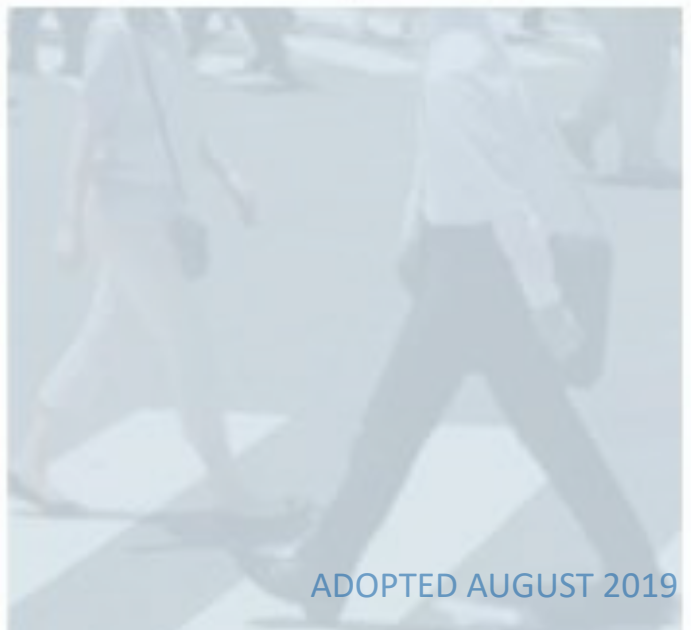


COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
METROPOLITAN TRANSPORTATION PLAN



Mobility 2045

METROPOLITAN TRANSPORTATION PLAN



ADOPTED AUGUST 2019

EXECUTIVE SUMMARY



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CORE 
COASTAL REGION MPO

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Representative Georgia Motor Trucking Association
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Thomas M. Dunlap, II, Terminal Superintendent, GA Division Norfolk Southern
George Fidler, Director of Engineering Savannah Airport Commission
Stephen Henry, traffic Engineering City of Savannah
William W. Hubbard, President and CEO Savannah Area Chamber of Commerce
Dennis Jones, Director Chatham Emergency Management Agency

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Anthony H. Abbott, Chatham County
Dr. Daniel Brantley, Chatham County
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Brenda Pollen, Resident Service Coordinator Housing Authority of Savannah
Tyrone Palmer, National Federation of the Blind
Neil Ligon, Living Independence for Everyone Inc.
Paula Valdez, Savannah Center for the Blind and Low Vision
Jackie Immel, Georgia Infirmary Day Center for Rehabilitation
Wykoda Wang, Transportation Administrator CORE MPO
Patti Lyons, President, Senior Citizens Savannah - Chatham County Inc.
Pamela Oglesby, Savannah Chatham Council on Disability Issues
Demetria Freeman Paratransit ADA/Eligibility Assistant Chatham Area Transit
Dr. Frank Lala, Georgia Association of the Deaf
Neil Ligon, Executive Director Living Independence for Everyone (LIFE), Inc.
Leslie Wilson, Economic Opportunity Authority

CORE MPO STAFF

Stephanie Rossi, Principal Planner and Project Manager
James Small, Transportation Planning Coordinator
Zhongze (Wykoda) Wang, Transportation Administrator
Mark Wilkes, Director of Transportation

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, national origin, religion, age, disability, sex, sexual orientation, gender identity and expression, marital status, familial status, parental status, political beliefs, genetic information, income, or other protected category in its recruitment, employment, facility and program accessibility or services.

MPC and CORE MPO are committed to enforcing the provisions of the Civil Rights Act, Title VI, and all the related requirements mentioned above. 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.

The opinions, findings, and conclusions in this publication are those of the author(s) and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the views or policies of the Department of Transportation, State of Georgia, the Federal Highway Administration, or the Federal Transit Administration. This report does not constitute a standard, specification or regulation.

Melanie Wilson, Executive Director

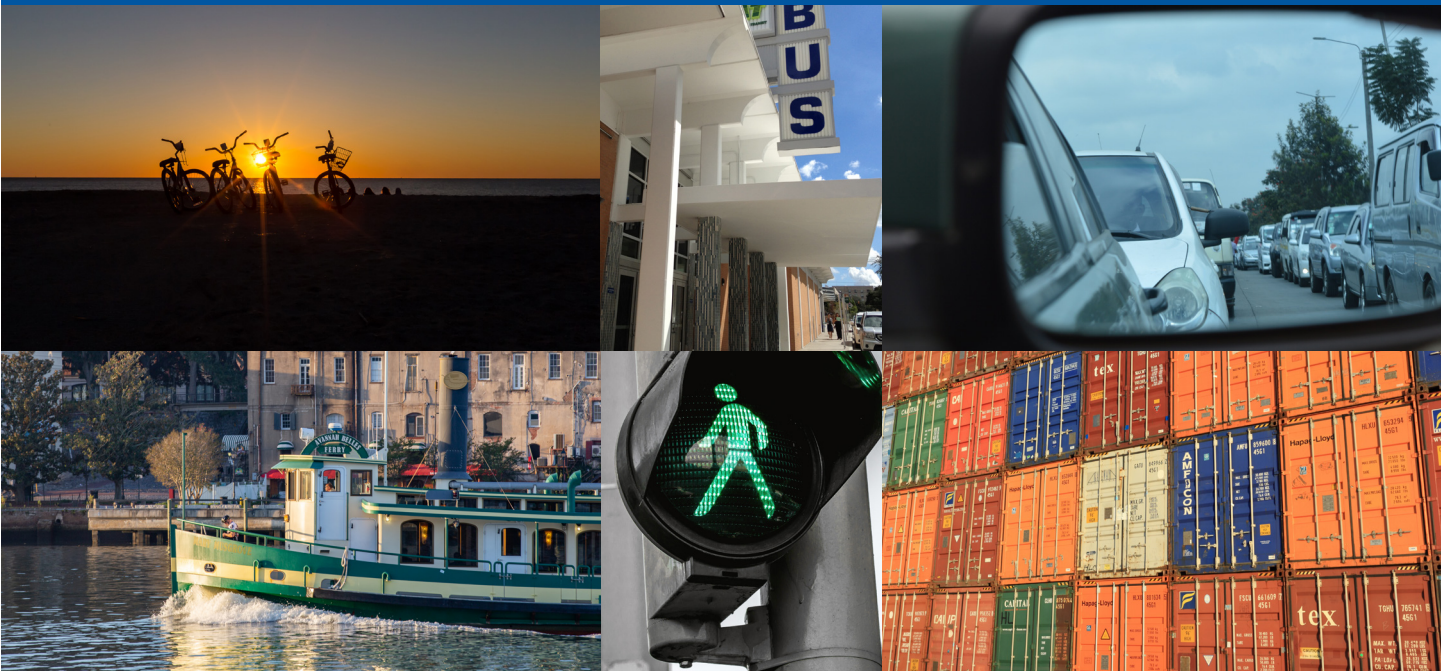
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MOBILITY 2045

EXECUTIVE SUMMARY

The Coastal Regional Metropolitan Planning Organization (CORE MPO) and our regional planning partners worked together to create a Metropolitan Transportation Plan (MTP) that identifies projects and funding sources to help create a transportation system that is safe, efficient, and equitable for everyone.

The MTP is a comprehensive “blueprint” for \$1.8 billion in transportation projects and services aimed at meeting mobility needs through the next 25+ years. Mobility 2045 was adopted by the Metropolitan Planning Organization on August 7th, 2019.



About the Region

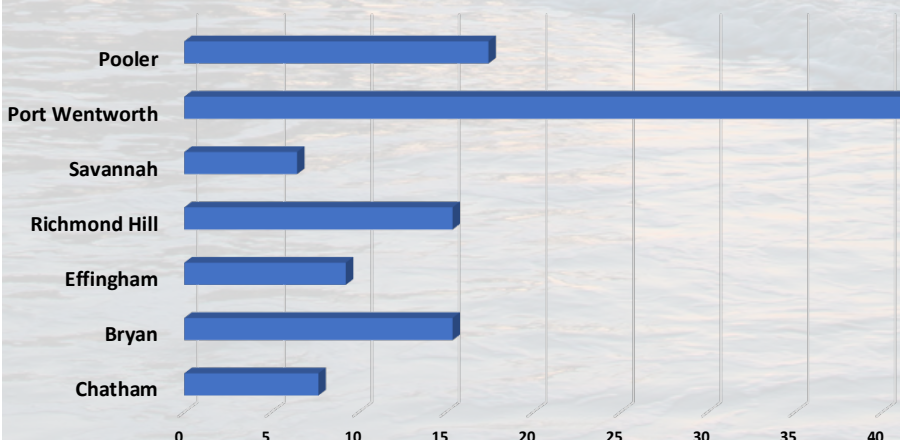
Savannah and Chatham County have long served as the regional center for Coastal Georgia and the Lowcountry of South Carolina for employment, shopping and recreation. In addition to serving as the regional center for residents, Savannah, with its Historic Landmark District, is a popular tourist destination hosting over 14 million visitors a year.

Chatham County is also home to the Port of Savannah, the largest single container terminal in North America and the second busiest container exporter in the United States, moving 4.35 million twenty-foot container units in FY 2018. The port is a major economic engine for the region, as well as the State of Georgia.

According to the US Census, the population grew almost 8% in Chatham County from 265,128 in 2010 to an estimated 285,506 in 2017. The City of Savannah is the largest municipality in the County and its population also grew from 136,286 in 2010 to an estimated 145,094 in 2017, about a 6.5% increase. The major growth centers in Chatham County are located in the western portion of the County and are concentrated in the cities of Pooler and Port Wentworth.

Where is the Growth?
Percentage Increase In Population Growth Between 2010 and 2017*

*Census Estimated



THE REGION IN A SNAPSHOT:

Region's Population (2018 Est)

❖ 310,047

Land Area (Square miles)

❖ 542

Planning Area

- ❖ Chatham County and all jurisdictions
- ❖ Richmond Hill
- ❖ Portions of Effingham County

The City of Savannah's Historic District is the largest national landmark district in the United States

Over 14.1 million tourists visit the region annually and spend almost \$3 billion.

The Port of Savannah is the largest single container terminal in North America

The CORE MPO coordinates transportation planning activities with its regional partners: The Hinesville Area MPO in Liberty County and the Lowcountry Council of Governments in South Carolina.

About the MPO

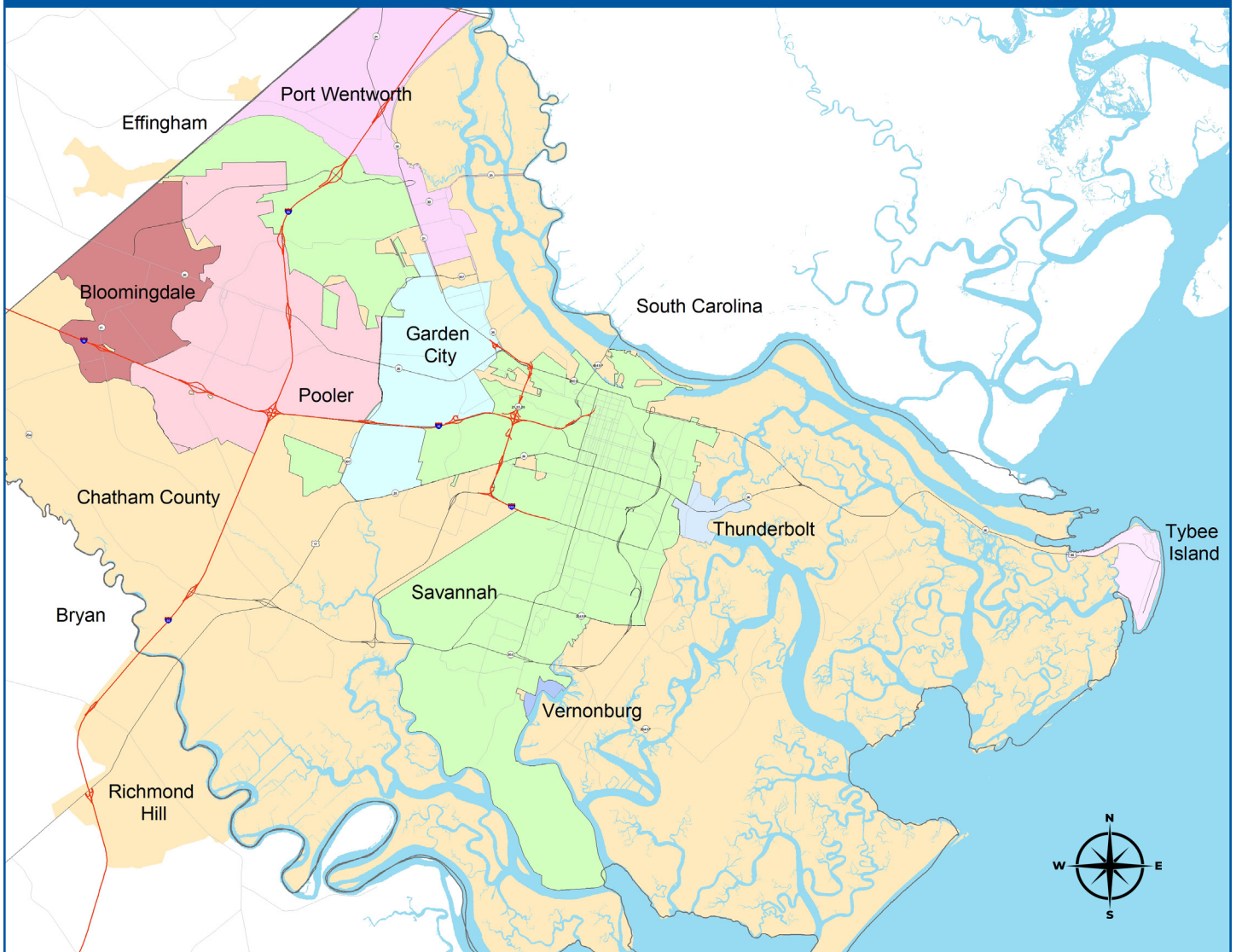
As the designated Metropolitan Planning Organization (MPO) for the Savannah Metro area, the Coastal Region MPO (CORE MPO) has prepared an update of its Metropolitan Transportation plan (MTP).

By Federal statute (23 CFR Part 450), transportation planning processes must be organized and directed by MPOs for all urbanized areas with a population of at least 50,000 as defined by the US Census Bureau. MPOs oversee the transportation planning processes for the urbanized area, as well as the area expected to become urbanized in the next 20 years.

Since the 2000 U.S. Census, the Savannah Urbanized Area population exceeded 200,000, designating the MPO as a Transportation Management Area (TMA). TMAs are responsible for developing a Congestion Management Process (CMP), selecting projects for the Transportation Improvement Program (TIP), and are subject to a joint federal certification review of the planning process at least every four years.

The CORE MPO includes elected and appointed officials from Chatham County and its municipalities, Richmond Hill, Effingham County and executives from local, state and federal agencies. There are four standing committees that advise the CORE MPO and help them carry out the 3-C process. These committees include the Technical Coordinating Committee (TCC), the Citizens Advisory Committee (CAC), the Advisory Committee on Accessible Transportation (ACAT) and the Economic Development and Freight Advisory Committee (EDFAC).

Coastal Region MPO Planning Area



What is the MTP?

The MTP is a multi-modal plan that is based on the socio-economic development of the Savannah region and is intended to provide efficient transportation services to all the residents in this area. Its multi-modal approach incorporates highway development, transit service, bike/pedestrian improvements, and other related transportation investments.

The MTP identifies the vision, goals and objectives, strategies and projects that promote mobility within and through the region for both people and goods. The MTP is updated every five years, which allows the MPO to review, revise and recalibrate the travel demand model with updated demographic and socioeconomic characteristics. Updating the plan also allows for the MPO to incorporate results of any new or ongoing studies and any changes to federal regulations and guidance.



About MOBILITY 2045

The Mobility 2045 Plan continues the framework of the previous plans and emphasizes a multimodal performance-based approach to transportation planning to meet the travel demands over the next 26 years, while taking into consideration the regions goals and financial capacity. Mobility 2045 will serve as the defining vision for transportation systems and services in the region.

The following pages highlight some of the key elements that went into the development of Mobility 2045 including demographic assessments, goals development, public outreach, financial analysis and project prioritization. The full Mobility 2045 Plan and technical appendices can be viewed at www.thempc.org/Core/MTP.



Public Outreach

Citizen engagement is one of the most important elements in the development of the MTP and the CORE MPO has a long-standing history of successfully incorporating citizen and stakeholder input into the planning process.

Numerous opportunities for citizen and stakeholder input occurred throughout the development of this plan including meetings, opens houses and an online survey. Meeting locations were identified to ensure convenient accessibility by all populations, with proximity to transit.



- > 6 Regional Open Houses
- > 81 Speaking Opportunities
- > 645 Survey Responses
- > 496 Public Comments



Planning Partners & Stakeholders

City of Savannah
Chatham County
Effingham County
Richmond Hill
City of Pooler
City of Garden City
City of Tybee Island
City of Bloomingdale
City of Port Wentworth
Town of Thunderbolt
Town of Vernonburg
Georgia Department of Transportation
Chatham Area Transit Authority
Metropolitan Planning Commission
Savannah Hilton Head International Airport
Georgia Ports Authority
Savannah Area Chamber of Commerce
Coastal Regional Commission

Hinesville Area Metropolitan Planning Organization
Lowcountry Area Transportation Study Metropolitan Planning Organization
Georgia Department of Transportation
Federal Highway Administration
Federal Transit Administration
Bike Walk Savannah
Healthy Savannah
Coastal Georgia Indicators Coalition
Chatham Area Emergency Management
Bryan County Development Authority
Private entities (Gulfstream, CSX, Norfolk Southern)
Hunter Army Airfield/Fort Stewart
Georgia Trucking Association
East Coast and Coastal Georgia Greenway
Special needs representatives (Federation of the Blind, LIFE, GA Assoc of the Deaf, SCCDI, Center for Blind and Low Vision)

What Do We Want?

Mobility 2045 Plan emphasizes a multimodal performance-based planning approach to transportation planning to meet the travel demands over the next 26 years.

The overall goal of the Mobility 2045 Plan is to continue moving the planning process beyond a singular focus on moving motor vehicles and consider transportation issues from a comprehensive perspective that incorporates community values, needs, land use and modal alternatives.

These goals and objectives are targeted to ensure that the transportation system helps the region attain its overall vision for the future. Stakeholders and citizens worked together during meetings to identify these goals and objectives, which provide the framework for the provision of a safe, secure, efficient, multimodal transportation network that meets the mobility needs of both people and freight.



Safety and Security

Provide a safe, secure and resilient transportation system for all users



State of Good Repair

Maintain a state of good repair for all transportation systems



Accessibility, Mobility and Connectivity

Ensure and increase the accessibility, mobility and connectivity options available to people and freight and ensure the integration of modes where appropriate



System Performance

Provide an efficient, reliable, multi-modal transportation system that supports economic competitiveness and enhances tourism



Intergovernmental Coordination

Make wise use of public funds through coordination and a performance based planning process



Environment & Quality of Life

Ensure a healthy sustainable environment through the compatible integration of land use and transportation while taking into consideration the impact of transportation including that of storm water

What Does the Region Need?

Throughout the development of Mobility 2045, over \$2.3 Billion in transportation improvements to relieve congestion and improve infrastructure were identified in the region.



What Can We Afford?

Mobility 2045 provides a financially balanced list of projects where project costs must not exceed the anticipated funding for the planning period.

Federal funds provide the largest share of funding for transportation improvements in the CORE MPO Metropolitan Planning Area followed by State funds.

State funds mostly come from Georgia's motor fuel tax and House Bill 170 funds. Transportation funds are also generated by local sources.

The local revenues come from local governments' general funds, Special Purpose Local Option Sales Tax (SPLOST), transit sales tax, transit farebox receipts, and transit district tax.

It is estimated there will be approximately \$1.8 billion available in highway funds and \$221 million in transit funds over the life of the plan.

Projects totaling over \$670 million are currently under development and will continue to move forward with Mobility 2045, leaving approximately \$1.1 billion (of the \$1.8 billion) to fund new projects.

Projects identified as "needs" but not included in Mobility 2045 are incorporated into the Vision Project List, an unfunded project list. Subsequent plan updates will utilize the Vision Plan for projects to include when funds become available.



How Are Projects Selected?

To ensure that limited funding is used wisely, the CORE MPO developed a prioritization process. The priorities are structured around the Mobility 2045 goals, encompassing a performance-based planning process.

The project prioritization process consists of three screening tiers. The first tier included all projects currently under development and automatically included them in the Mobility 2045 project list.

New projects were identified by need through technical analysis and local expertise. All new projects were assessed by two prioritization screens, one based on *need* and the other based on *sustainability*.

The recommended roadway projects were also evaluated for mobility benefits and potential impacts upon roadway safety, natural resources (wetlands and conservation lands), historic resources and low income and minority populations.



Need Screen

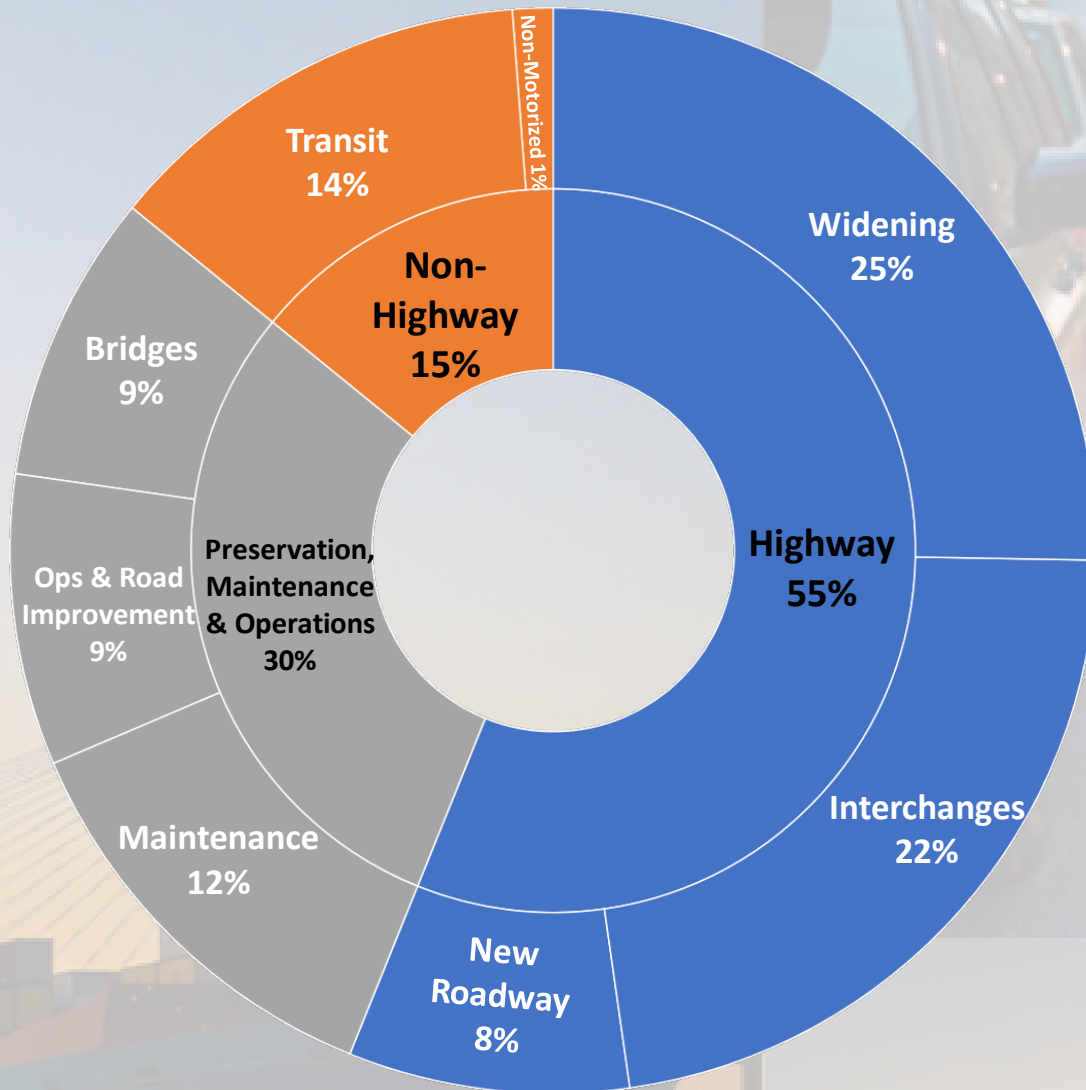
Goal	Factor	Data Source
System Performance	<ul style="list-style-type: none"> Level of service Truck Traffic Freight connections to strategic infrastructure 	<ul style="list-style-type: none"> Travel Demand Model GIS
Safety and Security	<ul style="list-style-type: none"> Crash rate Designated evacuation route 	<ul style="list-style-type: none"> Georgia Department of Transportation Chatham Emergency Management Agency
Accessibility, Mobility and Connectivity	<ul style="list-style-type: none"> Connecting population and employment Freight last mile Transit ridership Non-motorized Plan priorities 	<ul style="list-style-type: none"> Travel Demand Model Freight Plan CAT Non-motorized Plan
State of Good Repair	<ul style="list-style-type: none"> Bridge rating Bridge Conditions Pavement Conditions Benefit/Cost 	<ul style="list-style-type: none"> Georgia Department of Transportation Cost Estimates Travel Demand Model

Sustainability Screen

Goal	Factor	Data Source
Environment and Quality of Life	<ul style="list-style-type: none"> Impacts to environmental, cultural and social resources 	<ul style="list-style-type: none"> GIS
Intergovernmental Coordination	<ul style="list-style-type: none"> Project Status Local Priority Consistency with other local, regional and state plans Financial feasibility 	<ul style="list-style-type: none"> Local Governments Georgia Department of Transportation Financial analysis



How Will the Money Be Invested?



Highway: \$1.1 Billion

- ⇒ Widening \$470 Million
- ⇒ Interchanges \$417.5 Million
- ⇒ New Roadway \$155.3 Million

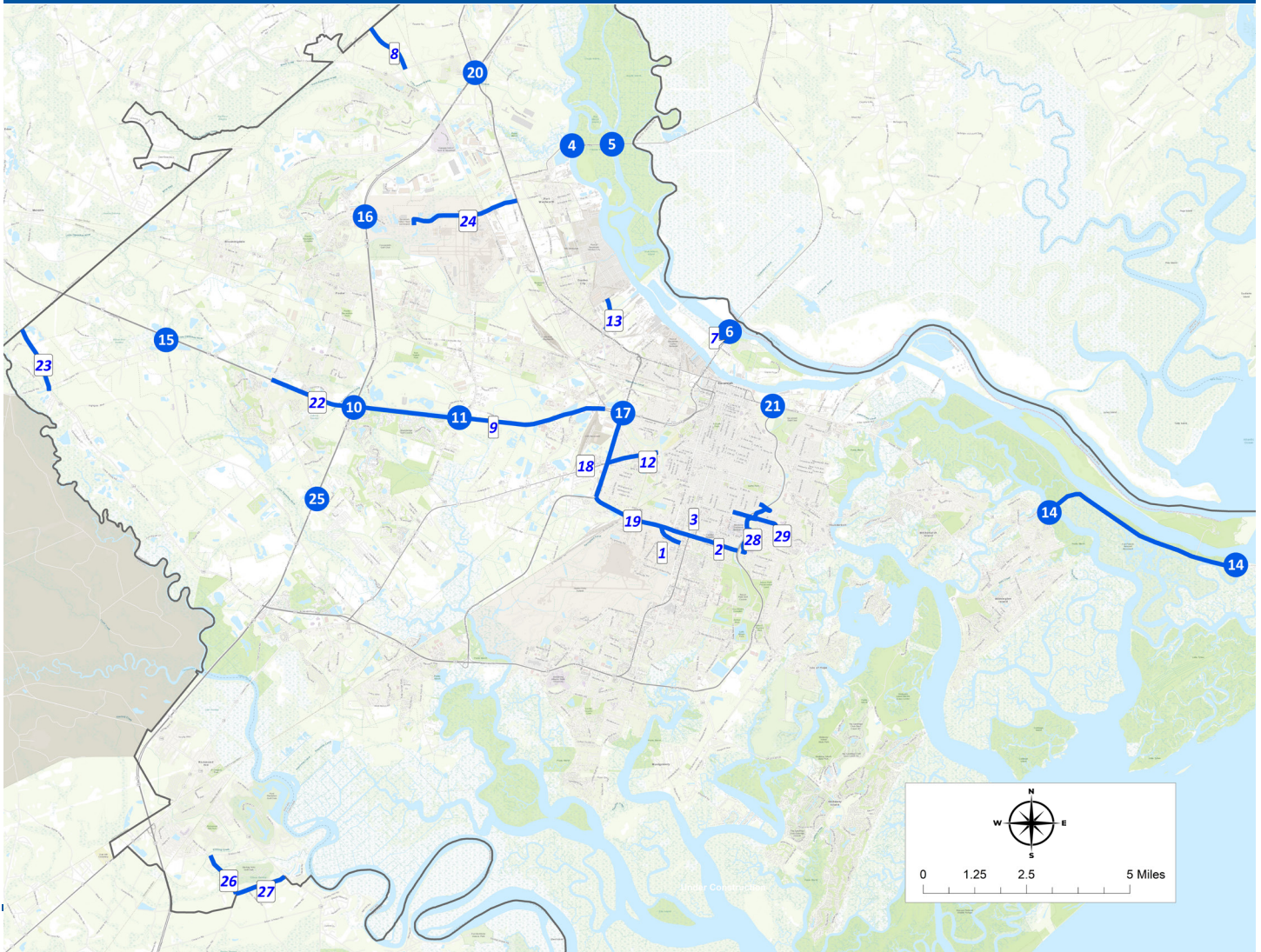
Preservation, Maintenance & Operations: \$553 Million

- ⇒ Maintenance \$232 Million
- ⇒ Operations & Road Improvements \$161 Million
- ⇒ Bridges \$160 Million

Non-Highway: \$262 Million

- ⇒ Transit Priority Projects (FHWA & FTA funds) \$240 Million
- ⇒ Non-Motorized \$22.4 Million

Mobility 2045 Roadway and Trail Projects



Map ID	PROJECT	DESCRIPTION	INVESTMENT
1	I-516 @ CS/1503/DeRenne Avenue (DeRenne Blvd. Option)	Reduce traffic congestion on DeRenne Avenue by providing a new four-lane divided connector from I-516 to a realigned White Bluff Road.	\$51,400,000
2	East DeRenne from SR 204 to Harry S Truman Parkway (East DeRenne Avenue Improvements)	Construct a landscaped median and sidewalks, establish a parallel bicycle route along DeRenne Drive and improve signalized intersections	\$10,300,000
3	SR 21 from CS 346/Mildred Street to SR 204 (West DeRenne Avenue Improvements)	Bridge replacement	\$10,900,000
4	SR 25/US 17 @ Savannah River in Port Wentworth	Bridge replacement	\$30,645,255
5	SR 25/US 17 @ Middle River in Port Wentworth	Bridge replacement	\$30,310,695

MAP ID	PROJECT	DESCRIPTION	INVESTMENT
6	SR 404 SPUR/US 17 @ Back River	Bridge replacement	\$1,620,000
7	SR 404 Spur/US 17 FM NE of Savannah Harbor Pkwy to Back River	Bridge replacement	\$2,500,000
8	Effingham Parkway from SR 119/ Effingham to SR 30/Chatham	New facility extending from Effingham County into Chatham County at Meinhard Road	\$41,879,134
9	I-16 From I-95 To I-516	Widening	\$211,900,000
10	I-16 at I-95	Interchange reconstruction	
11	I-16 at SR 307	Interchange	\$28,155,497
12	SR 26 From I-516 to CS 188/ Victory Drive (US 80 / Ogeechee Rd Widening)	Widen SR 26/US 80/Ogeechee Road to four lanes with bicycle lanes and a raised median	\$16,497,481
13	Brampton Road Connector from Foundation Drive to SR 21/SR 25/US 80	New four lane facility connecting Brampton Road, Georgia Ports Authority to SR 25, SR 21 and US 80.	\$62,016,094
14	SR 26/US 80 @ Bull River and @ Lazaretto Creek	US 80 bridge replacements at Bull River and Lazaretto Creek and roadway safety improvements between the bridges	\$94,999,688
15	I-16 Interchange at Little Neck Road	Interchange reconstruction	\$32,813,717
16	I-95 at Airways Avenue	Interchange reconstruction	\$33,000,000
17	I-516 / Lynes Parkway at I-16 Interchange Reconstruction	Interchange reconstruction	\$39,576,210
18	I-516 / Lynes Parkway from I-16 to Veterans Parkway	Widening	\$168,133,745
19	I-516 / Lynes Parkway from Veterans Parkway to Mildred Street	Widening	\$134,097,628
20	I-95 at SR 21/Augusta Road	Interchange reconstruction	\$193,299,867
21	President Street / Truman Parkway Interchange Bridge and Ramp Reconstruction	Raise the elevation of President Street and interchange reconstruction	\$98,206,087
22	I-16 Widening from Pooler Parkway to I-95	Widening	\$67,370,681

MAP ID	PROJECT	DESCRIPTION	INVESTMENT
23	Old River Road Widening from SR 204 to Effingham/Chatham County Line	Roadway improvements	\$16,796,887
24	Gulfstream Widening from SR 21 to Airways Avenue	Widening	\$6,394,535
25	I-95 at Quacco Road Interchange Study	Interchange Study	\$450,000
26	Harris Trail Road Widening from Timber Trail to Port Royal Road	Widening	\$28,970,345
27	Port Royal Road Widening from SR 144 to Harris Trail	Widening	\$17,215,152
28	Truman Linear Park Trail – Phase II-B from DeRenne Avenue to 52nd Street/Bee Road	Non-motorized trail	\$4,405,623
29	CS1097/DeLesseps/LaRoche Avenue from Waters Avenue to Skidaway Road (Bike/Ped Facilities)	DeLesseps Avenue Road and Sidewalk Improvements	\$5,932,205



Mobility 2045 Policy Based Funding Set Asides



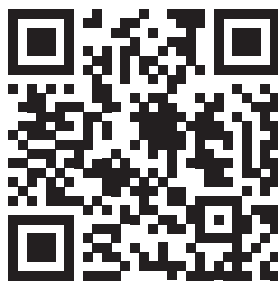
POLICY	DESCRIPTION	FUNDS
Operational Improvements	Operational Improvements Set Aside: based on the approximate lump sum category percentage of the total revenues in the FY 2018 – 2021 TIP, it is assumed that 9.5% of available project revenues for 2022 - 2045 will be reserved for operational improvements.	\$140,178,280
Transit Improvements	Transit Set Aside: based on historic highway funding awards, it is assumed that \$700,000 from project revenues will be reserved each year for bus purchase or transit improvement. Additional FTA funds are also available for transit priorities.	\$239,642,236
Non-motorized Projects	Non-Motorized Improvements Set Aside Policy: Any bicycle, sidewalk or trail project seeking CORE MPO highway funding is considered consistent with the MPO's 2045 Metropolitan Transportation Plan provided that 1) the project is consistent with the adopted CORE MPO Non-Motorized Transportation Plan; and 2) the project has a dedicated local sponsor with local match funding commitment.	\$12,000,000
Maintenance Projects	Maintenance Policy: The Georgia Department of Transportation (GDOT) maintains the state highways in Georgia. Maintenance projects in the Savannah area which have been duly selected for funding by the State Transportation Board are considered to be consistent with the CORE MPO's 2045 Metropolitan Transportation Plan.	\$232,135,140

What's Next?

As the region moves forward implementing Mobility 2045 through programming funds, the CORE MPO will continue to assess the region's needs and the success of Mobility 2045 in meeting those needs through performance-based analysis.



Visit us at our website for more information about Mobility 2045
www.thempc.org/Core/Mtp2045



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