



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 Right-of-Way (ROW) phase of PI# 0010560, SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO into Cost Band One; and

WHEREAS, an analysis was conducted, and it was determined that 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 has conducted a public hearing for the proposed amendments, and has taken into consideration comments made at the public hearing; and

WHEREAS, CORE MPO desires to complete the 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 June 27, 2018 meeting.

Approved this day, June 27, 2018.

A handwritten signature in blue ink that reads "Albert J. Scott". The signature is written in a cursive, flowing style.

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)

June 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 June 2018 Tybee Island requested to program the Right-of-Way (ROW) phase of PI# 0010560, SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO into FY 2018 – 2021 TIP. Since this project's ROW phase is currently not included in the fiscally constrained 2040 MTP, it must be amended into the MTP before TIP amendments can be processed. The detailed MTP amendment information is listed below.

PI# 0010560, SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO

Project Description

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

Project Justification

The existing SR 26/US 80 roadway is a two-way, two-lane, rural highway with minimal paved outside shoulders and two existing bridges over the Bull River (3,534 ft. long) and Lazaretto Creek (1,433 ft. long). The 5.8-mile corridor serves as the only roadway connection between Tybee Island and the mainland and has marsh on both sides of road. The corridor has been closed to traffic on several occasions during tidal flooding and following severe accidents. There are no existing sidewalks along the roadway itself, but the McQueen’s Island Trail runs parallel to the roadway between the two bridges along an abandoned railroad alignment. The roadway runs through the Fort Pulaski National Monument, a National Park Service property. The only major intersection within the project limits are at the west end of the project at the signalized intersection with Johnny Mercer Boulevard. Bridge bents from the previous Bull River bridge crossing remain to the north of the current bridge. In addition, overhead utility lines with power, telephone and cable run along the roadway corridor.

Improvements to US 80 has been assessed through numerous studies with the latest being the US 80 Bridges Replacement Study completed by the Coastal Regional Metropolitan Planning Organization (CORE MPO) in 2012. The Georgia Department of Transportation (GDOT) started the bridge replacement project development in 2013 following the MPO study. It has been determined that replacing the two bridges, raising up the roadway elevations, and having wider bike-able shoulders will prevent/minimize roadway closures due to flooding or accidents and facilitate evacuation of Tybee Island during hurricanes.

Reason for Amendments to CORE MPO’s 2040 MTP

When the US 80 Bridges Replacement Study recommendations were incorporated into the CORE MPO’s 2040 Metropolitan Transportation Plan, the Preliminary Engineering (PE) phase was included in Cost Band One (2015 – 2020) and the Construction (CST) phase was included in Cost Band Two. Because of the natural environment where the project is located, it was assumed that no right-of-way (ROW) would be needed. However, during the GDOT project development process, it has been determined that some ROW acquisition would be required. Now that this project’s ROW phase is to be programmed in the FY 2018 – 2021 TIP, the ROW phase must be included in Cost Band One of the 2040 MTP to ensure MTP/TIP consistency.

Programming Information

The table below outlines the requested programming information. The programming year (FY 2019) corresponds to Cost Band One (2015 – 2020) of 2040 MTP.

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

Financial Analysis

Since Tybee Island will pay for the right-of-way purchase of the US 80 bridge replacement project and the funds are additional revenues that were not included in the original 2040 MTP revenue

projections, inclusion of the ROW phase to Cost Band One will not negatively impact other projects in this cost band.

Public Participation Process:

The proposed 2040 MTP amendments 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), so 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.

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

CORE MPO Action

The amendments to the CORE MPO's 2040 Metropolitan Transportation Plan to amend the Right-of-Way (ROW) phase of PI# 0010560, SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO into Cost Band One were endorsed by the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) on June 21, 2018 and by the Advisory Committee on Accessible Transportation (ACAT) on June 25, 2018. The CORE MPO Board adopted the amendments on June 27, 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

June 2018

PUBLIC NOTICE FOR MTP and TIP AMENDMENTS

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

The comment period starts on **June 13, 2018** and written comments on the proposed MTP and TIP amendments will be accepted until close of business on **June 27, 2018**. Please send your comments to Wykoda Wang, Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401, or via email at wangw@thempc.org.

CORE MPO will host two separate public hearings at the June 2018 CORE MPO Board meeting – one for the proposed 2040 MTP amendments, and the other for the proposed FY 2018 – 2021 TIP amendments. Meeting time and location are listed below:

CORE MPO Board Meeting

June 27, 2018

10:00 a.m.

**MPC Arthur A. Mendonsa Hearing Room
112 East State Street, Savannah, GA 31401**

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

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

From: Jason Buelterman <JBuelterman@cityoftybee.org>
Sent: Friday, June 1, 2018 4:04 PM
To: Wykoda Wang <wangw@thempc.org>; Mark Wilkes <wilkesm@thempc.org>; Shawn Gillen <sgillen@cityoftybee.org>; dmoyer@dot.ga.gov
Subject: Resolution

Wykoda and Mark

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

Thanks

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

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

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

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

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

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

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

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