



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 an amendment 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 amendment is to add the Chatham Area Transit Authority's Intelligent Transportation Systems (ITS) project into Cost Band One; and

WHEREAS, an analysis was conducted, and it was determined that the proposed plan amendment will not negatively impact the financial balance of the 2040 MTP since the funds for the ITS project come from authorized funds released from the CAT Bikeshare Phase I project; 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 amendment and has addressed all received comments; and

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

WHEREAS, all requirements of the Participation Plan pertaining to MTP amendments have been met.

NOW, THEREFORE, BE IT RESOLVED THAT, the Coastal Region Metropolitan Planning Organization adopts the amendment to the 2040 Metropolitan Transportation Plan as shown in the summary of MTP amendment report with any corrections based upon the motion of the December 12, 2018 meeting.

Approved this day, December 12, 2018.

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

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

December 2018

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 CORE 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).

For any MTP amendment, the MTP must remain financially balanced in the impacted cost band after the amendment. The total project costs must not exceed 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 November 2018 Chatham Area Transit (CAT) requested to program the purchase of a new Intelligent Transit System (ITS). The funding for this project has already been authorized by GDOT/FHWA and flexed to the Federal Transit Administration (FTA). Federal/local split is 80/20. CAT is providing the local match and will apply for these funds from FTA as Direct Recipient.

The request is considered a One Step Amendment because the project is using funds already authorized and will not affect the funding or timing of other projects in the MTP's financially constrained plan. The detailed information is listed below.

Proposed 2040 MTP Amendment

CAT Intelligent Transit System

Project Description

CAT will be purchasing a new Intelligent Transit System (ITS). The system will integrate with in-vehicle peripherals such as head signs and annunciators, as well as passenger information systems such as real-time bus arrival monitors and mobile applications.

Project Justification

The system will allow CAT staff to collect vital data used by dispatchers such as bus GPS locations, schedule adherence status, breakdowns and emergencies. Service data will be provided in real-time to allow both CAT staff and passengers to react to service disruptions.

Reason for Amendment to CORE MPO's 2040 MTP

The funds to be used for the CAT ITS purchase were originally awarded to CAT as a part of the Z301 Transportation Alternative Program (TAP) for CAT Bikeshare Phase I. The funds were programmed in FY 2016, authorized by GDOT/FHWA and flexed to FTA. However, CAT has later decided to dissolve the Bikeshare project because of technology updates. The released funds from Bikeshare Phase I are thus eligible to be used on a new project with FTA approval (see correspondence in Appendix B). CAT has requested to reallocate these funds to the Intelligent Transit System project.

Programming Information

The table below outlines the requested programming information. The programming year corresponds to Cost Band One (2015 – 2020) of 2040 MTP.

| Phase | Proposed Funding Year | Estimated Total Phase Cost | Fund Source | 2040 MTP Cost Band |
|--------------|-----------------------|----------------------------|----------------------|--------------------|
| CST | 2019 | \$225,810 | Z301//FTA Flex/Local | One |
| Total | | \$225,810 | Z301/FTA Flex/Local | One |

Public Participation Process:

Since the proposed 2040 MTP amendment will not negatively affect the financial balance of Cost Band One (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, November 25, 2018 for a 15-day comment period and a public hearing. The official comment period was from

November 28 to December 12, 2018. The item was put on the agendas of the CORE MPO Board and advisory committee meetings for December 2018. Comments received have been incorporated into the final MTP amendment report.

CORE MPO Action

The proposed amendment to the CORE MPO's 2040 Metropolitan Transportation Plan was endorsed by the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) on December 6, 2018 and by the Advisory Committee on Accessible Transportation (ACAT) on December 10, 2018. The CORE MPO Board adopted the amendment on December 12, 2018.

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

November 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 the FY 2018 – 2021 Transportation Improvement Program (TIP). The MTP evaluates transportation system performance and is a source of policies, projects and actions that implement community vision of transportation improvements needed to reach community goals. The TIP is the short-term programming document that lists transportation improvement projects to receive funding in the next four years. The reports providing details of the proposed MTP and TIP amendments will be available for review on or before November 28th, 2018 at the Live Oak public libraries, the Chatham County-Savannah Metropolitan Planning Commission (MPC) office, the MPC website at <https://www.thempc.org/CORE>, and other public review agencies. Any changes to the reports will be posted on the website.

The comment period starts on **November 28, 2018** and written comments on the proposed MTP and TIP amendments will be accepted until close of business on **December 12, 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 public hearings at the December 2018 CORE MPO Board meeting – one for the proposed 2040 MTP amendment, and the other for the proposed FY 2018 – 2021 TIP amendments. Meeting time and location are listed below:

CORE MPO Board Meeting

December 12, 2018

10:00 a.m.

MPC Arthur A. Mendonsa Hearing Room

112 East State Street, Savannah, GA 31401

This notice of public involvement activities and time established for public review and comment on the MTP and the TIP will satisfy the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Section 5307 Program.

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.

Project Title: CAT Intelligent Transit System (ITS)

Project Description: CAT will be purchasing a new Intelligent Transit System (ITS). The system will allow CAT staff to collect vital data used by dispatchers such as bus GPS locations, schedule adherence status, breakdowns and emergencies. The system will integrate with in-vehicle peripherals such as headsigns and annunciators, as well as passenger information systems such as real-time bus arrival monitors and mobile applications. Service data will be provided in real-time to allow both CAT staff and passengers to react to service disruptions.

Federal Cost: \$180,648

Local Cost: \$45,162

Total Cost: \$225,810

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



New TIP would be best.

B. Keith Melton
Director of Planning and Program Development
FTA Region IV
230 Peachtree St., Ste 1400
Atlanta, GA 30303
404.865.5614 Direct
404.865.5605 FAX
www.fta.dot.gov

From: Grant Sparks [<mailto:grant.sparks@catchacat.org>]
Sent: Wednesday, November 14, 2018 3:03 PM
To: Melton, Boyd (FTA) <Keith.Melton@dot.gov>
Cc: wilkesm thempc.org <wilkesm@thempc.org>; rossis thempc.org <rossis@thempc.org>; Aidan Quirke <aidan.quirke@catchacat.org>; Webb, Aviance (FTA) <aviance.webb@dot.gov>; Wykoda Wang <wangw@thempc.org>; Terri Harrison <terri.harrison@catchacat.org>; Spivey, Nicole T (FTA) <nicole.spivey3@dot.gov>; Winders, Patrick (FTA) <patrick.winders@dot.gov>
Subject: RE: CAT Bike Share Project

Keith: Quick question. Does the new project need to be added to the 2018-2021 TIP or should we amend the 2015-2018 TIP that the project originated in???

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

From: Melton, Boyd (FTA) [<mailto:Keith.Melton@dot.gov>]
Sent: Tuesday, November 13, 2018 11:31 AM
To: Grant Sparks <grant.sparks@catchacat.org>
Cc: wilkesm thempc.org <wilkesm@thempc.org>; rosis thempc.org <rossis@thempc.org>; Aidan Quirke <aidan.quirke@catchacat.org>; Webb, Aviance (FTA) <aviance.webb@dot.gov>; Wykoda Wang <wangw@thempc.org>; Terri Harrison <terri.harrison@catchacat.org>; Spivey, Nicole T (FTA) <nicole.spivey3@dot.gov>; Winders, Patrick (FTA) <patrick.winders@dot.gov>
Subject: RE: CAT Bike Share Project

Grant -- OK, approach sounds reasonable to me on the TIP update, Memo and the SG with 5337, 5339, STBG for capital. 5307 might be a separate application. When you are ready, please plan to discuss the SG proposal with Aviance, Nicole and Patrick to make sure it sounds feasible. Also, adding our engineer Patrick Winders to the e mail string. Hopefully, CAT has gotten the AAA spreadsheet so you can cogitate on all of your planned 2019 application submissions with Aviance and Nicole as need be and return the AAA SS when ready. If not, Aviance can send the AAA SS to you.

B. Keith Melton
Director of Planning and Program Development
FTA Region IV
230 Peachtree St., Ste 1400
Atlanta, GA 30303
404.865.5614 Direct
404.865.5605 FAX
www.fta.dot.gov

From: Grant Sparks [<mailto:grant.sparks@catchacat.org>]
Sent: Tuesday, November 13, 2018 10:25 AM
To: Melton, Boyd (FTA) <Keith.Melton@dot.gov>
Cc: wilkesm thempc.org <wilkesm@thempc.org>; rosis thempc.org <rossis@thempc.org>; Aidan Quirke <aidan.quirke@catchacat.org>; Webb, Aviance (FTA) <aviance.webb@dot.gov>; Wykoda Wang <wangw@thempc.org>; Terri Harrison <terri.harrison@catchacat.org>; Spivey, Nicole T (FTA) <nicole.spivey3@dot.gov>
Subject: RE: CAT Bike Share Project

Thanks, Keith. I can certainly draft a memo from CAT and I'll work with the MPO on updating the TIP. As for rolling this into a "super grant" w/ our 5307 funding, my only concern is that the flex funds will delay the approval process in TrAMS. 5307 funds provide a lifeline for our day-to-day operations so we might want to keep that grant separate, but attach the flex funds to a larger 5339 & 5337 application for capital projects.

Grant Sparks, AICP | Planning Manager
Chatham Area Transit | www.catchacat.org
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(912) 629-3948 **Phone** | (912) 651-0423 **Fax**



From: Melton, Boyd (FTA) [<mailto:Keith.Melton@dot.gov>]
Sent: Monday, November 12, 2018 5:44 PM
To: Grant Sparks <grant.sparks@catchacat.org>
Cc: wilkesm thempc.org <wilkesm@thempc.org>; rosis thempc.org <rossis@thempc.org>; Aidan Quirke <aidan.quirke@catchacat.org>; Webb, Aviance (FTA) <aviance.webb@dot.gov>; Wykoda Wang <wangw@thempc.org>; Terri Harrison <terri.harrison@catchacat.org>; Spivey, Nicole T (FTA) <nicole.spivey3@dot.gov>
Subject: RE: CAT Bike Share Project

Grant –

I would suggest the MPO update the TIP and attach the new TIP page/TIP resolution to the relevant application in TrAMS (see below) with the new project description and e-mailing it to us. As you/we may not have a relevant FHWA Form 1576 any longer, we will look to see what steps we need to take to document the FLEX for the new uses. I will speak with Nicole and Aviance regarding the status of the application in TrAMS. We might also suggest attaching this e-mail string to the application in TrAMS to document this change – or another option – add the new project to a pending 5307 application from CAT as a separate project (a so-called Super Grant with both 5307 funds and STBG FLEX funds). This would eliminate the need for the stand-alone FLEX application and lessen on-going reporting. If that alternate is selected, the old FLEX application would be deleted. BTW -- a brief Memo to FTA describing the needed change (due to lack of eligibility for purchase of bicycles a new eligible use needed to be found by CAT and the MPO...) may suffice to document the switch. The memo would be from CAT and the TIP update/TIP resolution from the TPO. We can have a CC soon if need be. Thanks.

Keith

From: Grant Sparks <grant.sparks@catchacat.org>
Sent: Monday, November 12, 2018 9:19 AM
To: Melton, Boyd (FTA) <Keith.Melton@dot.gov>
Cc: wilkesm thempc.org <wilkesm@thempc.org>; rosis thempc.org <rossis@thempc.org>; Aidan Quirke <aidan.quirke@catchacat.org>; Webb, Aviance (FTA) <aviance.webb@dot.gov>; Wykoda Wang <wangw@thempc.org>; Terri Harrison <terri.harrison@catchacat.org>
Subject: RE: CAT Bike Share Project

Hi Keith,

We're ready to move forward with an alternative to replace our bikeshare project (see email string below). As you might recall, this funding was flexed to FTA with the intention of using the funds for bikeshare but we later found out that these funds could not be used to purchase bikes per FTA's regs. We inquired about flexing the funds back to FHWA, but they did not want to do that. On February 15 you mentioned that we could repurpose the funds for an eligible FTA activity, which we've finally identified, but we need guidance as to what local documentation you need in order to accept the application in TrAMS? Specifically, we're wondering what we need to do with the TIP. I do not believe these funds are in the TIP anymore and the old TIP references bikeshare, not our new project.

The original application for bikeshare is still sitting in TrAMS in case you'd like to look at it – **1103-2016-4 (FY15 FHWA Flex Funding - Bikeshare Expansion Phase 1)**

Please advise.

Thanks,

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



From: Melton, Boyd (FTA) [<mailto:Keith.Melton@dot.gov>]
Sent: Thursday, February 15, 2018 6:23 PM
To: Jane Love <lovej@thempc.org>; wilkesm thempc.org <wilkesm@thempc.org>; Terri Harrison <terri.harrison@catchacat.org>
Cc: Spivey, Nicole T (FTA) <nicole.spivey3@dot.gov>; Lopez, Marie (FTA) <Marie.Lopez@dot.gov>; White, Christopher (FTA) <Christopher.White@dot.gov>; rosis thempc.org <rossis@thempc.org>; Grant Sparks <grant.sparks@catchacat.org>; Aidan Quirke <aidan.quirke@catchacat.org>
Subject: RE: CAT Bike Share Project

Thanks much

From: Jane Love <lovej@thempc.org>
Sent: Thursday, February 15, 2018 6:00:35 PM
To: Melton, Boyd (FTA); wilkesm thempc.org; 'Terri Harrison'
Cc: Spivey, Nicole T (FTA); Lopez, Marie (FTA); White, Christopher (FTA); rosis thempc.org; Grant Sparks; aidan.quirke@catchacat.org
Subject: RE: CAT Bike Share Project

Hi Keith,

Here are the Transportation Alternatives amounts the MPO awarded to CAT for phases of bike share expansion.

FLEXED: First TA Award

Although this chart showed a portion with “FHWA” label, eventually all of the funds were flexed to FTA.

| PI# | Source | Fiscal Year | Description | Federal Share | Local Share |
|---------------------------------|--------|-------------|--|------------------|-----------------|
| <i>CAT Bike Share Expansion</i> | | | | | |
| 0013273 | M301 | FY16 | Bike share station site prep (FTA) | \$13,528 | \$3,382 |
| 0013273 | M301 | FY16 | Bike share station, bike, and equipment purchases (FHWA) | \$167,120 | \$41,780 |
| TOTAL | | | | \$180,648 | \$45,162 |

UNFLEXED, still under FHWA: the Second TA Award from the MPO to CAT. Programmed in FY 2019, thus not yet authorized.

COMMENTS/REMARKS: This project is consistent with the Non-Motorized Transportation Plan and was ranked #2 during the 2017 TA Call for Projects. Station locations shown on the map are approximate at this time. CAT is coordinating with the City of Savannah on station locations. The construction costs programmed in FY 2019 include purchase of stations and bicycles (\$240,090) as well as installation costs (\$9,910) using Transportation Alternatives (Z301) funds. Federal/local split is 80/20. CAT will provide the local match. CAT's access to the Z301 funds will require funding transfer from FHWA to FTA.

| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
|---------------------|---------------|------------|------------------|------------|------------|------------------|
| PRELIM. ENGR. | NA | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | NA | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | Federal/Local | \$0 | \$250,000 | \$0 | \$0 | \$250,000 |
| PROJECT COST | | \$0 | \$250,000 | \$0 | \$0 | \$250,000 |
| FEDERAL COST | | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$0 | \$50,000 | \$0 | \$0 | \$50,000 |

As far as I know, CAT has not chosen a preference for how to use the flexed funds, since I believe we locals have just now learned that FHWA does not want to accept a “re-flex” back to them.

Last month, some CAT staff, some City of Savannah staff, and I discussed ideas for what to do about the flexed funds, since they cannot be used on bicycles. Many of the ideas depend on answers to certain questions, which we are checking out now. Decisions about the two awards will affect each other. Some of those ideas are off the table, given FHWA’s answer about reversing the flex. However, as I said below, one idea that does not require reverse flex is to use the First TA Award and its local match on stations/docks/software (under FTA) and to use the Second TA Award and its local match on docked and dockless bicycles, accessed if possible through GDOT/FHWA. The idea is that CAT would own the bicycles and get reimbursed for 80% of cost. The brainstorming group imagined all of this being ordered at same time, but vendor splitting into an invoice for FTA eligibles and an invoice for bicycles, to be submitted to GDOT/FHWA. I asked GDOT Planning and Intermodal about if it’s possible for CAT to access the Second TA Award on the FHWA side (for bicycles). The only answer so far, from Intermodal, is that one problem is that CAT is not LAP certified. Can there be an exception to LAP certification worked out based on the specifics of this situation? – it’s just bicycles. It’s crazy if a transit agency has such a hard time implementing bike share with federal funds.

As you said below, another idea is to use the flexed funds (first TA Award) for other things that are eligible under FTA, like transit vehicles, ADA ramps, etc. In general, I’d like to add that the Transportation Alternatives funds that were flexed to FTA should be used on something that is eligible under FTA **AND UNDER TRANSPORTATION ALTERNATIVES**. Then there is still the question of what to do with the second TA award.

This comment is too late for our situation, but FTA needs to modify their regulations about “no bicycles” in recognition of the fact that bicycles are already being used for public transportation all over the country.

Thanks for your assistance!
Jane

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Subject: RE: CAT Bike Share Project

Jane –

Good to talk to you. When you can, please provide the amounts of FLEXED funds that CAT intends to use – and the possible new eligible uses -- with CAT input. We understand the Un-FLEXED funds will not come to FTA for bikeshare. Thanks.

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Subject: RE: CAT Bike Share Project

Hi all:

Please include me and Grant in the conversation going forward. I have recently had discussion with CAT (Grant and Aidan) and City of Savannah staff, brainstorming options.

One option we talked about was: use the Flexed TA award (first award) entirely on the stations, software, docks (but CAT gets to buy more stations than planned, since none of that award is buying bicycles). Also perhaps use the Unflexed TA award (second award) for docked bicycles (for the stations) and for additional dockless bicycles (newer preferred trend in many cities). The latter aspect depends on

whether CAT can get reimbursed from GDOT/FHWA for bicycles. Grant noted that CAT gets reimbursed for ferry boat on the FHWA side. Why not bicycles?

Jane

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Subject: RE: CAT Bike Share Project

Will do – hope to keep you all in the loop. Thanks.

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Subject: RE: CAT Bike Share Project

Whatever the direction forward, we should be transparent with the MPO Board if the funds were flexed for a specific purpose, and that use is changing.

Let me know if we can help.

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Subject: FW: CAT Bike Share Project

Terri –

I hope you are doing well. When you can, let's explore options for the CAT Bikeshare FLEX funds. As mentioned to CAT in August 2016, the **purchase of bicycles (as opposed to racks) is not an eligible use for FTA funds.** Hence, if CAT wants to place FLEX funds in a 5307 grant for bikeshare racks only – the bike purchases must be **100% with local funds** and be outside of the TrAMs application. This may help with the BA compliance issue per Chinese bikes but would reduce the local match options (as you cannot get match for an ineligible item). Is 100% local funding possible for the bike purchases?

Other options might include re-purposing the FLEX funds for other eligible uses such as transit vehicles, PM, transit stops and shelters, ADA ramps, or other transit capital items. Finally, we understand FHWA does not want the FLEX funds back. So, we need to clear this up to find a way forward. Please send me options for how CAT wishes to proceed. Then we can follow up. Thanks.

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