed median. In addition, a new two-lane bridge structure would be constructed over the Back River to accommodate the additional travel lanes. SCDOT would

construct the new two-lane bridge parallel to the existing bridge in order to tie into the four-lane section of the Talmadge Memorial Bridge over the Savannah River. The proposed bridge over the Back River will consist of a 58.5-foot bridge cross section that features two 12-foot lanes, two 10-foot shoulders, a 10-foot multi-use path, and three 1.5-foot parapets. Upon completion of the proposed project, the existing two-lane bridge would accommodate southbound traffic and the new two-lane bridge would accommodate northbound traffic.

Project Justification:

The primary purpose of the proposed project is to increase roadway capacity on U.S. 17 between the I-16 Spur and S.C. 315 and provide a bicycle lane to improve safety for alternative modes of transportation. The project is needed to accommodate existing and future traffic volumes on U.S. 17. The secondary purpose of the proposed project is to improve safety along the highway corridor, specifically in the vicinity of the intersection with S.C. 315.

Reason for Amendments to CORE MPO’s 2040 MTP:

A portion of the project is located in the CORE MPO’s Metropolitan Planning Area (MPA). The improvements located in Chatham County, Georgia are divided into two projects – one for road widening (PI# 0015705) and one for a new bridge (PI# 0015704). Both projects will use federal funds for implementation (see GDOT Programming Information below). Currently neither of the two projects or their phases are included in the financially constrained plan of CORE MPO’s 2040 MTP. According to the CORE MPO’s Participation Plan, adding a project or a phase of a project to the financially constrained plan would be considered an amendment.

GDOT Programming Information:

PI Number: **0015704**
 Description: **SR 404 SPUR/US 17 @ BACK RIVER**
 Work Type: Bridges
 Sponsor: GDOT
 Length: 0.20 miles
 County: Chatham

Phase	Proposed Funding Year	Estimated Total Phase Cost	SCDOT Share of Cost	GDOT Share of Cost	GDOT Funding Detail (80/20)	GDOT Fund Source
PE	2018	\$2,000,000	\$1,800,000	\$200,000	\$160,000/\$40,000	Z001/State
CST	2021	\$16,200,000	\$14,580,000	\$1,620,000	\$1,296,000/\$324,000	Z001/State

Side note: SCDOT funding amounts are identified as “Local” per Financial Office.

PI Number: **0015705**
 Description: **SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER**
 Work Type: Widening
 Sponsor: GDOT
 Length: 0.46 miles
 County: Chatham

Phase	Proposed Funding Year	Estimated Total Phase Cost	Federal Share	State Share	Fund Source
PE	2018	\$300,000	\$240,000	\$60,000	Z001/State
ROW	2020	\$500,000	\$400,000	\$100,000	Z001/State
CST	2021	\$2,000,000	\$1,600,000	\$400,000	Z001/State

CORE MPO 2040 MTP Cost Feasible Plan Financial Balance

According to GDOT, the proposed road widening and new bridge projects will be programmed with additional funds beyond the revenue projections of the 2040 MTP, thus including them in the MTP’s cost feasible plan will not negatively impact the financial balance of the plan. In short, the project phases can be accommodated into Cost Band One (2015 – 2020) and Cost Band Two (2021 – 2030) of the 2040 MTP.

Public Participation Process

Since the proposed 2040 MTP amendments will not negatively affect the financial balances of the two cost bands (the changes *would not* affect the funding or timing of other projects in the MTP’s financially constrained plan), the **One-Step Amendment process** needs to be followed. The process is listed below.

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.

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.

To satisfy the requirements, the MPO staff advertised a public notice on Sunday, August 6 for a 15-day comment period and a public hearing, and conducted the comment period from August 8 to August 22, 2017. The item has been put on the agendas of the CORE MPO Board and advisory committee meetings for August 2017 with the public hearing held in conjunction with the CORE MPO Board meeting on August 23, 2017. No written comments have been received. Comments and questions raised at the August 2017 MPO Board and advisory meetings have been addressed and the final MTP amendment report has been updated accordingly.

CORE MPO Action

The 2040 MTP amendments were endorsed by the Citizens Advisory Committee (CAC) on August 3, 2017 and by the Technical Coordinating Committee (TCC) on August 17, 2017. The amendments were adopted by the CORE MPO Board on August 23, 2017.

Appendix

- Appendix A: Excerpt of CORE MPO Participation Plan Regarding MTP Amendment
- Appendix B: Public Involvement Documentation

Appendix A: Excerpt of CORE MPO Participation Plan Regarding MTP Amendment

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); OR
- 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.

Appendix B: Public Involvement Documentation

August 2017

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), FY 2015 – 2018 Transportation Improvement Program (TIP) and FY 2018 – 2021 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 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 **August 8, 2017** and written comments on the proposed MTP and TIP amendments will be accepted until close of business on **August 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 three separate public hearings at the August 2017 CORE MPO Board meeting – one for the proposed 2040 MTP amendments, one for the proposed FY 2015 – 2018 TIP amendments, and one for the proposed FY 2018 – 2021 TIP amendments. Meeting time and location are listed below:

CORE MPO Board Meeting

August 23, 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 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: Delgadillo Canizares, Marlene V. [mailto:mcanizares@dot.ga.gov]
Sent: Monday, July 24, 2017 3:36 PM
To: Wykoda Wang <wangw@thempc.org>
Subject: RE: August Amendments for the Back River projects-US 17

Wykoda, the Total Phase Cost is \$16,200,000 and not \$16,000,000. The rest of the numbers are correct; I apologize for the typo.
 Let me know if you need anything else. Enjoy the rest of the evening!

From: Wykoda Wang [mailto:wangw@thempc.org]
Sent: Monday, July 24, 2017 3:07 PM
To: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>
Subject: RE: August Amendments for the Back River projects-US 17

There seems to be a mistake in the calculations (see red highlight below). Please check with the GDOT project manager.

\$16,000,000 - \$14,580,000 = \$1,420,000 (not \$1,620,000).

From: Delgadillo Canizares, Marlene V. [mailto:mcanizares@dot.ga.gov]
Sent: Thursday, July 20, 2017 1:12 PM
To: Wykoda Wang <wangw@thempc.org>
Cc: Jane Love <lovej@thempc.org>; Eastin, William <weastin@dot.ga.gov>; McQueen, Thomas <tmcqueen@dot.ga.gov>
Subject: August Amendments for the Back River projects-US 17

Good Afternoon, Wykoda,

The Planning Office is requesting amendments to the 2040 Total Mobility Plan (MTP), FY 2015 – FY 2018 and FY 2018 – FY 2021 Transportation Improvement Plan (TIP). Spearheaded by the South Carolina DOT, these new projects are phase two of the US 17 widening, located on Hutchinson Island in Chatham County, Georgia to SC 315 in Jasper County, South Carolina. Please add proposed amendments to the TCC and PC agendas for the August 2017 meetings. Detailed descriptions with funding amount and phase fiscal years are described below:

PI Number: **0015704**
 Description: **SR 404 SPUR/US 17 @ BACK RIVER**
 Work Type: Bridges
 Sponsor: GDOT
 Length: 0.20 miles
 County: Chatham

Phase	Proposed Funding Year	Estimated Total Phase Cost	SCDOT Share of Cost	GDOT Share of Cost	GDOT Funding Detail (80/20)	GDOT Fund Source
PE	2018	\$ 2,000,000	\$ 1,800,000	\$ 200,000	\$160,000/\$40,000	Z001/State
CST	2021	\$ 16,000,000	\$ 14,580,000	\$ 1,620,000	\$1,296,000/\$324,000	Z001/State

Side note: SCDOT funding amounts are identified as “Local” per Financial Office.

PI Number: **0015705**

Description: **SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RVR**

Work Type: Widening

Sponsor: GDOT

Length: 0.46 miles

County: Chatham

Phase	Proposed Funding Year	Estimated Total Phase Cost	Federal Share	State Share	Fund Source
PE	2018	\$ 300,000	\$ 240,000	\$ 60,000	Z001/State
ROW	2020	\$ 500,000	\$ 400,000	\$ 100,000	Z001/State
CST	2021	\$ 2,000,000	\$ 1,600,000	\$ 400,000	Z001/State

For more information please visit the South Carolina DOT webpage at:
<http://scdot.maps.arcgis.com/apps/MapSeries/index.html?appid=ac753af0677a423ea950f19023187d55>

Sincerely,
Vivian