

**Resolution to Amend the FY 2015 – 2018 Transportation Improvement Program of
the Coastal Region Metropolitan Planning Organization (CORE MPO)**

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) desires to adopt amendments to the FY 2015 - 2018 Transportation Improvement Program (TIP) for the CORE MPO transportation planning area; and

WHEREAS, the proposed TIP amendments include the following changes:

- PI# 0012757, I-16 Widening from I-95 to I-516 – program the preliminary engineering (PE) phase in FY 2016 and the construction (CST) phase in FY 2018 to the TIP subsequent to their amendments into the 2040 Metropolitan Transportation Plan;
- PI# 0012758, I-95/I-16 Interchange Reconstruction - program the right-of-way (ROW) phase in FY 2017 and the construction (CST) phase in FY 2018 to the TIP subsequent to their amendments into the 2040 Metropolitan Transportation Plan;
- PI# 521855, SR 26 FROM I-516 TO CS 188/VICTORY DRIVE - 1) release the M230 funds for the ROW phase in FY 2017; 2) replace the M230 funds with state funds; and 3) revise the ROW cost estimates based on GDOT interdepartmental correspondence;
- PI# 0010028, CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD - 1) increase the cost estimates for the ROW phase in FY 2016; and 2) add a PE phase to FY 2016 to conduct title search and parcel appraisals among other activities;
- PI # 0010563, SAVANNAH MPO STRATEGIC PLANNING STUDY - SECTOR ELEVEN - assign the funds programmed in FY 2016 to Model Development and Applications;
- PI # 0011742, SAVANNAH MPO STRATEGIC PLANNING STUDY - SECTOR TWELVE - split the study into various specific studies and assign the funds programmed in FY 2016 to 1) Performance Based Planning Implementation, 2) Victory Drive Corridor Study IV, 3) Airport Area Transportation Master Plan, 4) CAT Streetcar Study, and 5) Surface Transportation Act and FHWA/FTA Rules Compliance;
- Transit 5307, 5337 and 5339 Programs - update these programs in FY 2016 to include amounts based on current needs and available funding; and

WHEREAS, CORE MPO has completed a 15-day public review and comment period for the TIP amendments according to the Participation Plan and incorporated all received comments; and

WHEREAS, CORE MPO would like to complete the TIP amendment process to incorporate the project programming updates.

NOW, THEREFORE, BE IT RESOLVED THAT, the Coastal Region Metropolitan Planning Organization approves the proposed amendments to the FY 2015 - 2018 Transportation Improvement Program as shown in the summary of TIP amendment report with any corrections based upon the motion of March 9, 2016.

Approved this day, March 9, 2016



Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization

Amendments to FY 2015 - 2018 Transportation Improvement Program of the Coastal Region Metropolitan Planning Organization (CORE MPO)

March 2016

The Transportation Improvement Program (TIP) is the MPO's short-range programming document and is a staged, multi-year listing of surface transportation projects proposed for federal, state and local funding within the metropolitan area. The TIP may be modified in accordance with the procedures outlined in the adopted Participation Plan by resolution of the CORE MPO Board if priorities, area goals, project schedules or funding levels change. The CORE MPO's FY 2015 - 2018 TIP was adopted by the MPO Board in August 2014. A series of administrative modifications and amendments have been processed for various projects since the adoption of the TIP.

In December 2015 CORE MPO received a request from the Georgia Department of Transportation (GDOT) and the Chatham County Engineering Department to amend the 2040 MTP and the FY 2015 - 2018 TIP for three projects. This request entails the following changes to the TIP:

1. include in the TIP the preliminary engineering (PE) phase and the construction (CST) phase of I-16 Widening from I-95 to I-516;
2. add the right-of-way (ROW) and CST phases of I-95/I-16 Interchange Reconstruction to the TIP;
3. release M230 funds from the Ogeechee Road Widening ROW phase for use by the I-16 Widening PE phase; and
4. use state funds to develop the Ogeechee Road Widening project.

In January 2016 the MPO staff inquired about processing a potential TIP amendment for a project located in Bryan County that has been identified in the 2040 MTP Addendum as a result of the expanded CORE MPO MPA – PI# 532370, SR 144 widening from South of CR 100 to South of CR 154. GDOT notified the MPO that this project will be considered in future TIP developments, so an amendment is not needed at this time.

In January 2016 GDOT requested a TIP administrative modification for additional local ROW funds for DeLesseps Avenue/LaRoche Corridor Improvements. Subsequently the City of Savannah requested additional PE funds for the same project. The City requested M230 funds for both PE and ROW phases due to cost increase. Though the cost increase is not enough to trigger a TIP amendment (less than \$2 million or 20% of total project cost), this request did require re-balancing the urban attributable (M230) funds and addition of PE phase in FY 2016, both requiring TIP amendments.

In February 2016 the Chatham Area Transit Authority (CAT) requested to make some amendments to the transit program of the TIP to reflect the actual transit funding allocations.

In addition, CORE MPO would like to request making some changes to the Savannah MPO Strategic Planning Studies - Sector Eleven and Sector Twelve. The request is to split the two projects programmed in the TIP in FY 2016 into various specific studies based on the latest needs. As a result, several new projects will be added to the TIP, resulting in TIP amendments. The MPO staff has been in coordination with the GDOT staff regarding this effort since November 2015.

The Transportation Improvement Program must be financially constrained, meaning the total project costs cannot exceed the expected revenues for each fiscal year. The requested TIP amendments for the interstate projects were processed based on the assumption that GDOT would come up with additional federal and state funds to cover the I-16 Widening, I-95/I-16 Interchange Reconstruction, and Ogeechee Road Widening projects. This request has been processed in conjunction with the 2040 MTP amendments. In addition, the M230 funds released from the Ogeechee Road Widening ROW phase are

enough to cover both the I-16 Widening PE phase and the additional PE and ROW cost increases for the DeLesseps Avenue project.

According to the STIP/TIP amendment process outlined in the Participation Plan, the TIP amendment process requires a 15-day public review and comment period, and response to all comments either individually or in summary form.

In order to process the proposed TIP amendments, CORE MPO advertised a public comment period in the Savannah Morning News on Sunday, February 21, 2016. The notice was also sent to the local news media and the consultation agencies as well as neighborhood associations, and was posted on the CORE MPO website. The public comment period started on February 23, 2016 and closed on March 8, 2016. Two public hearings for the proposed TIP amendments were advertised. The hearings were held in conjunction with the Citizens Advisory Committee and CORE MPO Board meetings on February 25 and March 9 respectively. Several comments have been received for the proposed TIP amendments. CORE MPO staff coordinated with the project sponsors and provided responses to the commenter. The comments and responses are documented in Appendix C of this report. At the request of GDOT, CORE MPO is also attaching scopes for the MPO requested studies in Appendix B of this report.

The proposed TIP amendments were endorsed by the Citizens Advisory Committee on February 25, by the Technical Coordinating Committee on March 2, and by the Advisory Committee on Accessible Transportation on March 7. The CORE MPO Board adopted the proposed TIP amendments at the March 9, 2016 board meeting.

The following summarizes the proposed TIP amendments.

SR 26 FROM I-516 TO CS 188/VICTORY DRIVE (Ogeechee Road Widening)

- **PI #:** 521855
- **MTP Priority:** PE, ROW and CST phases are all in the 2040 MTP, Cost Band One.
- **Project description:** This project consists of the proposed widening of SR 26/US 80/Ogeechee Road from just east of Lynes Parkway to just east of the Springfield Canal and the SR 26/US 80/Ogeechee Road Intersection with Victory Drive. Approximately 1400 feet of Victory Drive would also be reconstructed to tie the proposed widening of SR 26/US 80/Ogeechee Road into the existing Victory Drive roadway. The existing two-lane roadway would be widened to provide four twelve-foot wide travel lanes, with two four-foot wide bicycle lanes, one in each direction, and a twenty-foot wide raised median.
- **Project Status:** The PE funds programmed in FY 2016 have been authorized. The ROW phase is currently programmed in FY 2017 in the FY 2015 - 2018 TIP with M230 funds. GDOT is proposing to fund the utility (UTL) phase and the CST phase in FY 2019.
- **Amendment:** 1) release the M230 funds for the ROW phase in FY 2017; 2) replace the M230 funds with state funds; and 3) revise the ROW cost estimates from \$6,630,428 (current TIP) to \$6,500,419.20 (GDOT interdepartmental correspondence).
- **Reason for Amendment:** Though funding swap and minor cost decrease are considered administrative modifications, the release of M230 funds impacts M230 funding balance. Re-demonstration of funding balance is a TIP amendment.
- **Funding/Year:**
 - 100% State funds (HB 170 funds) are programmed in FY 2017 for ROW phase in the amount of \$6,500,419.20.

- **Requesting date:** December 2015
- **Requesting Agency:** GDOT/Chatham County
- **Comment Period:** 2/23/2016 – 3/8/2016

I-16 Widening from I-95 to I-516

- **PI #:** 0012757
- **MTP Priority:** Currently none of the project phases are included in the financially constrained plan of the 2040 MTP. The project is listed in the Vision Plan's unconstrained project list. CORE MPO is processing an MTP amendment at GDOT/Chatham County request to move the PE and the CST phases into Cost Band One of the 2040 MTP in order to make the project eligible for inclusion in the TIP.
- **Project description:** Based on the GDOT Interstate Needs Study for Chatham County that was developed in 2008, this project would add an additional lane in each direction on I-16 between I-95 and I-516. The widening would occur on the inside of the eastbound and westbound lanes. The one overpass on this section of I-16 was constructed with enough width to accommodate an additional lane in each direction to the inside of the existing lanes, thus the future widening would occur to the inside. Since all widening would occur to the inside, a barrier wall would be required to safely separate northbound and southbound traffic.

However, the detailed scope of work for the widening is still being developed by GDOT. Thus the project description will be revised as the Design/Build project moves along.

- **Project Status:** PE phase and CST phase are to be programmed in the TIP pending adoption of the MTP amendments.
- **Amendment:** GDOT is proposing to program the PE phase of the I-16 Widening project in FY 2016 and the CST phase in FY 2018. No right-of-way phase has been mentioned. This project will move forward with the I-95/I-16 Interchange Reconstruction project because these two projects will be completed together under a single Design/Build contract.
- **Reason for Amendment:** Adding a project or a phase of a project to the TIP is considered an amendment.
- **Funding/Year:**
 - Urban Attributable Funds (M230 funds) in the amount of \$5,306,040 are to be programmed in FY 2016 for the PE phase with 80/20 federal/state split - \$4,244,832.00 federal / \$1,061,208.00 state.
 - M001 funds in the amount of \$75,813,254.07 are to be programmed in FY 2018 for the CST phase with 80/20 federal/state split - \$60,650,603.26 federal / \$15,162,650.81 state.
- **Requesting date:** December 2015
- **Requesting Agency:** CORE MPO
- **Comment Period:** 2/23/2016 – 3/8/2016

I-16 at I-95 Interchange Reconstruction

- **PI #:** 0012758

- **MTP Priority:** Currently the preliminary engineering (PE) phase is in Cost Band One, the right-of-way (ROW) phase is in Cost Band Two and the construction (CST) phase is in Cost Band Three of the 2040 MTP. CORE MPO is processing an MTP amendment at the GDOT request to move the ROW and the CST phases into Cost Band One of the 2040 MTP in order to make both project phases eligible for inclusion in the TIP.
- **Project description:** Based on the GDOT Interstate Needs Study for Chatham County that was developed in 2008, the proposed project would reconstruct the I-95 at I-16 Interstate to Interstate interchange by replacing the two most heavily traveled loop ramps with directional flyover ramps. This project would replace the westbound I-16 to southbound I-95 loop ramp with a directional flyover ramp. The project would also replace the southbound I-95 to eastbound I-16 loop ramp with a directional flyover ramp. These improvements would replace the two most travelled loop ramps with flyovers and eliminate three of the four weave areas on this Interstate to Interstate interchange. The weave area between the eastbound I-16 to northbound I-95 and the northbound I-95 to westbound I-16 loop ramps would be relocated onto a collector-distributor (CD) road, thus eliminating all weaving areas from the mainline Interstate.

However, detailed scope of work is still being developed by GDOT. Thus the project description will be revised as the Design/Build project moves along.

- **Project Status:** ROW phase and CST phase are to be programmed in the TIP pending adoption of the MTP amendments.
- **Amendment:** GDOT is proposing to program the ROW phase of I-95/I-16 Interchange Reconstruction in FY 2017 and the CST phase in FY 2018. This interchange project will move forward with the I-16 Widening project because these two projects will be completed together under a single Design/Build contract.
- **Reason for Amendment:** Adding a project phase to the TIP is considered an amendment.
- **Funding/Year:**
 - M001 funds in the amount of \$1,407,703.02 are to be programmed in FY 2017 for the ROW phase with 80/20 federal/state split - \$1,126,162.42 federal / \$281,540.60 state.
 - M001 funds in the amount of \$77,329,519.15 are to be programmed in FY 2018 for the CST phase with 80/20 federal/state split - \$61,863,615.32 federal / \$15,465,903.83 state.
- **Requesting date:** December 2015
- **Requesting Agency:** CORE MPO
- **Comment Period:** 2/23/2016 – 3/8/2016

CS 1097/DELESSEPS/LAROCHE AVE FM WATERS AVE TO SKIDAWAY RD

- **PI #:** 0010028
- **MTP Priority:** PE, ROW and CST phases are all in the 2040 MTP, Non-Motorized Set Aside, Cost Band One.
- **Project description:** The Delesseups Avenue Road and Sidewalk Improvements project involves a minor road widening to 11' travel lanes and curb and gutter to improve drainage from Waters Avenue to Skidaway Road. By providing an accessible route for pedestrians by installing curb & gutter, curb ramps, sidewalk, and crosswalks, push buttons and pedestrian signals at the three existing signals, pedestrians will be encouraged to walk to work and school.

- **Project Status:** The PE funds programmed in FY 2015 have been authorized. The ROW phase is currently programmed in FY 2016 in the FY 2015 - 2018 TIP with M230 funds. GDOT is proposing to fund the CST phase in FY 2020.
- **Amendment:** 1) increase the cost estimates for the ROW phase in FY 2016 from \$2,545,000 to \$2,856,000; and 2) add a PE phase to FY 2016 in the amount of \$167,200, part of which will be used for title search and appraisal for parcels along the project.
- **Reason for Amendment:** 1) cost increase for this project requires re-demonstration of M230 funding balance, which is considered a TIP amendment; and 2) adding a project phase to the TIP is considered an amendment.
- **Funding/Year:**
 - M230 funds in the amount of \$167,200 are to be programmed in FY 2016 for the PE phase with 80/20 federal/local split - \$133,760 federal / \$33,440 local.
 - M230 funds in the amount of \$2,856,000 are programmed in FY 2016 for the ROW phase with 80/20 federal/local split - \$2,284,800 federal / \$571,200 local.
- **Requesting date:** February 2016
- **Requesting Agency:** GDOT/City of Savannah
- **Comment Period:** 2/23/2016 – 3/8/2016

SAVANNAH MPO STRATEGIC PLANNING STUDY - SECTOR ELEVEN

- **PI #:** 0010563
- **MTP Priority:** The study is included in Cost Band One (2015 - 2020) of the 2040 Total Mobility Plan.
- **Project description:** Special transportation study for Model Development and Applications – the scope of work is included in Appendix B.
- **Amendment:** Assign the funds to Model Development and Applications
- **Reason for Amendment:** The strategic planning study has been specified.
- **Funding/Year:**
 - Urban Attributable Funds (M230 funds) are programmed in FY 2016 at \$159,621 (80/20 federal/local split)
- **Requesting date:** November 2015
- **Requesting Agency:** CORE MPO
- **Comment Period:** 2/23/2016 – 3/8/2016

SAVANNAH MPO STRATEGIC PLANNING STUDY - SECTOR TWELVE

- **PI #:** 0011742
- **MTP Priority:** The study is included in Cost Band One (2015 - 2020) of the 2040 Total Mobility Plan.
- **Project description:** Special transportation study for various tasks - the scopes of work are included in Appendix B.
- **Amendment:** Split the Sector Twelve Study into various specific studies as listed below.

- Performance Based Planning Implementation
- Victory Drive Corridor Study IV
- Airport Area Transportation Master Plan
- CAT Streetcar Study
- Surface Transportation Act and FHWA/FTA Rules Compliance
- **Reason for Amendment:** The strategic planning study has been specified, resulting in several new projects. Addition of new projects to the TIP is considered an amendment.
- **Funding/Year:**
 - Urban Attributable Funds (M230 funds) are programmed in FY 2016 with 80/20 federal/local split. Specific amount for each project/study is listed below.

PI#	Project	Funding Amount
TBA	Performance Based Planning Implementation	\$45,000
TBA	Victory Drive Corridor Study IV	\$100,000
TBA	Airport Area Transportation Master Plan	\$255,000
TBA	CAT Streetcar Study	\$85,000
0011742	Surface Transportation Act and FHW A/FTA Rules Compliance	\$15,000
Total		\$500,000

- **Requesting date:** November 2015
- **Requesting Agency:** CORE MPO
- **Comment Period:** 2/23/2016 – 3/8/2016

Section 5307 Transit Improvements

- **MTP Priority:** Public Transportation
- **Project Description:** Capital Schedule for Chatham Area Transit Authority
- **Amendment:** Update the Section 5307 program in FY 2016 to include amounts based on current needs and available funding.

Financial Summary:

- Amount of FY 2016 Section 5307 program funding increases from \$10,317,151 to \$15,998,355
 - ❖ Federal grant - \$12,798,684
 - ❖ State match - \$1,599,835
 - ❖ Local match - \$1,599,835
 - ❖ Total Section 5307 program funds - \$15,998,355

Project Summary:

- Update the FY 2016 funding amount for the following programmed projects:
 - ❖ Preventative Maintenance increases from \$2,793,712 to \$4,293,712
 - ❖ Operating Assistance increases from \$3,484,102 to \$7,290,306
 - ❖ Passenger Amenities increases from \$711,484 to \$1,086,484
- **Requesting date:** February 2016
- **Requesting Agency:** CAT
- **Comment Period:** 2/23/2016 – 3/8/2016

Section 5337 Transit Improvements

- **MTP Priority:** Public Transportation
- **Project Description:** State of Good Repair Schedule for Chatham Area Transit Authority
- **Amendment:** Update the Section 5337 program in FY 2016 based on current needs and available funding.

Financial Summary:

- Amount of FY 2016 program funding increases from \$599,952 to \$768,328
 - ❖ Federal grant – increases from \$479,962 to \$614,662
 - ❖ State match – increased from \$59,995 to \$76,833
 - ❖ Local match - increased from \$59,995 to \$76,833
 - ❖ Total Section 5337 program funds in FY 2016 – increases from \$599,952 to \$768,328

Project Summary:

- The Section 5337-State of Good Repair grant funds will be used for major improvements to extend the useful life of existing ferry vessels in the fleet.
- **Requesting date:** February 2016
- **Requesting Agency:** CAT
- **Comment Period:** 2/23/2016 – 3/8/2016

Section 5339 Transit Improvements

- **MTP Priority:** Public Transportation
- **Project Description:** Bus and Bus Facility Schedule for Chatham Area Transit Authority
- **Amendment:** Update the Section 5339 program in FY 2016 based on current needs and available funding.

Financial Summary:

- Amount of FY 2016 program funding increases from \$998,549 to \$1,410,688
 - ❖ Federal grant – increases from \$798,839 to \$1,128,550
 - ❖ State match – increases from \$99,855 to \$141,069
 - ❖ Local match - increases from \$99,855 to \$141,069
 - ❖ Total Section 5339 program funds in FY 2016 – increases from \$998,549 to \$1,410,688

Project Summary:

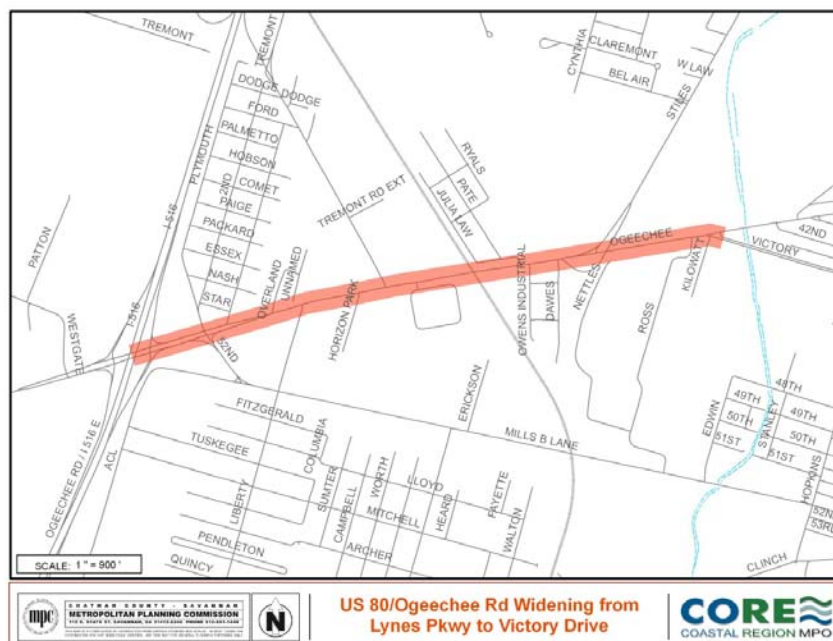
- The Section 5339-Bus and Bus Facility grant funds will be used for purchase of new vehicles as well as major improvements to extend the useful life of existing bus related facilities and vehicles in the fleet.
- ***Requesting date:*** February 2016
- ***Requesting Agency:*** CAT
- ***Comment Period:*** 2/23/2016 – 3/8/2016

Current Project Page – P# 521855

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

SR 26 FROM I-516 TO CS 188/VICTORY DRIVE				P.I. #: 521855		
PROJECT DESCRIPTION: This project consists of the proposed widening of SR 26/US 80/Ogeechee Road from just east of Lynes Parkway to just east of the Springfield Canal and the SR 26/US 80/Ogeechee Road Intersection with Victory Drive. Approximately 1400 feet of Victory Drive would also be reconstructed to tie the proposed widening of SR 26/US 80/Ogeechee Road into the existing Victory Drive roadway. The existing two-lane roadway would be widened to provide four twelve-foot wide travel lanes, with two four-foot wide bicycle lanes, one in each direction, and a twenty-foot wide raised median.				TIP #: 87-H-18B		
				COUNTY: CHATHAM		
				PROJ. #: STP-064-1(40)SPUR		
				FUND: M001, M230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT: 16,300		2030: 30,960		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 2		PLANNED: 4		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #: SR 26/US 80		LENGTH (MI): 1.38		
COMMENTS/REMARKS: This is an identified priority bikeway corridor in the CORE MPO's Bikeway Plan. Preliminary engineering funds were authorized in 1993. The project was originally scheduled to be let for construction in FY 1996 but got delayed for various reasons. The project is currently going through the environmental process. Right-of-way phase is programmed in FY 2017 with M230 funds. A PE phase was added to FY 2015 with M001 funds to cover GDOT project oversight but has been moved to FY 2016.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/State	\$0	\$520,200	\$0	\$0	\$520,200
RIGHT-OF-WAY	Federal/State	\$0	\$0	\$6,630,428	\$0	\$6,630,428
UTILITY	State	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$520,200	\$6,630,428	\$0	\$7,150,628
FEDERAL COST		\$0	\$416,160	\$5,304,342	\$0	\$5,720,502
STATE COST		\$0	\$104,040	\$1,326,086	\$0	\$1,430,126
LOCAL COST		\$0	\$0	\$0	\$0	\$0

PROJECT LOCATION

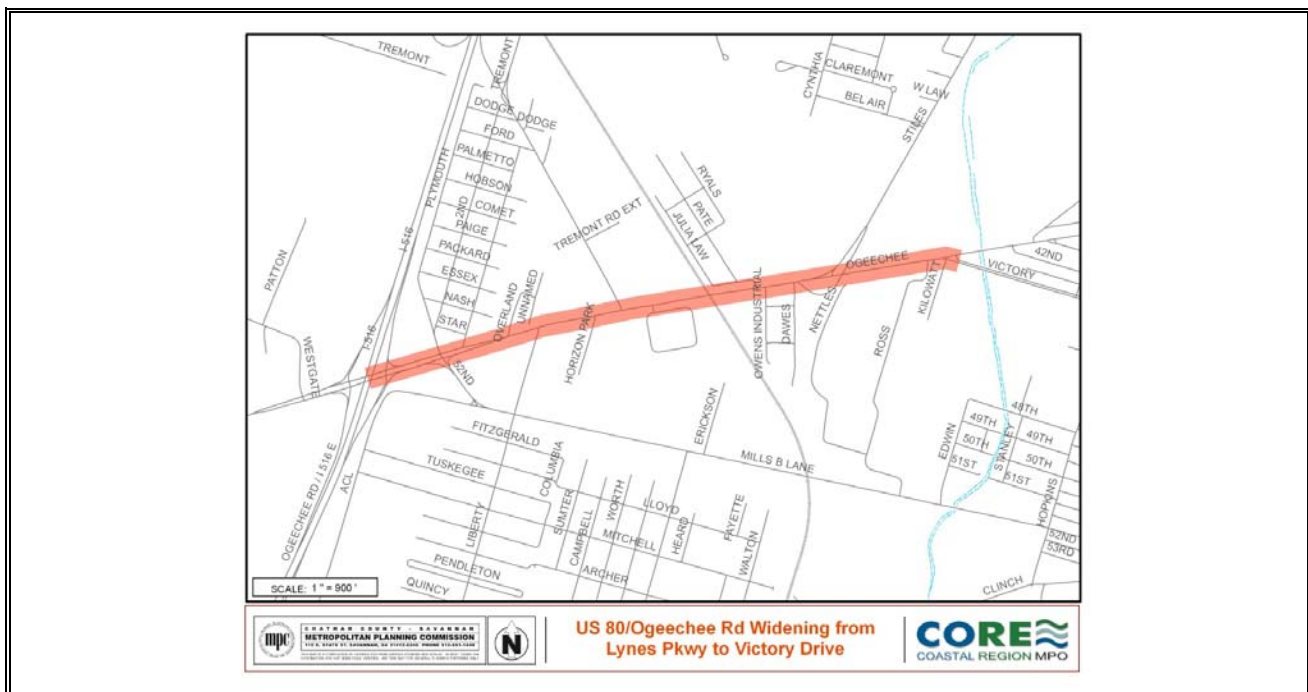


Revised Project Page – P# 521855

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

SR 26 FROM I-516 TO CS 188/VICTORY DRIVE				P.I. #: 521855		
PROJECT DESCRIPTION: This project consists of the proposed widening of SR 26/US 80/Ogeechee Road from just east of Lynes Parkway to just east of the Springfield Canal and the SR 26/US 80/Ogeechee Road Intersection with Victory Drive. Approximately 1400 feet of Victory Drive would also be reconstructed to tie the proposed widening of SR 26/US 80/Ogeechee Road into the existing Victory Drive roadway. The existing two-lane roadway would be widened to provide four twelve-foot wide travel lanes, with two four-foot wide bicycle lanes, one in each direction, and a twenty-foot wide raised median.				TIP #: 87-H-18B		
				COUNTY: CHATHAM		
				PROJ. #: STP-064-1(40)SPUR		
				FUND: M001, HB 170		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT: 16,300		2030: 30,960		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 2		PLANNED: 4		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #: SR 26/US 80		LENGTH (MI): 1.38		
COMMENTS/REMARKS: This is an identified priority bikeway corridor in the CORE MPO's Bikeway Plan. Preliminary engineering funds were authorized in 1993. The project was originally scheduled to be let for construction in FY 1996 but got delayed. The project is currently going through the environmental process. A PE phase was added to FY 2015 with M001 funds to cover GDOT project oversight but has been moved to FY 2016. These funds have been authorized. Right-of-way phase was programmed in FY 2017 with M230 funds, but GDOT requested to use state funds for this project. The ROW cost estimates have been revised from \$6,630,428 to \$6,500,419.20.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/State	\$0	\$520,200	\$0	\$0	\$520,200
RIGHT-OF-WAY	State	\$0	\$0	\$6,500,419.2	\$0	\$6,500,419.2
UTILITY	State	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	State	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$520,200	\$6,500,419.2	\$0	\$7,020,619.2
FEDERAL COST		\$0	\$416,160	\$0	\$0	\$416,160
STATE COST		\$0	\$104,040	\$6,500,419.2	\$0	\$6,604,459.2
LOCAL COST		\$0	\$0	\$0	\$0	\$0

PROJECT LOCATION

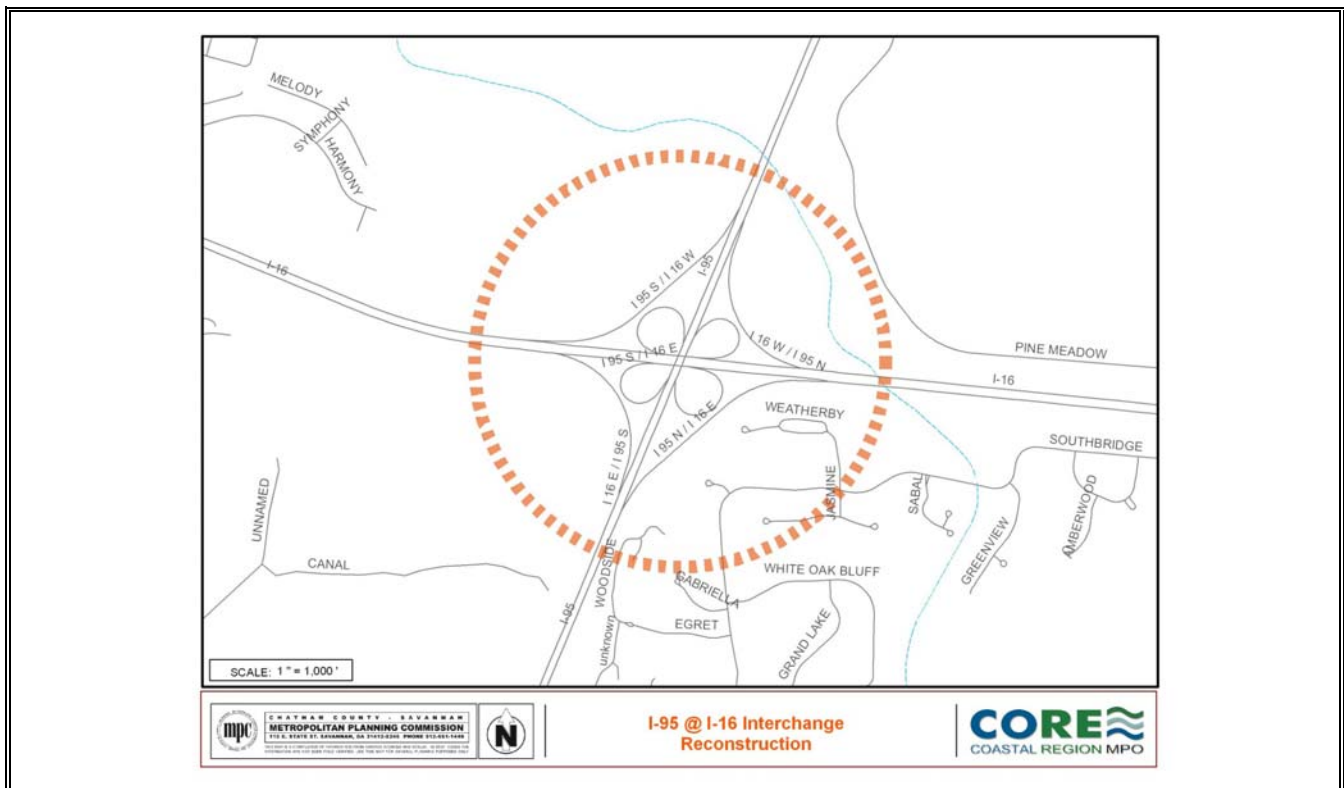


Current Project Page – PI# 0012758

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

I-16 AT I-95 - INTERCHANGE RECONSTRUCTION				P.I. #: 0012758			
				TIP #: 2014-GDOT-01			
				COUNTY: CHATHAM			
				PROJ. #:			
				FUND: M001			
				GDOT DISTRICT: 5			
PROJECT DESCRIPTION: Interchange reconstruction at I-95/I-16.				CONG. DISTRICT: 1			
				RC: CG			
TRAFFIC VOL. 2005 AADT:		2030:		LENGTH (MI):			
NO. OF LANES EXISTING: 4		PLANNED: 4					
LOCAL ROAD #:		STATE/US ROAD #:			COMMENTS/REMARKS: This is a much needed interchange reconstruction project that has been identified in both the CORE MPO’s Metropolitan Transportation Plan and GDOT’s Chatham County Interstate Needs Analysis and Prioritization Plan. Preliminary Engineering phase was programmed with M001 funds in FY 2015 and 2017. The funds in FY 2015 have been authorized. The funds in FY 2017 are being moved to FY 2016 at the July 2015 GDOT request. Both the right-of-way phase and the construction phase are out of this TIP.		
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL	
PRELIM. ENGR.	Federal/State	\$3,641,400	\$2,164,864	\$0	\$0	\$5,806,264	
RIGHT-OF-WAY	Federal/State	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$0	\$0	
PROJECT COST		\$3,641,400	\$2,164,864	\$0	\$0	\$5,806,264	
FEDERAL COST		\$2,913,120	\$1,731,891	\$0	\$0	\$4,645,011	
STATE COST		\$728,280	\$432,973	\$0	\$0	\$1,161,253	
LOCAL COST		\$0	\$0	\$0	\$0	\$0	

PROJECT LOCATION

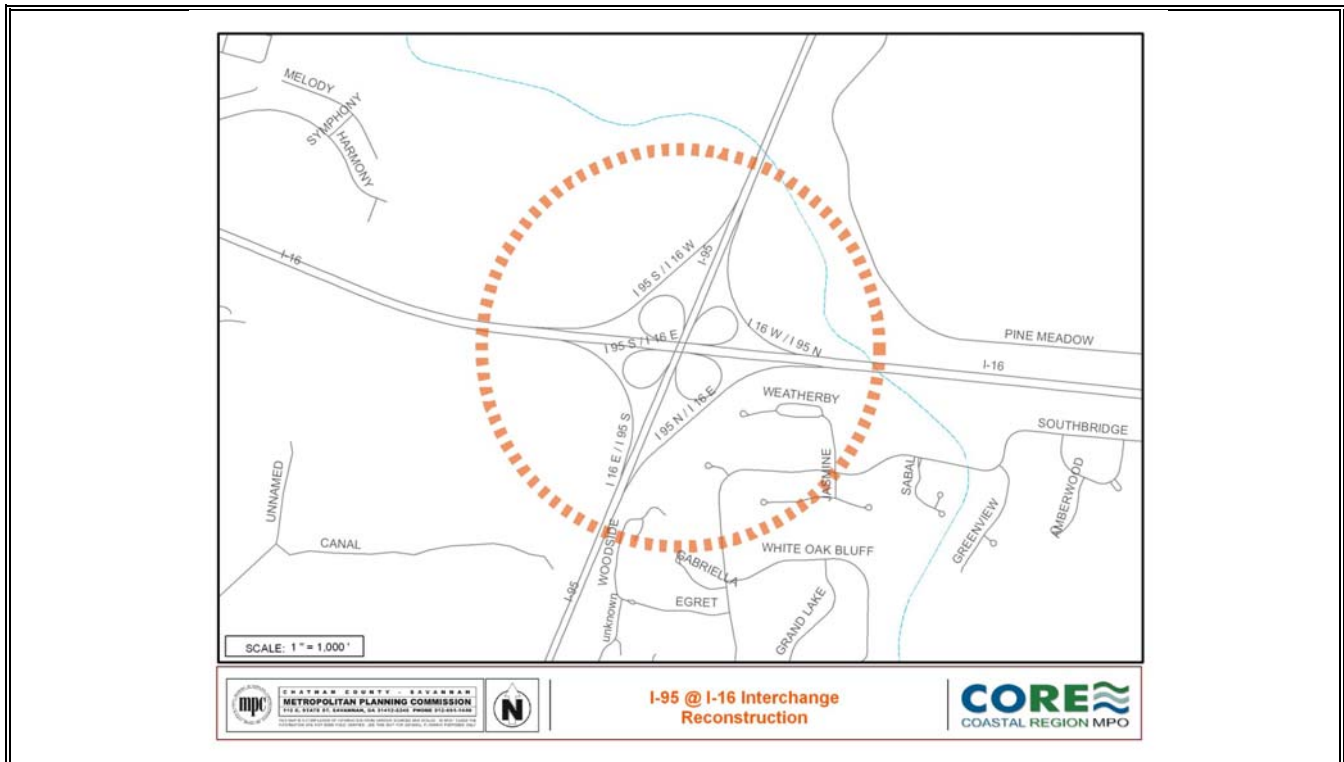


Revised Project Page – PI# 0012758

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

I-16 AT I-95 - INTERCHANGE RECONSTRUCTION				P.I. #: 0012758		
PROJECT DESCRIPTION: Interchange reconstruction at I-95/I-16. Specific scope of work is to be developed by GDOT.				TIP #: 2014-GDOT-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M001		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT:		2030:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 4		PLANNED: 4		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: This is a much needed interchange reconstruction project that has been identified in both the CORE MPO's Metropolitan Transportation Plan and GDOT's Chatham County Interstate Needs Analysis and Prioritization Plan. Preliminary Engineering phase was programmed with M001 funds in FY 2015 and FY 2017. The funds in FY 2015 have been authorized. The funds in FY 2017 were moved to FY 2016 at the July 2015 GDOT request. GDOT requested to fund the right-of-way phase in FY 2017 and the construction phase in FY 2018 in December 2015 with M001 funds. Inclusion of the project's ROW and CST phases in the TIP is contingent upon the MTP amendment to move the phases from later cost bands to Cost Band One of the 2040 MTP.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/State	\$3,641,400	\$2,164,864	\$0	\$0	\$5,806,264
RIGHT-OF-WAY	Federal/State	\$0	\$0	\$1,407,703.02	\$0	\$1,407,703
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$77,329,519.15	\$77,329,519
PROJECT COST		\$3,641,400	\$2,164,864	\$1,407,703.02	\$77,329,519.15	\$84,543,486
FEDERAL COST		\$2,913,120	\$1,731,891	\$1,126,162.42	\$61,863,615.32	\$67,634,789
STATE COST		\$728,280	\$432,973	\$281,540.60	\$15,465,903.83	\$16,908,697
LOCAL COST		\$0	\$0	\$0	\$0	\$0

PROJECT LOCATION

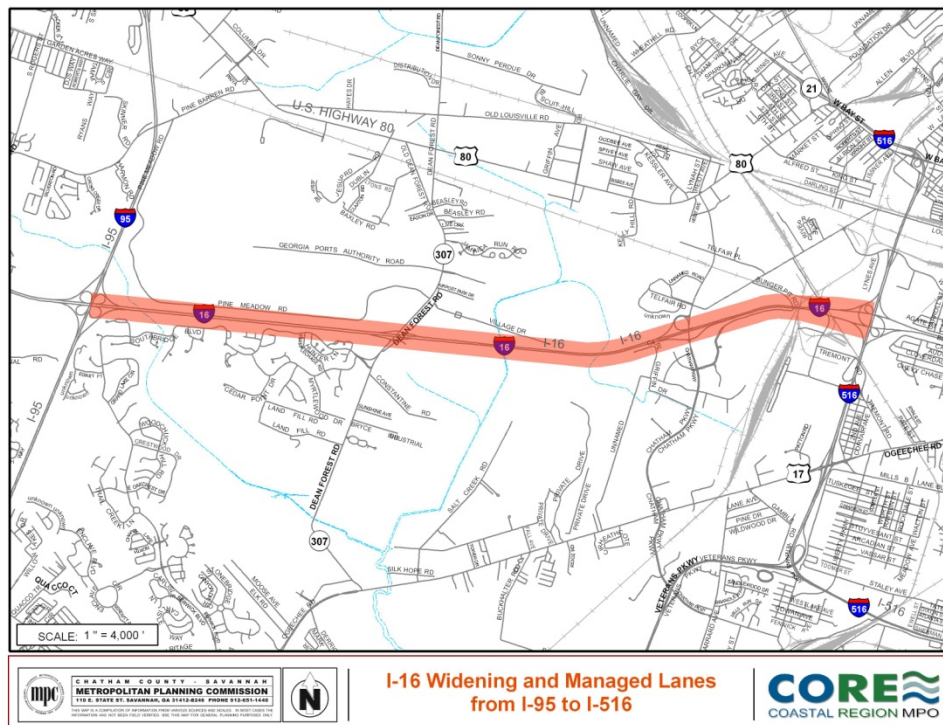


New Project Page – PI# 0012757

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

I-16 WIDENING FROM I-95 TO I-516 PROJECT DESCRIPTION: Widen I-16 from I-95 to I-516. Specific scope of work is to be developed by GDOT.				P.I. #: 0012757		
				TIP #: 2016-GDOT-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M001, M230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT:				2030:		
NO. OF LANES EXISTING: 4				PLANNED: 6		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: This is a much needed widening project that has been identified in both the CORE MPO's Vision Plan and GDOT's Chatham County Interstate Needs Analysis and Prioritization Plan. GDOT proposes to fund the preliminary engineering phase in FY 2016 with M230 funds released from PI# 521855, and to fund the construction phase in FY 2018 with M001 funds. Inclusion of this project in the TIP is contingent upon the MTP amendment to move the project from the Vision Plan to Cost Band One of the 2040 MTP.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/State	\$0	\$5,306,040	\$0	\$0	\$5,306,040
RIGHT-OF-WAY	Federal/State	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$75,813,254.07	\$75,813,254
PROJECT COST		\$0	\$5,306,040	\$0	\$75,813,254.07	\$81,119,294
FEDERAL COST		\$0	\$4,244,832	\$0	\$60,650,603.26	\$64,895,435
STATE COST		\$0	\$1,061,208	\$0	\$15,162,650.81	\$16,223,859
LOCAL COST		\$0	\$0	\$0	\$0	\$0

PROJECT LOCATION

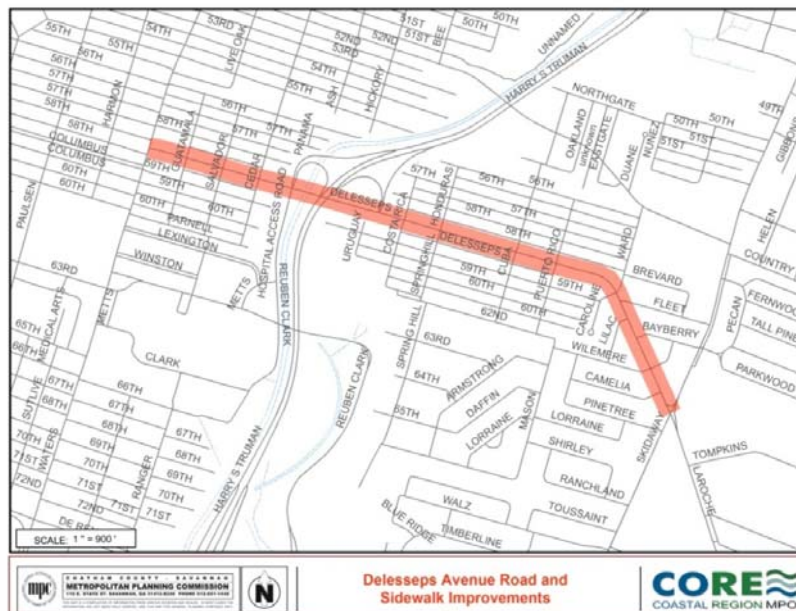


Current Project Page – P# 0010028

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT DESCRIPTION: The Delesseups Avenue Road and Sidewalk Improvements project involves a minor road widening to 11’ travel lanes and curb and gutter to improve drainage from Waters Avenue to Skidaway Road. By providing an accessible route for pedestrians by installing curb & gutter, curb ramps, sidewalk, and crosswalks, push buttons and pedestrian signals at the three existing signals, pedestrians will be encouraged to walk to work and school.				P.I. #: 0010028		
				TIP #: 2012-BP-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M230, Local		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT: N/A				2030: N/A		
NO. OF LANES EXISTING: N/A				PLANNED: N/A		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI): 1.39		
COMMENTS/REMARKS: CORE MPO set aside some M230 funds starting in FY 2013 to fund non-motorized small transportation improvement projects identified in the Non-Motorized Transportation Plan. MPO staff coordinated with the local project sponsors in identifying local funding sources to provide the needed match. The preliminary engineering and oversight funds programmed in FY 2013 for the Delesseups Avenue Road and Sidewalk Improvement project have been authorized. Right-of-way phase is programmed in 2016. The CST phase is outside of the TIP. City requested additional funds in FY 2015 for Subsurface Utility Engineering and additional ecological work.						
*City of Savannah is the project sponsor and will provide the local match.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Project Oversight	Authorized	\$0	\$0	\$0	\$0	\$0
PRELIM. ENGR.	Federal/Local*	\$82,950	\$0	\$0	\$0	\$82,950
RIGHT-OF-WAY	Federal/Local*	\$0	\$2,545,000	\$0	\$0	\$2,545,000
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$82,950	\$2,545,000	\$0	\$0	\$2,627,950
FEDERAL COST		\$66,360	\$1,983,669	\$0	\$0	\$2,050,029
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST*		\$16,590	\$561,331	\$0	\$0	\$577,921

PROJECT LOCATION

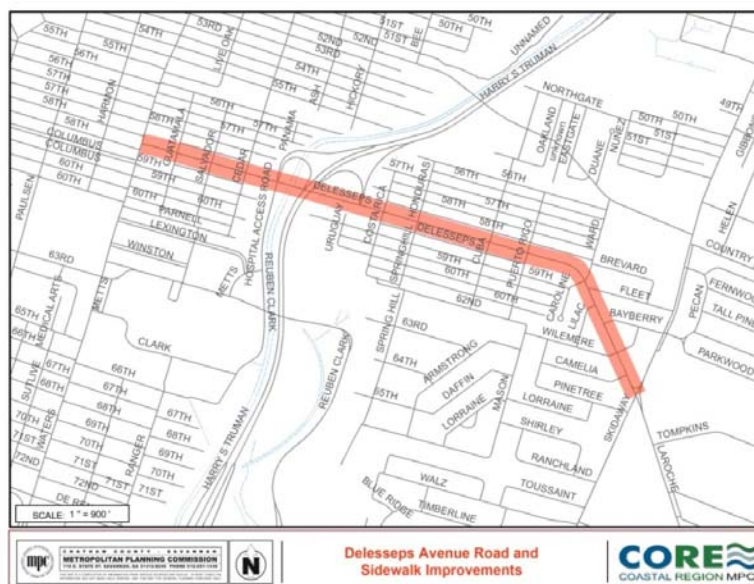


Revised Project Page – P# 0010028

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION: The Delesseups Avenue Road and Sidewalk Improvements project involves a minor road widening to 11' travel lanes and curb and gutter to improve drainage from Waters Avenue to Skidaway Road. By providing an accessible route for pedestrians by installing curb & gutter, curb ramps, sidewalk, and crosswalks, push buttons and pedestrian signals at the three existing signals, pedestrians will be encouraged to walk to work and school.				P.I. #: 0010028		
				TIP #: 2012-BP-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M230, Local		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT: N/A		2030: N/A		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: N/A		PLANNED: N/A		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI): 1.39		
COMMENTS/REMARKS: CORE MPO set aside some M230 funds starting in FY 2013 to fund non-motorized small transportation improvement projects identified in the Non-Motorized Transportation Plan. MPO staff coordinated with the local project sponsors in identifying local funding sources to provide the needed match. The preliminary engineering and oversight funds programmed in FY 2013 for the Delesseups Avenue Road and Sidewalk Improvement project have been authorized. Right-of-way phase is programmed in FY 2016. The CST phase is outside of the TIP. City requested additional funds in FY 2015 for Subsurface Utility Engineering and additional ecological work, and these funds have been authorized. In January 2016 GDOT requested additional funds (\$311,000) for the ROW phase in FY 2016. Subsequently the City requested additional funds (\$167,200) for the PE phase in FY 2016. *City of Savannah is the project sponsor and will provide the local match.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Project Oversight	Authorized	\$0	\$0	\$0	\$0	\$0
PRELIM. ENGR.	Federal/Local*	\$82,950	\$167,200	\$0	\$0	\$250,150
RIGHT-OF-WAY	Federal/Local*	\$0	\$2,856,000	\$0	\$0	\$2,856,000
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$82,950	\$3,023,200	\$0	\$0	\$3,106,150
FEDERAL COST		\$66,360	\$2,418,560	\$0	\$0	\$2,484,920
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST*		\$16,590	\$604,640	\$0	\$0	\$621,230

PROJECT LOCATION



Current Project Page – MPO Strategic Planning Study
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

SAVANNAH MPO STRATEGIC PLANNING STUDY - SECTOR ELEVEN TO SECTOR FOURTEEN				P.I. #: 0010563, 0011742, TBA, TBA		
				TIP #: 2012-CORE-04, 2013-CORE-01, 2014-CORE-01, 2015-CORE-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M230		
				GDOT DISTRICT: 5		
PROJECT DESCRIPTION: Special Transportation Studies				CONG. DISTRICT: 1		
TRAFFIC VOL. 2005 AADT:		N/A	2030:		N/A	
NO. OF LANES EXISTING:		N/A	PLANNED:		N/A	
LOCAL ROAD #:		STATE/US ROAD #:			LENGTH (MI):	
COMMENTS/REMARKS: CORE MPO has set aside some M230 funds each year to carry out special transportation studies in the Savannah Metropolitan Area. Originally PI# 0010563 set aside \$750,000 of matched M230 funds in FY 2015 but that amount has been reduced to \$159,621 to fund other projects. These funds (\$159,621) for PI# 0010563 are being moved to FY 2016. PI# 0011742 sets aside \$500,000 of matched M230 funds in FY 2016. Another \$500,000 is set aside for FY 2017 and FY 2018 respectively with PI# to be assigned by GDOT. These set-aside amounts are for the MPO’s future planning activities. Specific planning tasks are identified as the needs arise.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PI#			0010563/ 0011742	TBA	TBA	
TIP#			2012-CORE-04 2013-CORE-01	2014-CORE-01	2015-CORE-01	
PRELIM. ENGR.	Federal/Local	\$0	\$659,621	\$500,000	\$500,000	\$1,659,621
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$659,621	\$500,000	\$500,000	\$1,659,621
FEDERAL COST		\$0	\$527,697	\$400,000	\$400,000	\$1,327,697
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$131,924	\$100,000	\$100,000	\$331,924

PROJECT LOCATION

CORE MPO STRATEGIC PLANNING STUDY

SECTOR ELEVEN (PI# 0010563) and SECTOR TWELVE (PI# 0011742)

- CAT Special Transportation Study
- Model Development and Applications
- Victory Drive Corridor Study Phase IV
- Congestion Management Process
- MAP-21 Compliance
- CORE MPO Member Requested Projects

SECTOR THIRTEEN (PI# TBA)

SECTOR FOURTEEN (PI# TBA)

Revised Project Page – MPO Strategic Planning Study
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

SAVANNAH MPO STRATEGIC PLANNING STUDY - SECTOR THIRTEEN TO SECTOR FOURTEEN PROJECT DESCRIPTION: Special Transportation Studies				P.I. #: TBA, TBA		
				TIP #: 2014-CORE-01, 2015-CORE-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT: N/A		2030: N/A		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: N/A		PLANNED: N/A		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: CORE MPO has set aside some M230 funds each year to carry out special transportation studies in the Savannah Metropolitan Area. \$500,000 is set aside for FY 2017 and FY 2018 respectively with PI# to be assigned by GDOT. These set-aside amounts are for the MPO’s future planning activities.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PI#				TBA	TBA	
TIP#				2014-CORE-01	2015-CORE-01	
PRELIM. ENGR.	Federal/Local	\$0	\$0	\$500,000	\$500,000	\$1,000,000
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$0	\$500,000	\$500,000	\$1,000,000
FEDERAL COST		\$0	\$0	\$400,000	\$400,000	\$800,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$100,000	\$100,000	\$200,000

PROJECT LOCATION

CORE MPO STRATEGIC PLANNING STUDY

SECTOR THIRTEEN (PI# TBA)

SECTOR FOURTEEN (PI# TBA)

New Project Page

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

MODEL DEVELOPMENT AND APPLICATIONS PROJECT DESCRIPTION: COR MPO will develop procedures and applications supporting the analysis of the performance of proposed transportation improvements, packages of improvements, MTPs, TIPs and the like, against established and emerging targets set by both GDOT and the MPO. These applications may include a combination of direct reports of available model outputs, reports of additional model outputs produced as a result of additional model developments and refinements, and/or outputs of post process routines developed in support of performance measurement. It is intended that the existing CORE MPO travel demand model will play a central role in this process, and model improvements and additional modules will be prioritized based upon their applicability to the measurement of the prescribed performance measures and targets. Due to the high degree of standardization of travel demand models within Georgia, excepting ARC, it is expected that the outcomes of this task may have broader applicability to other MPOs. Priority improvements to the travel demand model identified by consultants in 2013 will be carried out on a priority basis subject to funding availability: transit analysis, freight analysis/mode, time of day analysis, model generated performance measures and toll analysis. Highest priority will be given to improvement strategies which provide the CORE MPO with analytical tools supporting performance based planning and measurement of state and MPO performance measures and targets.						P.I. #: 0010563 TIP #: 2012-CORE-04 COUNTY: CHATHAM PROJ. #: FUND: M230 GDOT DISTRICT: 5	
TRAFFIC VOL. 2005 AADT: N/A		2030: N/A		CONG. DISTRICT: 1			
NO. OF LANES EXISTING: N/A		PLANNED: N/A		RC: CG			
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):			
COMMENTS/REMARKS: CORE MPO has set aside some M230 funds each year to carry out special transportation studies in the Savannah Metropolitan Area. Originally PI# 0010563 (Sector Study Eleven) set aside \$750,000 of matched M230 funds in FY 2015 but that amount has been reduced to \$159,621 to fund other projects. These funds (\$159,621) for PI# 0010563 have been moved to FY 2016. These set-aside amounts are for the MPO's future planning activities. Specific planning tasks are identified as the needs arise. Model Development and Applications has been identified as a need. It is proposed that this project keep the original PI#0010563 that was assigned to the Sector Eleven Study. This project will focus on updating and refining the MPO travel demand model in support of emerging performance based planning requirements under MAP-21. Priority improvements to the travel demand model will be carried out on a priority basis subject to funding availability. MPO staff will continue to provide traffic model data and expertise in support of LRTP and TIP amendments, development review, and strategic transportation studies. The detailed scope of work is included in Appendix B.							
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL	
PRELIM. ENGR.	Federal/Local	\$0	\$159,621	\$0	\$0	\$159,621	
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0	
PROJECT COST		\$0	\$159,621	\$0	\$0	\$159,621	
FEDERAL COST		\$0	\$127,697	\$0	\$0	\$127,697	
STATE COST		\$0	\$0	\$0	\$0	\$0	
LOCAL COST		\$0	\$31,924	\$0	\$0	\$31,924	

PROJECT LOCATION

Model Development and Applications

New Project Page

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM**

SURFACE TRANSPORTATION ACT AND FHWA/FTA RULES COMPLIANCE PROJECT DESCRIPTION: The study will evaluate the additional MPO requirements imposed by the FAST Act and the guidelines provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and update the MPO's plans, programs, studies, organizational structures, as well as the planning process to meet these requirements.				P.I. #: 0011742		
				TIP #: 2013-CORE-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: M230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT:	N/A	2030:	N/A	CONG. DISTRICT: 1		
NO. OF LANES EXISTING:	N/A	PLANNED:	N/A	RC: CG		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: CORE MPO has set aside some M230 funds each year to carry out special transportation studies in the Savannah Metropolitan Area. PI# 0011742 (Sector Study Twelve) sets aside \$500,000 of matched M230 funds in FY 2016. These set-aside amounts are for the MPO's future planning activities. Specific planning tasks are identified as the needs arise. Surface Transportation Act and FHWA/FTA Rules Compliance has been identified as a need. It is proposed that this new project be split out from Sector Study Twelve. It is proposed that PI# 0011742 be used for this new project. This project will focus on updating/amending the current CORE MPO's plans and programs (MTP, TIP, etc.) so that they are compliant with the new federal surface transportation act and FHWA/FTA guidance. The detailed scope of work is included in Appendix B.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/Local	\$0	\$15,000	\$0	\$0	\$15,000
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$15,000	\$0	\$0	\$15,000
FEDERAL COST		\$0	\$12,000	\$0	\$0	\$12,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$3,000	\$0	\$0	\$3,000

PROJECT LOCATION

Surface Transportation Act and FHWA/FTA Rules Compliance

New Project Page

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

PERFORMANCE BASED PLANNING IMPLEMENTATION PROJECT DESCRIPTION: This part of the performance based planning implementation will focus on the comprehensive updates of the CORE MPO's Congestion Management Process (CMP). Since the development of the initial CMP in 2003/2004, the CORE MPO MPA boundary has expanded to include portions of Effingham County, Bryan County and Richmond Hill. The update of the CMP will include the comprehensive re-evaluation of the original 2003 CMP network, which included a network of approximately 589 directional miles including all arterials and major collectors, plus appropriate facilities in the recently expanded MPA. Congestion will be re-measured utilizing the most appropriate available source of big data, and the effectiveness of measures identified in the previous iterations of the CMP, and undertaken since the initial CMP was completed, will be evaluated for effectiveness. This comprehensive evaluation of system performance will result in new congestion mitigation and demand management strategies and recommendations. The CMP update will be compliant with all current federal regulations.				P.I. #: TBA TIP #: 2013-CORE-01-PBPP COUNTY: CHATHAM PROJ. #: FUND: M230 GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT: N/A		2030: N/A		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: N/A		PLANNED: N/A		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: CORE MPO has set aside some M230 funds each year to carry out special transportation studies in the Savannah Metropolitan Area. PI# 0011742 (Sector Study Twelve) sets aside \$500,000 of matched M230 funds in FY 2016. These set-aside amounts are for the MPO's future planning activities. Specific planning tasks are identified as the needs arise. Performance Based Planning Implementation has been identified as a need. The detailed scope of work for this study is included in Appendix B. It is proposed that this new project be split out from Sector Study Twelve. A new PI# will need to be assigned by GDOT.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/Local	\$0	\$45,000	\$0	\$0	\$45,000
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$45,000	\$0	\$0	\$45,000
FEDERAL COST		\$0	\$36,000	\$0	\$0	\$36,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$9,000	\$0	\$0	\$9,000

PROJECT LOCATION

Performance Based Planning Implementation

New Project Page

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

VICTORY DRIVE CORRIDOR STUDY IV				P.I. #: TBA TIP #: 2013-CORE-01-VIC4 COUNTY: CHATHAM PROJ. #: FUND: M230 GDOT DISTRICT: 5		
PROJECT DESCRIPTION: This phase of the Victory Drive Corridor Study will focus on working with the various stakeholder groups and developing a detailed implementation plan for rehabilitation of the Victory Drive corridor from MLK Blvd to Abercorn Street as a selected character area. The tasks associated with this Scope of Work include the following - Existing Conditions Data Collection and Analysis, Summary of Findings, Implementation Plan Recommendations, Focus Area Summary Report & Final Presentation, and Project Management.						
TRAFFIC VOL. 2005 AADT:		N/A	2030:		N/A	
NO. OF LANES EXISTING:		N/A	PLANNED:		N/A	
LOCAL ROAD #:		STATE/US ROAD #:			LENGTH (MI):	
COMMENTS/REMARKS: CORE MPO has set aside some M230 funds each year to carry out special transportation studies in the Savannah Metropolitan Area. PI# 0011742 (Sector Study Twelve) sets aside \$500,000 of matched M230 funds in FY 2016. These set-aside amounts are for the MPO's future planning activities. Specific planning tasks are identified as the needs arise. Victory Drive Corridor Study IV has been identified as a need. It is proposed that this new project be split out from Sector Study Twelve. The detailed scope of work is included in Appendix B. A new PI# will need to be assigned by GDOT.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/Local	\$0	\$100,000	\$0	\$0	\$100,000
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$100,000	\$0	\$0	\$100,000
FEDERAL COST		\$0	\$80,000	\$0	\$0	\$80,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$20,000	\$0	\$0	\$20,000

PROJECT LOCATION

Victory Drive Corridor Study IV

New Project Page

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

AIRPORT AREA TRANSPORTATION MASTER PLAN				P.I. #: TBA TIP #: 2013-CORE-01-AIR COUNTY: CHATHAM PROJ. #: FUND: M230 GDOT DISTRICT: 5		
PROJECT DESCRIPTION: The purpose of this study is to provide a transportation master plan for the area around the Savannah/Hilton Head International Airport. The plan will look at automobile traffic to the airport and area employment centers including Gulfstream. The plan will also look at freight movement serving Gulfstream, the interaction of the airport and the port and logistics centers supporting multimodal freight movement. The transportation master plan is needed to ensure the transportation network meets existing and future needs as this area continues to grow. The major tasks include Project Management Plan, Establish Existing Conditions, Assess Transportation Needs, Develop Transportation Recommendations, Recommended Plan and Incorporation of Plan into LRTP, as well as Coordination and Public Participation.						
TRAFFIC VOL. 2005 AADT:		N/A	2030:		N/A	
NO. OF LANES EXISTING:		N/A	PLANNED:		N/A	
LOCAL ROAD #:		STATE/US ROAD #:		CONG. DISTRICT: 1		
				RC: CG		
				LENGTH (MI):		
COMMENTS/REMARKS: CORE MPO has set aside some M230 funds each year to carry out special transportation studies in the Savannah Metropolitan Area. PI# 0011742 (Sector Study Twelve) sets aside \$500,000 of matched M230 funds in FY 2016. These set-aside amounts are for the MPO's future planning activities. Specific planning tasks are identified as the needs arise. Airport Area Transportation Master Plan has been identified as a need. It is proposed that this new project be split out from Sector Study Twelve. The detailed scope of work is included in Appendix B. A new PI# will need to be assigned by GDOT.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/Local	\$0	\$255,000	\$0	\$0	\$255,000
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$255,000	\$0	\$0	\$255,000
FEDERAL COST		\$0	\$204,000	\$0	\$0	\$204,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$51,000	\$0	\$0	\$51,000

PROJECT LOCATION

Airport Area Transportation Master Plan

New Project Page

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

CAT STREETCAR STUDY				P.I. #: TBA TIP #: 2013-CORE-01-CAT COUNTY: CHATHAM PROJ. #: FUND: M230 GDOT DISTRICT: 5		
PROJECT DESCRIPTION: Chatham Area Transit would like to perform a detailed analysis of Streetcar system development along an East-West corridor in downtown Savannah. Working from the basis of previous work done to evaluate streetcar potential applications in Savannah, this study would examine the environmental impacts, feasibility, costs, and benefits of a modern streetcar system. In addition, the study would develop a preliminary operational plan and provide recommendations on implementation.						
TRAFFIC VOL.	2005 AADT:	N/A	2030:	N/A	CONG. DISTRICT: 1	
NO. OF LANES	EXISTING:	N/A	PLANNED:	N/A	RC: CG	
LOCAL ROAD #:		STATE/US ROAD #:			LENGTH (MI):	
COMMENTS/REMARKS: CORE MPO has set aside some M230 funds each year to carry out special transportation studies in the Savannah Metropolitan Area. PI# 0011742 (Sector Study Twelve) sets aside \$500,000 of matched M230 funds in FY 2016. These set-aside amounts are for the MPO's future planning activities. Specific planning tasks are identified as the needs arise. CAT Streetcar Study has been identified as a need. It is proposed that this new project be split out from Sector Study Twelve. The detailed scope of work is included in Appendix B. A new PI# will need to be assigned by GDOT.						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/Local	\$0	\$85,000	\$0	\$0	\$85,000
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$85,000	\$0	\$0	\$85,000
FEDERAL COST		\$0	\$68,000	\$0	\$0	\$68,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$17,000	\$0	\$0	\$17,000

PROJECT LOCATION

CAT Streetcar Study

Current Project Page – Transit Program

CAPITAL SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY							
Funding		Unit					
	Description	Cost	FY2015	FY2016	FY2017	FY2018	Total
	STIP#						
Section 5307	Preventive Maintenance	VARIES	0	2,793,712	1,332,523	1,372,499	5,498,734
Section 5307	Operating Assistance	VARIES	0	3,484,102	0	0	3,484,102
Section 5307	Safety and Security	VARIES	0	89,427	92,109	94,873	276,409
Section 5307	Facilities Enhancement	VARIES	0	1,660,725	1,710,546	1,761,863	5,133,134
Section 5307	ITS	VARIES	0	505,503	273,403	281,606	1,060,512
Section 5307	Passenger Amenities	VARIES	0	711,484	282,204	290,670	1,284,358
Section 5307	Project Administration	VARIES	0	51,500	53,045	54,636	159,181
Section 5307	Vehicle Purchases	VARIES	0	788,948	812,617	836,995	2,438,560
Section 5307	Planning	VARIES	0	154,500	159,135	163,909	477,544
Section 5307	Transit Center	VARIES	0	77,250	79,568	81,955	238,772
	PROJECT COST		0	10,317,151	4,795,150	4,939,005	20,051,306
	FEDERAL COST		0	8,253,721	3,836,120	3,951,204	16,041,045
	STATE COST		0	1,031,715	479,515	493,900	2,005,131
	LOCAL COST		0	1,031,715	479,515	493,900	2,005,131
	DOT DIST #5		CONG DIST. 1		CRC		

STATE OF GOOD REPAIR 5337(MAP-21) SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY							
FUNDING	DESCRIPTION	UNIT COST	FY2015	FY2016	FY2017	FY2018	TOTAL
Section 5337	State of Good Repair	VARIES	0	599,952	159,998	164,798	924,748
	PROJECT COST		0	599,952	159,998	164,798	924,748
	FEDERAL COST		0	479,962	127,999	131,839	739,799
	STATE COST		0	59,995	16,000	16,480	92,475
	LOCAL COST		0	59,995	16,000	16,480	92,475
	DOT DISTRICT # 5		CONG.DIST. 1	CRC		CG	

BUS AND BUS FACILITY 5339/(MAP-21)CHATHAM AREA TRANSIT AUTHORITY							
FUNDING	DESCRIPTION	UNIT COST	FY2015	FY2016	FY2017	FY2018	TOTAL
Section 5339	Bus and Bus Facility	VARIES	949,330	998,549	521,853	537,508	3,007,240
	PROJECT COST		949,330	998,549	521,853	537,508	3,007,240
	FEDERAL COST		759,464	798,839	417,482	430,006	2,405,792
	STATE COST		94,933	99,855	52,185	53,751	300,724
	LOCAL COST		94,933	99,855	52,185	53,751	300,724
	DOT DISTRICT # 5		CONG.DIST. 1		CRC		CG

Revised Project Page – Transit Program

CAPITAL SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY							
Funding	Description	Unit Cost	FY2015	FY2016	FY2017	FY2018	Total
	STIP#						
Section 5307	Preventive Maintenance	VARIES	0	4,293,712	1,332,523	1,372,499	6,998,734
Section 5307	Operating Assistance	VARIES	0	7,290,306	0	0	7,290,306
Section 5307	Safety and Security	VARIES	0	89,427	92,109	94,873	276,409
Section 5307	Facilities Enhancement	VARIES	0	1,660,725	1,710,546	1,761,863	5,133,134
Section 5307	ITS	VARIES	0	505,503	273,403	281,606	1,060,512
Section 5307	Passenger Amenities	VARIES	0	1,086,484	282,204	290,670	1,659,358
Section 5307	Project Administration	VARIES	0	51,500	53,045	54,636	159,181
Section 5307	Vehicle Purchases	VARIES	0	788,948	812,617	836,995	2,438,560
Section 5307	Planning	VARIES	0	154,500	159,135	163,909	477,544
Section 5307	Transit Center	VARIES	0	77,250	79,568	81,955	238,772
	PROJECT COST		0	15,998,355	4,795,150	4,939,005	25,732,510
	FEDERAL COST		0	12,798,684	3,836,120	3,951,204	20,586,008
	STATE COST		0	1,599,835	479,515	493,900	2,573,251
	LOCAL COST		0	1,599,835	479,515	493,900	2,573,251
	DOT DIST #5		CONG DIST. 1		CRC		CG

STATE OF GOOD REPAIR 5337(MAP-21) SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY							
FUNDING	DESCRIPTION	UNIT COST	FY2015	FY2016	FY2017	FY2018	TOTAL
Section 5337	State of Good Repair	VARIES	0	768,328	159,998	164,798	1,093,124
	PROJECT COST		0	768,328	159,998	164,798	1,093,124
	FEDERAL COST		0	614,662	127,999	131,839	874,499
	STATE COST		0	76,833	16,000	16,480	109,312
	LOCAL COST		0	76,833	16,000	16,480	109,312
	DOT DISTRICT # 5		CONG.DIST. 1		CRC		CG

BUS AND BUS FACILITY 5339/(MAP-21)CHATHAM AREA TRANSIT AUTHORITY							
FUNDING	DESCRIPTION	UNIT COST	FY2015	FY2016	FY2017	FY2018	TOTAL
Section 5339	Bus and Bus Facility	VARIES	949,330	1,410,688	521,853	537,508	3,419,379
	PROJECT COST		949,330	1,410,688	521,853	537,508	3,419,379
	FEDERAL COST		759,464	1,128,550	417,482	430,006	2,735,503
	STATE COST		94,933	141,069	52,185	53,751	341,938
	LOCAL COST		94,933	141,069	52,185	53,751	341,938
	DOT DISTRICT # 5		CONG.DIST. 1		CRC		CG

Addendum to 2040 MTP								
February - March 2016								
PI#	Project Name	Phase	Current MTP Cost Band	Current Cost	Project Name	Phase	New MTP Cost Band	New Cost
0012757	I-16 Widening from I-95 to I-516	ROW, CST	Vision Plan	\$364,146,470	No Change	PE, CST	One (2015-2020)	\$81,119,294
0012758	1-95/I-16 Interchange Reconstruction	PE	One (2015-2020)	\$5,806,264	No Change	PE, ROW, CST	One (2015-2020)	\$84,543,486
		ROW	Two (2021-2030)	\$1,407,703				
		CST	Three (2030-2040)	\$77,329,596				
521855	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	PE, ROW, CST	One (2015-2020)	\$20,844,124	No Change	PE, ROW, CST	One (2015-2020)	\$20,587,197
0010028	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	PE, ROW, CST	Non-Motorized Set Aside Band One (2015-2020)	\$7,321,296	No Change	PE, ROW, CST	Non-Motorized Set Aside Band One (2015-2020)	\$7,799,496
0010563	Savannah MPO Strategic Planning Study - Sector Eleven	PE	One (2015-2020)	\$159,621	MODEL DEVELOPMENT AND APPLICATIONS	PE	One (2015-2020)	\$159,621
0011742	Savannah MPO Strategic Planning Study - Sector Twelve	PE	One (2015-2020)	\$500,000	Surface Transportation Act and FHW A/FTA Rules Compliance - PI# 0011742	PE	One (2015-2020)	\$15,000
					Performance Based Planning Implementation - PI# TBA	PE	One (2015-2020)	\$45,000
					Victory Drive Corridor Study IV - PI# TBA	PE	One (2015-2020)	\$100,000
					Airport Area Transportation Master Plan - PI# TBA	PE	One (2015-2020)	\$255,000
					CAT Streetcar Study - PI# TBA	PE	One (2015-2020)	\$85,000

Appendix A: TIP Amendment Requests and Related Information



METROPOLITAN PLANNING ORGANIZATION

Albert Scott
Chairman

Edna Jackson
Vice-Chairman

James Aberson
Philip Claxton
Stephanie Cutter
Ron Feldner
George Fidler
E. Harold Fowler
James Hungerpiller
Wendall Kessler
Mike Lamb
Pete Liakakis
Tom McQueen
Jannine Miller
Tanya Milton
Caroline Nguyen
Chad Reese
Ben Rozier
Diane Schleicher
Lee Smith
Bob Tully

Thomas L. Thomson,
P.E., AICP
Executive Director

Mark Wilkes,
P.E., AICP
Director
Transportation Planning

This board is supported by
the staff of the Chatham
County - Savannah
Metropolitan Planning
Commission

www.thempc.org



December 18, 2015

Aries Little
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308

Dear Ms. Little:

RE: MTP and TIP Amendments
PI # 521855 Ogeechee Road Widening
PI # 0012758 I-16 and I-95 Interchange
PI # TBA I-16 widening

I am sending you this letter to request additional information regarding the GDOT / Chatham County request for funding swap between Ogeechee Road Widening and I-16 Widening. Since the I-16 widening project is not included in our financially-constrained 2040 Total Mobility Plan (2040 MTP), your request will entail amendments to the 2040 MTP before amendments to the FY 2015 – 2018 Transportation Improvement Program (TIP) can be made. We initiated the 1st step of the MTP amendment in December 2015 by getting the CORE MPO Board's authorization for staff to conduct detailed analysis regarding the amendment request. In order to process the MTP and TIP amendments in February 2016, we need your assistance in getting more project information.

2040 MTP Amendments

The status of the three projects impacted by your request is listed below, followed by our requested additional information (highlighted in bold).

1. PI# 521855, SR 26 FROM I-516 TO CS 188/VICTORY DRIVE (Ogeechee Road Widening) - PE, ROW and CST are all in the 2040 MTP, Cost Band One. The requested amendment makes the assumption that additional funds from the state gas tax will be available to cover the ROW cost for this project.

Please confirm that additional revenues will be available beyond the 2040 MTP revenue projections to cover the ROW cost of PI# 521855 and provide the code or funding description you use for 100% state funds.

2. PI# 0012758, I-16/I-95 Interchange Reconstruction – PE is in Cost Band One, ROW is in Cost Band Two and CST is in Cost Band Three of the 2040 MTP. The GDOT/Chatham County request indicates that this interchange project will move forward with the I-16 widening project because these two projects will be completed together under a single Design/Build contract. It is not clear whether the design/build project means the ROW and CST phases of PI# 0012758 will need to move to Cost Band One, which might impact the financial balance of this cost band.
 - **Please clarify which cost band the ROW and CST phases of PI# 0012758 will be in after the amendment.**
 - **Please clarify whether the design/build approach will impact the cost estimate of each phase.**
 - **Please provide an updated cost estimate for each phase or the total project (if the design/build includes cost estimates of all phases).**
3. PI# TBA, I-16 Widening – No phase of this project is included in the cost feasible 2040 MTP. Based on our conversation with GDOT/Chatham County staff members, the widening segment is from I-95 to I-516. There are still some unknowns – 1) the cost of the widening project for each phase (PE, ROW and CST); 2) the cost band each phase should be put in; 3) project description (3 lanes or 4 lanes on each side, e.g.); and 4) revenues to cover the widening project.
 - **Please clarify which cost band the PE, ROW and CST phases of this project will be in after the amendment.**
 - **Please provide an updated cost estimate for each phase or the total project (if the design/build includes cost estimates of all phases).**
 - **Please clarify what additional revenues beyond the 2040 MTP revenue projections will be available to cover the ROW and CST costs.**

FY 2015 – 2018 TIP Amendments

The status of the three projects impacted by your request is listed below, followed by our requested additional information (highlighted in bold).

1. PI# 521855, SR 26 FROM I-516 TO CS 188/VICTORY DRIVE (Ogeechee Road Widening) – according to TPRO of GDOT, the PE funds programmed in FY 2016 have been authorized. The ROW phase is programmed in FY 2017. CST is outside of the TIP. The GDOT/Chatham County funding swap request is to use state funds for the ROW. It is not clear whether GDOT will continue to fund the CST phase with state funds in the future or federal dollars are still needed for this phase.
 - **Please clarify whether state funds will be available to cover the CST phase of PI# 521855. If yes, we do not have to include this project in the TIP since only federally-funded projects are required to be programmed in the TIP but since the project**

started with federal funds and it remains a focus for the local governments we will include it in the TIP.

2. PI# 0012758, I-16/I-95 Interchange Reconstruction – the PE funds programmed in FY 2015 have been authorized. The additional PE funds originally programmed in FY 2017 have been moved to FY 2016 by GDOT request. ROW and CST are outside of the TIP. It is unknown whether the design/build project still includes three different project phases.
 - **Please provide some clarification on the design/build approach's impact on PI# 0012758 in terms of cost estimates and project phasing.**
3. I-16 Widening – this project is not programmed in the FY 2015 – 2018 TIP. Specific project information is needed to fill in the TIP table cells (PI#, description, cost for the project/phase and programming year, etc.).
 - **Please provide the necessary project information as referenced in the next page.**

Please send us the requested information as soon as possible. In order to process the MTP/TIP amendments, we need to complete a 15-day public review and comment period before the February 24, 2016 CORE MPO Board meeting. We need to send the draft MTP/TIP amendment reports to the public review agencies in early February, so the receipt of your timely information is highly important.

If you have any questions, please do not hesitate to call either myself or Mark Wilkes at (912) 651-1440.

Thank you very much.

Sincerely,



Thomas L. Thomson
Executive Director, P.E., AICP

cc: Al Scott, Chairman
CORE MPO Transportation Team
Jay Roberts GDOT Transportation Planner
Tom McQueen, Assistant State Transportation Planning Administrator
Krystal Harris, East Georgia Branch Chief
Nathaniel Panther, Chatham County
Mike Weiner, City of Savannah

TT/ww

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM**

I-16 Widening				P.I. #: XXXX		
PROJECT DESCRIPTION: XXXXXX				TIP #: XXXX		
				COUNTY: CHATHAM		
				PROJ. #: XXXX		
				FUND: XXXX		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2014 AADT:				2040:		
NO. OF LANES EXISTING 4				PLANNED: XX		
LOCAL ROAD #: NA				STATE/US ROAD #: XXX		
				LENGTH (MI): XXXX		
COMMENTS/REMARKS: XXXX						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/State					
RIGHT-OF-WAY	Federal/State					
CONSTRUCTION	Federal/State					
PROJECT COST						
FEDERAL COST						
STATE COST						
LOCAL COST						

PROJECT LOCATION


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DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE Chatham County **OFFICE** Planning

DATE December 18, 2015

FROM 
Cindy L. VanDyke, State Transportation Planning Administrator

TO Angela D. Robinson, State Financial Management Administrator
Attn: Bob Rogers

SUBJECT **Project Revision Request:** PI 521855 -- SR 26 widening from I-516 to CS 188/Victory Drive in Chatham County (a.k.a. "Ogeechee Road")

The Office of Planning requests that the proposed funding source for the subject project be revised to a 100% state-funded project.

Project Number	Project Description	Phase	Funding Year (no change)	Estimated Costs per TPRO	Existing Funding Source	Proposed Funding Source
521855	SR 26 from I-516 to CS 188/Victory Drive	ROW	2017	\$6,500,419.20	M230S	State
		CST	2019	\$13,374,446.44	M001	State
		UTL	2019	\$192,131.71	M001	State

Upon approval of the proposed change, the Planning Office will work with OFM staff as needed to revise funding sources currently reflected in the Department's work program. If you have any questions, please call Aries Little at 404-631-1795.

Approved: 
Jay Roberts, Director of Planning

Date: 12/22/2015

Note: For reference, the MPO-controlled M230 funds currently shown on the ROW phase and reflected in the Savannah MPO's existing TIP, will be the subject of a February 2016 MPO TIP amendment. That amendment proposes to shift the M230 funds to the PE phase of the I-16 widening project (PI 0012757). The Office of Planning will inform the Office of Financial Management immediately after the MPO Policy Committee takes official action on February 24th, so that change can be reflected in TPRO.

CLV:ac1

Attachments

cc: Russell McMurry, Commissioner
Meg Pirkle, Chief Engineer
Albert Shelby, Office of Program Delivery
Bobby Hilliard, Office of Program Control
Karon Ivery, District 5 Engineer

Wykoda Wang

From: Little, Aries [arlittle@dot.ga.gov]
Sent: Monday, January 11, 2016 7:12 AM
To: Wykoda Wang
Cc: Harris, Krystal
Subject: RE: Info Request to Process MTP/TIP Amendments Regarding Funding Swap between Ogeechee Road Widening and I-16 Widening

Good Morning,

Wykoda- I have made a minor update in the information provided below.

From: Little, Aries
Sent: Thursday, January 07, 2016 3:22 PM
To: 'Wykoda Wang'
Cc: albertjscott1@gmail.com; Roberts, Jay (James); McQueen, Thomas; Harris, Krystal; Npanther@chathamcounty.org; Mweiner@SavannahGa.gov; Tom Thomson; Mark Wilkes; Stephanie Rossi; Jane Love; tamara.christion@dot.gov; andrew.edwards@dot.gov
Subject: RE: Info Request to Process MTP/TIP Amendments Regarding Funding Swap between Ogeechee Road Widening and I-16 Widening

Good Afternoon,

Wykoda- I have reviewed your request and provided responses below. Statements from your original memo are in black font with the corresponding responses in blue. Please feel free to contact me if you should have any additional questions.

Thanks and have a wonderful afternoon.

2040 MTP Amendments

The status of the three projects impacted by your request is listed below, followed by our requested additional information (highlighted in bold).

1. PI# 521855, SR 26 FROM I-516 TO CS 188/VICTORY DRIVE (Ogeechee Road Widening)- PE, ROW and CST are all in the 2040 MTP, Cost Band One.

The requested amendment makes the assumption that additional funds from the state gas tax will be available to cover the ROW cost for this project.

Please confirm that additional revenues will be available beyond the 2040 MTP revenue projections to cover the ROW cost of PI# 521855 and provide the code or funding description you use for 100% state funds.

} Please see attachment

2. PI# 0012758, I-16/I-95 Interchange Reconstruction-PE is in Cost Band One, ROW is in Cost Band Two and CST is in Cost Band Three of the 2040 MTP.

The GDOT/Chatham County request indicates that this interchange project will move forward with the I-16 widening project because these two

projects will be completed together under a single Design/Build contract. It is not clear whether the design/build project means the ROW and CST phases of PI# 0012758 will need to move to Cost Band One, which might impact the financial balance of this cost band.

- Please clarify which cost band the ROW and CST phases of PI# 0012758 will be in after the amendment.
} Band I
- Please clarify whether the design/build approach will impact the cost estimate of each phase.
} Design/build approach will impact cost estimate however cost updates will not be available until PM continues to work through PE phase
} See TIP responses for current costs.
- Please provide an updated cost estimate for each phase of the total project (if the design/build includes cost estimates of all phases).
} There are no updates at this time. Once Planning is aware of cost changes, the MPO staff will be notified and changes must be made via amendment or administrative modification. The determination of an amendment or administrative modification should be identified in the MPO's Participation Plan.

3. PI# TBA, I-16 Widening-No phase of this project is included in the cost feasible 2040

MTP. Based on our conversation with GDOT/Chatham County staff members, the widening segment is from I-95 to I-516. There are still some unknowns -1) the cost of the widening project for each phase (PE, ROW and CST); 2) the cost band each phase should be put in; 3) project description (3 lanes or 4 lanes on each side, e.g.); and 4) revenues to cover the widening project.

- Please clarify which cost band the PE, ROW and CST phases of this project will be in after the amendment.
} LRTP's constrained project list Band I.
- Please provide an updated cost estimate for each phase or the total project (if the design/build includes cost estimates of all phases).
} The cost estimates used for the project can be found in the 2040's Transportation Mobility Plan unconstrained project list. However, this project was previously programmed based on the MPO's 2035 LRTP. Cost estimate updates will be provided as PM works through the PE phase.
} Please note that there is no variation in the manner of how cost estimates are provided for design-build projects and traditional build. Costs are provided per phase.
} Please see table below
- Please clarify what additional revenues beyond the 2040 MTP revenue projections will be available to cover the ROW and CST costs.
} Federal revenues will be utilized to cover ROW and CST, actual fund code is not known.

FY 2015-2018 TIP Amendments

1. PI# 521855, SR 26 FROM I-516 TO CS 188NICTORY DRIVE (Ogeechee Road Widening) according to TPRO of GDOT, the PE funds programmed in FY 2016 have been authorized. The ROW phase is programmed in FY 2017. CST is outside of the TIP. The GDOT/Chatham County funding swap request is to use state funds for the ROW. It is not clear whether GDOT will continue to fund the CST phase with state funds in the future or federal dollars are still needed for this phase.

- Please clarify whether state funds will be available to cover the CST phase of PI# 521855. If yes, we do not have to include this project in the TIP since only federally funded projects are required to be programmed in the TIP but since the project started with federal funds and it remains a focus for the local governments we will include it in the TIP.
} Please see attachment
2. PI# 0012758, I-16/I-95 Interchange Reconstruction-the PE funds programmed in FY 2015 have been authorized. The additional PE funds originally programmed in FY 2017 have been moved to FY 2016 by GDOT request. ROW and CST are outside of the TIP. It is unknown whether the design/build project still includes three different project phases.
- Please provide some clarification on the design/build approach's impact on PI# 0012758 in terms of cost estimates and project phasing.
 - } Please note that there is no variation in the manner of how cost estimates are provided for design-build projects and traditional build. Costs are provided per phase.
 - } In the event cost changes are needed, Planning will coordinate with the MPO's staff to update cost changes. The determination of an amendment or administrative modification should be identified in the MPO's Participation Plan.
 - } The TIP should also be amended to shift the ROW and CST phases into the TIP.

PI 0012758

	Phase	Fiscal Year	Fund Code	Federal	State	Local	Total
TIP Status	ROW is currently outside of the TIP						
Proposed	ROW	2017	M001	\$1,126,162.42	\$281,540.60	\$0.00	\$1,407,703.02
TIP Status	CST is currently outside of the TIP						
Proposed	CST	2018	M001	\$61,863,615.32	\$15,465,903.83	\$0.00	\$77,329,519.15

3. I-16 Widening-this project is not programmed in the FY 2015-2018 TIP. Specific project information is needed to fill in the TIP table cells (PI#, description, cost for the project/phase and programming year, etc.).
- Please provide the necessary project information as referenced on the next page.

} Detailed information regarding the project is determined during the PE phase. At this time, Planning is only able to provide the information referenced below:

PI # should be referenced as 0012757 (as previously noted in 2035 MTP)

Project Description: I-16 Widening from I-95 to I-516

Project Extended Description: One-lane inside widening in both directions from I-95 to I-516, approximately 6.5 miles

PI 0012757

Phase	Fiscal Year	Fund Code	Federal	State	Local	Total
PE	2016	M230	\$4,244,832.00	\$1,061,208.00	\$0.00	\$5,306,040.00
CST	2018	M001	\$60,650,603.26	\$15,162,650.81	\$0.00	\$75,813,254.07

From: Wykoda Wang [<mailto:wangw@thempc.org>]

Sent: Friday, December 18, 2015 12:08 PM

To: Little, Aries

Cc: albertjscott1@gmail.com; Roberts, Jay (James); McQueen, Thomas; Harris, Krystal; Npanther@chathamcounty.org; Mweiner@SavannahGa.gov; Tom Thomson; Mark Wilkes; Stephanie Rossi; Jane Love; tamara.christion@dot.gov; andrew.edwards@dot.gov

Subject: Info Request to Process MTP/TIP Amendments Regarding Funding Swap between Ogeechee Road Widening and I-16 Widening

Aries,

Attached please find the information request letter regarding the MTP and TIP amendments on funding swap between PI# 521855 and I-16 Widening to be processed in February. The hard copy of this letter will be sent to you via regular mail shortly. Please provide the requested information ASAP so that we can start to put a report together for public review and comment.

Thanks a lot for your assistance.

Sincerely

Zhongze (Wykoda) Wang

Wykoda Wang

From: Little, Aries [arlittle@dot.ga.gov]
Sent: Thursday, January 28, 2016 10:54 AM
To: Wykoda Wang
Cc: Harris, Krystal
Subject: PI 532370 (SR 144 widening from South of CR 100 to South of CR 154)

Good Morning,

Wykoda- Thank you for contacting me with your concerns regarding PI 532370 (SR 144 widening from South of CR 100 to South of CR 154).

As a follow-up to our phone conversation, you expressed the need to amend the TIP to include PI 532370. Per the 2040 MTP Addendum, staff identified a portion of the project is now within the urbanized area. Since the CST phase is in the later part FY 2017, the project will be pick up in the next TIP update and no immediate actions are needed at this time.

Thanks Wykoda and have a wonderful day.

Aries Little- Transportation Planner II
GDOT Office of Planning
600 W. Peachtree St. NW, 5th Floor
Atlanta, GA 30308
O:404-631-1795

In 2015 there were 1,389 fatalities on Georgia's roads. This marks the first annual increase in a decade. Many of these deaths are preventable - the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA

Wykoda Wang

From: Little, Aries [arlittle@dot.ga.gov]
Sent: Wednesday, January 27, 2016 4:10 PM
To: Wykoda Wang
Cc: Tom Thomson; Harris, Krystal
Subject: PI 0010028 Administrative Modification Request

Good Afternoon,

Wykoda- I would like to request for the MPO staff to administratively modify the TIP to reflect the cost increase of the ROW phase for PI 0010028 which is currently in FY 16. Below, I have outlined the cost as illustrated in the current TIP and provided the cost updates.

	Description	Fed\$	State\$	Other\$	Total Funding
Current	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	\$1,983,669	\$561,331	\$0.00	\$2,545,000
Update		\$1,983,669	\$0.00	\$872,331	\$2,856,000

Please feel free to contact me if you have additional questions regarding the referenced project.

Thank you for your coordination and have a wonderful day.

Aries Little- Transportation Planner II
GDOT Office of Planning
600 W. Peachtree St. NW, 5th Floor
Atlanta, GA 30308
O:404-631-1795

In 2015 there were 1,389 fatalities on Georgia's roads. This marks the first annual increase in a decade. Many of these deaths are preventable - the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA



February 8, 2016

Tom Thomson
MPC Executive Director
110 East State Street
Savannah, Georgia 31412

Subject: Project PI 0010028 DeLesseps Avenue/LaRoche Corridor Improvements

Dear Tom,

We support the request submitted by Aries Little from the Georgia Department of Transportation (GDOT) Office of Planning for the modification of the TIP to reflect the cost increase of the Right-of-Way (ROW) phase for this project, which is included in Fiscal Year 2016. My understanding is that the request is to increase the current federal funding of M230 funds for ROW from \$2,545,000 to \$2,856,000 and the local (City) will be responsible for the 20 percent match in the amount of \$571,200.

Furthermore, the City requests additional PE funding for this project in the amount of \$167,200. This is necessary to complete additional Environmental Documentation consisting of US Army Corps of Engineers and State Waters Buffer Jurisdictional determination on two ditches identified along the project.

Also, the City needs to start pre right-of-way expenditures for title search and appraisal for each parcel along the project which cost is estimated at \$158,600.

Should you need additional information related to this request, please let me know.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Weiner".

Michael Weiner, P.T.O.E.
Traffic Engineering Director

cc: John Sawyer, P.E.
Bureau Chief Public Works and Water Resources

RECEIVED

FEB 11 2016

**METROPOLITAN PLANNING
COMMISSION**



C H A T H A M C O U N T Y - S A V A N N A H
METROPOLITAN PLANNING COMMISSION

Planning the Future - Respecting the Past

November 6, 2015

Cindy L. VanDyke
State Transportation Planning Administrator
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308

ATTENTION: Aries Little

Dear Ms. VanDyke:

RE: Metropolitan Transportation Study Services
 PI# 0010563 (Sector Eleven and PI# 0011742 (Sector Twelve)

This memo is to outline our approach for our "Sector Eleven and Sector Twelve" M230 Project contracts (PI# 0010563 and PI# 0011742). We have had previous discussions about breaking our sector projects into separate contracts to make invoicing and management less complicated and more efficient. This is the first opportunity we have had to implement that approach.

Below I am presenting the current TIP information and a list of projects. I am requesting your review and concurrence of this approach before submitting individual letters of request for the contracts.

Our plan is to submit all these requests before the end of the year. We will be processing UPWP and TIP amendments at the December 9 CORE MPO Board meeting to bring those documents in line with the plan below. If we could have PI#s before that to include in the proposed TIP amendment that would be helpful.

The current TIP shows the following breakdown between the two PI#s:

PI# 0010563	\$159,621
PI# 0011742	<u>\$500,000</u>

Total	\$659,621
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Tanya Milton
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Tom Woiwode

Thomas L. Thomson,
P.E., AICP
Executive Director

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November 6, 2015
Cindy VanDyke
Metropolitan Transportation Study Services
PI Number PI# 0010563 and PI# 0011742
Page 2

Currently, our plan is to fund services for the following projects and draft budget amounts (basically PI# 0010563 would be renamed as per #1 below, and PI# 0011742 would be split out into separate contracts and the balance renamed to #6 below):

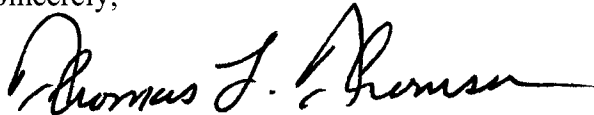
1. Model Development and Applications	\$159,621	Use PI# 0010563*?
2. Congestion Management Process Update or performance based planning implementation**	\$ 45,000	New PI#
3. Victory Drive IV	\$100,000	New PI#
4. Airport Area Transportation Master Plan	\$255,000	New PI#
5. CAT Special Transportation Study	\$ 85,000	New PI#
6. Surface Transportation Act and FHWA/FTA Rules Compliance	\$ 15,000	Use PI# 0011742* ?
Total	\$659,621	

* Can the Sector PI#s 0010563 and 0011742 be retained and used or are they closed when shifting the funding to new PI#s?

** The Congestion Management Process requirement may be eliminated in the new Act

I will be submitting a request for a PI# for the Airport Area Transportation Master Plan under separate cover letter concurrent with this letter because of a request to fast track the project. Please review this approach and advise me. If you have any questions, please call me at (912) 651-1446.

Sincerely,



Thomas L. Thomson
Executive Director, P.E., AICP

TLT:jh

cc: Al Scott, Chairman CORE MPO/ Chatham County
Tanya Milton, Chair, The Planning Commission
Jay Roberts, GDOT Director of Planning
Tom McQueen, GDOT
Krystal Harris, GDOT
Melony West, MPC
Mark Wilkes, MPC
Wykoda Wang, MPC
Jane Love, MPC
Stephanie Rossi, MPC



C H A T H A M C O U N T Y - S A V A N N A H

METROPOLITAN PLANNING COMMISSION

Planning the Future - Respecting the Past

Tanya Milton
Chairman

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George Woods
Secretary

Joseph T. Welch
Treasurer

November 6, 2015

Cindy L. VanDyke
State Transportation Planning Administrator
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308

ATTENTION: Aries Little

Dear Ms. VanDyke:

RE: Airport Area Transportation Master Plan
Metropolitan Transportation Study Services
Request for a Contract with a new PI#
Relating to PI Number PI# 0011742 (Sector Twelve)

Recently the MPC/CORE MPO staff was approached by the Savannah Economic Development Authority and the Savannah – Hilton Head International Airport representatives requesting that we do a comprehensive study of transportation conditions and provide a focused long-term plan for improvements to address the congestion resulting the expansion of Gulfstream and other businesses and the growth of retail and residential development focused in the Pooler, Garden City and Port Wentworth areas.

The plan will look at automobile traffic to the airport and area employment centers including Gulfstream. The plan will also look at freight movement serving Gulfstream, the interaction of the airport and the port and logistic centers supporting multimodal freight movement. The transportation master plan is needed to ensure the transportation network meets existing and future needs as this area continues to grow.

The airport is just west of the Port of Savannah, the largest single container terminal in North America. With the deepening of Savannah Harbor and a new Inland Terminal planned for the port in 2018, airport expansion plans, new developments, and programed improvements, traffic is projected to increase through the region. The airport, already the second busiest in the state of Georgia and home to Gulfstream headquarters, has a need to accommodate existing traffic and anticipated growth at the airport and in the surrounding area.

James B. Blackburn Jr.

W. Shedrick Coleman

Ellis P. Cook

Stephanie Cutter

Timothy Mackey

Lacy Manigault

J. Adam Ragsdale

Lee Smith

Lander S. Suthers

Tom Woiwode

Thomas L. Thomson,
P.E., M.C.P.
Executive Director

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November 6, 2015
Ms. Cindy VanDyke
Airport Area Transportation Master Plan
Page 2

The airport transportation master plan will include a five-mile and ten-mile study radii from the airport. The five-mile study area will provide a more detailed analysis of existing deficiencies and future needs surrounding the airport area. Specific areas within the five-mile radius will be identified for additional detailed traffic analysis. The ten-mile study area will be used in the review of the travel demand model and in the consideration of general conditions of the regional transportation network that impact operations within the study area. A detailed scope of work is attached for inclusion in the agreement.

Under a separate memo we have asked for your assistance dividing our Sector Eleven and Twelve Study Funds (2016 M230 funds) into separate PI#s. Concurrently, we will process necessary UPWP and TIP amendments to bring those plans into alignment with the work program. The budget for this project would be as follows:

Consultant Services	\$226,000	
MPC Project Management and Adm.	<u>\$ 29,000</u>	
Airport Area Transportation Master Plan - Total	\$255,000	(New PI#)

The Savannah Economic Development Authority and the Savannah – Hilton Head International Airport representatives would like us to expedite this study. Our agreement with SEDA directs the work to be completed six months after the notice to proceed and would appreciate your help with preparing and executing this agreement as soon as possible. If you have any questions, please call me at (912) 651-1446.

Sincerely,



Thomas Thomson, P.E., AICP
Executive Director

TLT

Attachment: Scope of Work

CC: Al Scott, Chairman CORE MPO/ Chatham County
Tanya Milton, Planning Commission Chair
Jay Roberts, GDOT Director of Planning
Greg Kelly, Executive Director Savannah Hilton Head Airport
George Fidler, Engineering Director Savannah Hilton Head Airport
Trip Tollison, President & CEO SEDA
Pat Monahan, Govemomics
Tom McQueen, GDOT
Krystal Harris, GDOT
Melony West, MPC
Mark Wilkes, MPC
Wykoda Wang, MPC
Jane Love, MPC
Stephanie Rossi, MPC

Wykoda Wang

From: Terri Harrison [Terri.Harrison@catchacat.org]
Sent: Friday, February 12, 2016 4:21 PM
To: Wykoda Wang
Cc: William Stewart; Nick Helmholdt
Subject: Transit Funding Notices

Wykoda,

The funding notices for our FY 16 5307, 5339 and 5337 were released and we have our numbers. We will forward the Transit Pages for the TIP amendment by Monday afternoon. We will need to add the following to our FY 2016 funding:

FY16 5307	FTA amount is \$3,403,102, total will depend on how it is programmed but we will have that for you on Monday.
FY16 5337	FTA amount is \$134,701, Local is 33,675, total of \$168,376
FY16 5339	FTA amount is \$329,711, Local is 82,427, total of \$412,138

Terri

Terri Harrison | Chief Financial Officer
Chatham Area Transit | www.catchacat.org
900 E. Gwinnett St., Savannah, GA 31401
(912) 629-3909 **Phone** | (912) 944-6058 **Fax**



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Appendix B: Study Scopes

FY 2016 M230 Special Transportation Study

Model Development and Applications – Scope of Work

A concurrent technical review of GDOT modeling procedures in the CORE MPO travel demand model by Cambridge Systematics recommended key improvements which would support MTP and TIP development as well as performance based planning. CORE MPO would like to conduct this Model Development and Applications task based on the recommendations.

Objective: This task is to address core MPO functions by creating a tool to assist in identifying alternative transportation improvement through performance measurements which supports the preparation and maintenance of the MTP and the TIP. Specific objectives include the following:

- Develop and apply CUBE and other models in Metropolitan Transportation Plan updates, corridor studies and other transportation planning applications.
- Implement priority travel demand model improvements identified by consultants in 2013 to maintain currency with state of the practice, and support ongoing planning efforts of the CORE MPO.
- Develop specific, modeling processes and procedures to assess the impact of transportation improvements in achieving established and emerging performance measures and targets.

Project Description: Working with consultants, MPO staff will develop procedures and applications supporting the analysis of the performance of proposed transportation improvements, packages of improvements, MTPs, TIPs and the like, against established and emerging targets set by both GDOT and the CORE MPO. These applications may include a combination of direct reports of available model outputs, reports of additional model outputs produced as a result of additional model developments and refinements, and/or outputs of post process routines developed in support of performance measurement. It is intended that the existing CORE MPO travel demand model will play a central role in this process, and model improvements and additional modules will be prioritized based upon their applicability to the measurement of the prescribed performance measures and targets. Due to the high degree of standardization of travel demand models within Georgia, excepting ARC, it is expected that the outcomes of this task may have broader applicability to other MPOs.

Priority improvements to the travel demand model identified by consultants in 2013 will be carried out on a priority basis subject to funding availability: transit analysis, freight analysis/mode, time of day analysis, model generated performance measures and toll analysis. Highest priority will be given to improvement strategies which provide the CORE MPO with analytical tools supporting performance based planning and measurement of state and MPO performance measures and targets.

Product: Enhanced computer models, post processors and analytical procedures supporting performance based planning. Operational analyses and test results. Computer files, printouts and plots.

FY 2016 M230 Special Transportation Study

Performance Based Planning Implementation – Scope of Work

This part of the performance based planning implementation will focus on the comprehensive updates of the CORE MPO's Congestion Management Process (CMP).

Introduction: The MPO's initial 2004 CMP used travel time runs and GPS data to measure a.m. and p.m. travel speed on all arterials and major collectors in the Metropolitan Planning Area (MPA), a network of 589 directional miles. Level of Service (LOS) was estimated, and a congestion index was defined. Key findings of the 2004 CMP include:

- 90% of roadway segments were observed to operate at an acceptable level of service.
- The majority of congested segments were on roadways that already had planned and/or programmed improvements on the books.
- The next highest portion of congested segments would benefit from improved signal timing optimization and coordination. Of the roadway segments that were congested, 23% and 15% of them would improve to acceptable levels with updated timing in the a.m. and p.m. periods respectively.
- The third large group of congested segments was roadways previously designated as constrained corridors. Capital improvements on these roads are limited, thus operational improvements should be considered to maximize throughput.

Follow-up activities since the initial CMP include:

- Numerous capacity improvements
- Signal retiming and coordination on a number of the most congested corridors, including Abercorn Street and DeRenne Avenue
- Focused corridor studies and hot spot analyses (CMP Phase 2 Update, 2009)
- Traffic Management Center Study (CMP Phase 3, 2016)

Objective: This performance based planning implementation task addresses core MPO functions by measuring congestion in the CORE MPO planning area, assessing the effectiveness of congestion mitigation strategies undertaken since the initial 2004 CMP, and identifying strategies to alleviate current observed congestion, which supports the preparation and maintenance of the MTP and the TIP.

Project Description: Since the development of the initial CMP in 2003/2004, the CORE MPO MPA boundary has expanded to include portions of Effingham County, Bryan County and Richmond Hill. The update of the CMP will include the first comprehensive re-evaluation of the original 2003 CMP network, which included a network of approximately 589 directional miles including all arterials and major collectors, plus appropriate facilities in the recently expanded MPA. Congestion will be re-measured utilizing the most appropriate available source of big data, and the effectiveness of measures identified in the previous iterations of the CMP, and undertaken since the initial CMP was completed, will be evaluated for effectiveness. This comprehensive evaluation of system performance will result in new congestion mitigation and demand management strategies and recommendations. The CMP update will be compliant with all current federal regulations

Product: Enhanced computer models. Operational analyses and test results. Computer files, printouts and plots.

FY 2016 M230 Special Transportation Study

Victory Drive Corridor Study Phase IV – Scope of Work

This phase of the Victory Drive Corridor Study will focus on a section of the corridor between MLK Blvd and Abercorn Street. The tasks associated with this Scope of Work include the following.

1.0 Existing Conditions Data Collection and Analysis – The study team will complete a photo-reconnaissance, walk and drive the focus area, and record and document existing conditions. The Team will focus on the “Complete Streets” aspects of the corridor. These elements include: bicycle and pedestrian facilities, transit operations, vehicular traffic facilities, lighting, landscape, right-of-way, zoning and adjacent land uses. During this initial data gathering effort, the Team will complete the following tasks:

1.1 – Base Mapping and Background Data Review: The Team will prepare a project area base map for this focus area. The Team will utilize the SAGIS database as the primary source of base information for these maps along with any other readily available mapping data. The Team will also review previous studies and recommendations, including design plans, for this area.

1.2 – Land Use/Urban Design:

- a. Zoning & Land Use: The Team will map existing zoning districts and document existing land uses within this Victory Drive corridor focus area.
- b. Public Realm/Streetscape Assessment: Along the corridor, the Team will also assess the character and general condition of the streetscape. The team will review sidewalk condition, location and material; crosswalk facilities, street tree placement; street lighting; bicycle facilities; drainage facilities; and general character areas will be identified.

1.3 – Existing Landscape Treatment and Condition: The Team will document the character/quality and general condition of existing landscape plant materials within and immediately adjacent to, the focus area corridor Right-of-Way.

1.4 – Transportation:

- a. Review previous studies and recommendations, including design plans. These will include:
 - Recent area traffic impact studies
 - Corridor Planning, 2040 CORE MPO Total Mobility Plan
 - CORE MPO Bicycle and Pedestrian Counts
- b. Review development character and proposed development(s);
- d. Document existing and proposed bicycle and pedestrian connectivity.
- e. Document existing transit service route(s).
- f. Document existing railroad activity.
- f. Existing recent traffic counts will be utilized.

1.5 – Client and Community Engagement:

- a. Stakeholder Interviews – The Team will schedule a series of separate stakeholder meetings over the course of one or two contiguous days. These meetings will likely include: real estate

professionals, business and property owners, adjacent neighborhood groups and interested community organizations. They will also include: City staff, GDOT, rail and utility providers.

The Team, with the assistance of the MPO staff, will send out group email invitations to stakeholders with known email addresses. The Team will utilize the current Victory Drive contact list; MPO will provide email addresses for any new/additional stakeholder contacts. (The Team does not plan to distribute flyers door-to-door, make individual phone calls or post information signs.)

Stakeholder feedback will be collected during the meetings using various methods which may include: comment cards, dot exercises, and/or break-out discussion group flip charts.

- b. Community Open House – The Team will also schedule a community open house during a workday evening and invite all interested stakeholders to come and share their input regarding the challenges and opportunities associated with this section of the Victory Drive Corridor.

2.0 Summary of Findings – Based on the work completed during Task 1, the Team will complete the following Summary of Findings tasks.

2.1 – Focus Area Key Issues and Project Goal Statement: The Team will prepare a brief written statement which summarizes the key issues associated with this focus area. The Team will also prepare a draft Focus Area Goal Statement. The Goal Statement will be based on input from the MPC, the Advisory Committee, other key stakeholders and the consulting team.

2.2 – Summary of Findings: The Team will summarize the existing conditions and Team findings within the Focus Area in a PowerPoint presentation. This summary will consist primarily of a series of maps, diagrams and other related, illustrative graphics with limited supporting text. The Summary of Findings will include:

a. Land Use/Urban Design:

- i. Documentation of existing conditions defined above in Task 1.0 including existing zoning, land use and an assessment of the existing public realm/streetscape.

b. Landscape:

- i. Documentation of the character and general condition of existing landscape plant materials within the study area.

c. Transportation:

- i. Focus area key transportation issues and transportation related goal statement.
- ii. Potential policy and design solutions.

2.3 – Client Engagement:

- a. MPC/Planning Team Web-Ex Review Meeting – The Team will organize and conduct a Web-Ex/conference call meeting with the MPC Team to review and discuss the draft Summary of Findings.

3.0 Implementation Plan Recommendations – Following completion of Task 2.0, the Team will prepare a series of implementation plan recommendations for the study area. These will include the following.

3.1 – Land Use/Urban Design:

- a. Proposed illustrative (color-rendered and annotated) focus area improvement concept plan diagrams (1-3) of key project areas or as prototypical plan/diagrams.
- b. Develop recommended typical street sections (1-2).
- c. A general outline of a potential overlay district which would define regulatory tools and design standards for the corridor. (The Overlay District ordinance and specific Design Standards are to be developed later and are not included in this task.) The standards could include elements such as: streetscape standards, building setbacks, landscape, storm water management, and/or signage requirements.

The outline will define the general purpose and function of the proposed overlay district; it will recommend a potential process for development and adoption; it will include a list of key issues to be addressed; and it will list a set of potential design tools to be developed in order to support the purpose/goals of the overlay district.

3.2 – Landscape:

- a. Concepts for landscape restoration and additional plantings within the corridor right-of-way.
- b. General landscape maintenance recommendations for existing and proposed corridor plantings.

3.3 – Transportation:

- a. Summarize potential applicable recommendations from prior plans and studies.
- b. Potential additional transportation recommendations (Complete Streets focus)
- c. Meet with MPO staff to discuss potential ATMS (signal timing) improvements at key intersections.
- d. Propose language for potential overlay district standards

3.4 – Client & Community Engagement:

- a. MPC/Planning Team Web-Ex Review Meeting – The Team will organize and conduct a Web-Ex/conference call meeting with the MPC Team to review and discuss the draft Implementation Plan strategies and recommendations.
- b. Stakeholder and Advisory Committee Meetings – At the conclusion of Task 3.4a, the Team will schedule a day to review the draft Summary of Findings and draft Implementation Plan with the Advisory Committee, MPC staff and key stakeholders. The review will summarize existing conditions, the Team’s preliminary findings and the draft Implementation Plan.
- c. Community Open House – The Team will also conduct one weekday evening community open house during this visit; ideally immediately preceding or following the Advisory Committee/stakeholder meetings.

4.0 Focus Area Summary Report & Final Presentation – The Team will conclude this assignment with the preparation of a short, executive summary style report and a final presentation to the MPC and MPO Boards.

4.1 – Draft Focus Area Report: Following the review meeting referenced above (3.4 b), the Team will prepare a draft, executive summary style report summarizing the work completed above for the Phase IV Focus Area. The report will be primarily graphic in nature, incorporating

key maps, diagrams, photographs and other illustrative graphics, and be supported by appropriate summary narrative text. The draft will be distributed to MPC and others for review and comment.

4.2 – Finalize Focus Area Report: Utilizing the draft review comments provided above, the Team will prepare the Final Focus Area Report and deliver it to the MPC in electronic file format (PDF). The report and its associated exhibits will also be provided in their native file format.

4.3 – Final Presentations: The Team will make one final presentation of the Phase IV Focus Area Implementation Plan to the MPC, Advisory Committee and City Council. The Team will also make one final presentation to the MPO.

5.0 Project Management – The Team will be responsible for project team management, coordination and communication during the course of this assignment. We will also be responsible for the preparation of monthly invoices and Client/Team meeting minutes.

Victory Drive Phase IV Deliverables:

1.0 – Existing Conditions:

- a. Focus Area Base Map(s)
- b. Stakeholder Meetings
- c. Community Open House

2.0 – Summary of Findings:

- a. Key Issues & Project Goal Statement
- b. Summary of Findings PowerPoint (PDF)
- c. MPC/Planning Team WebEx Review Meeting

3.0 – Implementation Plan:

- a. Illustrative Focus Area Improvement Concept Plan
- b. Typical Focus Area Street Sections
- c. Outline of Potential Overlay District Ordinance
- d. Landscape Improvement Concepts
- e. General Landscape Maintenance Recommendations
- f. Transportation Recommendations
- g. MPC/Planning Team WebEx Review Meeting
- h. Advisory Committee / Stakeholder Review Meeting
- i. Community Open House

4.0 – Summary Report:

- a. Draft & Final Focus Area Report
- b. Two Final Presentations

Assumptions, Exceptions & Exclusions:

1. The Team will utilize readily available GIS and other data from MPC, GDOT, City and/or County; we assume there will be no cost for this data.
2. The Team will not be providing any new surveying/mapping/GIS and/or electronic data collection as part of this effort.

3. The Team will not be collecting any new traffic counts.
4. Deliverables will include a range of media and may include: freehand graphics, photographs, diagrams, AutoCAD drawings and/or GIS maps/diagrams.
5. The Team will deliver all deliverables in electronic file formats. We will provide all deliverables in both electronic PDF form as well as in the deliverables' native electronic file form (i.e. AutoCAD, ESRI, MS Office, InDesign, Photoshop, etc.).
6. Note that the MPC will be responsible for printing hard copies of the deliverables.
7. This scope of work does not include working to obtain Georgia DOT "approval" of any concepts developed. This task would be included in later phases if desired.
8. The outline overlay district tool described in task 3.1.c will require further development, refinement and documentation and a full legal review prior to presentation to any local jurisdiction for formal consideration.
9. All project-related public meetings (advisory committee, stakeholder and community open houses) will be held at the MPC offices.

PRELIMINARY SCHEDULE

The Team proposes a five to six month process for this Victory Drive Phase IV Study. A detailed, milestone schedule will be developed in partnership with the MPC project manager and staff.

FY 2016 M230 Special Transportation Study

Savannah Airport Area Transportation Master Plan – Scope of Work

Purpose:

The purpose of this task is to provide a transportation master plan for the area around the Savannah/Hilton Head International Airport. The plan will look at automobile traffic to the airport and area employment centers including Gulfstream. The plan will also look at freight movement serving Gulfstream, the interaction of the airport and the port and logistics centers supporting multimodal freight movement. The transportation master plan is needed to ensure the transportation network meets existing and future needs as this area continues to grow.

The airport is just west of the Port of Savannah, the largest single container terminal in North America. With the deepening of Savannah Harbor and a new Inland Terminal planned for the port in 2018, airport expansion plans, new developments, and programmed improvements, traffic is projected to increase through the region. The airport, already the second busiest in the state of Georgia and home to Gulfstream headquarters, has a need to accommodate existing traffic and anticipated growth at the airport and in the surrounding area.

The airport transportation master plan will include a five-mile and ten-mile study radii from the airport. The five-mile study area will provide a more detailed analysis of existing deficiencies and future needs surrounding the airport area. Specific areas within the five-mile radius will be identified for additional detailed traffic analysis. The ten-mile study area will be used in the review of the travel demand model and in the consideration of general conditions that impact operations within the five-mile study area.

Task 1: Project Management Plan

1.1 Project Management Plan

The project management plan will include protocols for advising and coordinating with the project client. It will include an organization chart that depicts primary tasks and team member responsibilities and a project schedule that shows major milestones and deliverables that will be updated as necessary during the project.

1.2 Kickoff Meeting

A kickoff meeting will be held with client and stakeholders to review the scope of work and identify study goals and objectives, major tasks and deliverables, and to determine specifics regarding stakeholder coordination over the course of the project. During the kickoff meeting the study team will identify specific corridors of interest and existing transportation concerns to the Savannah Economic Development Authority (SEDA), Savannah Airport Commission, CORE MPO and other stakeholders.

Deliverables:

1. Project Management Plan
2. Kick-off Meeting

Task 2: Establish Existing Conditions

2.1 Review and Summary of Relevant Existing Studies

The relevant existing studies and plans will be reviewed including the following.

- Savannah/Hilton Head International Airport (SAV) – Airport Master Plan, including consultation with airport early on to become familiar with the airport master plan and roadway development restrictions.
- Existing airport cargo handling and plans for handling additional cargo.
- Previous airport area traffic studies provided by the Airport Commission
- SR 21, JDL Parkway, US 80 and Pooler Parkway/Airways Avenue and I-95 Interchange Improvement Plans and associated traffic data
- SR 21 Corridor Study (CORE MPO)
- Relevant Freight plans (CORE MPO, GDOT and Georgia Ports Authority plans)
- Plans for various types of transit service (Chatham Area Transit)
- Georgia Ports Authority Master Plan
- Other studies to be identified

2.2 Review of Planned and Programmed Transportation Improvements

The planned and programmed projects in the study area will be reviewed. This review will include the CORE MPO Metropolitan Transportation Plan for cost-feasible and “vision” plan projects, including transit and non-motorized projects. The study team will also identify any other projects planned by the Airport Commission, Georgia Ports Authority, GDOT, and local governments within the study area for review.

2.3 Existing Conditions Inventory and Assessment

Within the five-mile radius study area, the study team shall inventory existing transportation conditions based on existing traffic information and field observations. Field observations will be conducted and existing transportation network will be inventoried for all primary roadways, freeways and interchanges within the five-mile radius of the study area.

To the extent possible, the study team will obtain existing traffic count information, including the amount of share of truck traffic, for the study area. Traffic count and turning movement data will be collected for up to 25 locations. Relatively recent traffic count data will be used to fill in any gaps in information.

The study team, with participation of stakeholders and the client, will select subareas from the five-mile study area for additional, in-depth analysis using Synchro or Vissim traffic modeling. Based on this information, the study team will determine the general Level of Service (LOS) at the intersections and roadway segments, and prepare graphics and charts to summarize the results. The study team will similarly obtain crash data for the area and summarize it by facility to identify safety related concerns with the existing roadway network.

The study team will perform a baseline review of programmed transportation projects, population and employment data in the current regional travel demand model and other sources. The team will determine study area population, employment data and environmental justice areas if applicable. The team will establish base maps and table formats to be used in existing and future condition assessments. The team will review the transit system plans and the CORE MPO Bicycle and Pedestrian Plan and other related plans to inventory and map existing transit service, bicycle facilities and pedestrian facilities.

Deliverables:

1. Summary of previous studies and current plans and projects
2. List of Planned and Programmed Improvements
3. Existing Conditions Technical Memorandum

Task 3: Assess Transportation Needs

3.1 Data Preparation for the Travel Demand Model

The study team shall review comprehensive plan data, socio-economic data, and economic development plan data, and future conditions from available sources and from the travel demand model provided by the CORE MPO.

3.2 Regional Model Review

The study team shall review the regional travel demand model to determine the extent to which TAZ information reflects current information (population and employment, known development plans, and planned plus programmed transportation projects in the study area) and the accuracy with which the subarea (the Study Area) links and nodes reflect the transportation network and travel patterns.

3.3 Regional Model Modifications

Based on review of the regional travel demand model, the study team shall recommend modifications, which may include adjustments to existing or future land uses, socioeconomic data, including population and employment projections, special generators, development plans, and planned and programmed projects, as well as link and nodal modifications. The study team will modify the regional travel demand model to include new project recommendations of regional significance resulting from this study.

Recommended modifications will be coordinated with CORE MPO and GDOT prior to performing model updates. Up to two potential future scenarios will be modeled for two future model years using project recommendations.

3.4 Short Term Needs Assessment

The study team will assess short term needs based on the assessment of existing conditions, field observations, regional travel demand model output, and identify recommended improvement projects within the five-mile study area. In addition, the study team will identify the need, if any, for additional

sidewalks and bicycle facilities in the study area. The study team will also review CAT's recent Comprehensive Operational Analysis (COA) to evaluate transit access and service in the study area and recommend potential transit service projects.

3.5 Long Range Needs Assessment

Based on future traffic projections from the regional travel demand model, the study team shall identify future deficiencies in the transportation network and recommend projects to support future travel demand needs. The study team will evaluate the sufficiency of the transportation network in the study area to accommodate projected long-range transportation needs, including needs for additional or improved airport access, freight movement, etc.

The study team will identify long-range needs for transit to the study area, such as the need for express bus service between the airport and downtown or the airport and the new multimodal facility.

Deliverables:

1. Future Population, Employment and Other data summary report
2. Model Results and Analyses
3. Short and Long Term Needs Report
4. Needs Assessment Technical Memorandum

Task 4: Develop Transportation Recommendations

4.1 Short Term Action Plan

The study team shall recommend operational, non-capacity improvements to address traffic flow, access, and mobility in the vicinity of the airport, such as signal timing, turn lanes, access management, and wayfinding, among others for implementation by 2025.

The study team will recommend traffic signal control strategies, which may include traffic adaptive or traffic responsive control signal systems. The study team will recommend improvements to various forms of transit serving the airport for implementation by 2025.

4.2 Long Range Action Plan (2040)

The study team shall recommend transportation infrastructure improvements in the study area for implementation by 2040. The study team will also recommend improvements to various forms of transit serving the airport for implementation by 2040.

4.3 Funding - Project Prioritization and Cost Feasible Plan Development

The study team shall establish priorities for the improvements identified. The study team will produce planning-level cost estimates for recommended projects resulting from this study. Cost estimates will be derived through the same or similar methods as those used by the MPO or as used to determine planning-level costs for other projects in the MPO's long-range plan. The study team will identify funding sources as reconciled with the CORE MPO MAP (the region's Long-Range Plan). Based on

this information, the study team will create mid- and long-range funding scenarios based on identified funding and prioritize projects for possible inclusion in these scenarios.

Deliverables:

1. Project Recommendations Technical Memorandum
2. Planning-Level Cost Estimates

Task 5: Recommended Plan and Incorporation of Plan into LRTP

5.1 The study team will develop educational materials for use in seeking project funding with elected officials at the state level. These materials will set forth the growth pressures that are projected to impact traffic in the area and make a case that the resulting traffic and transportation issues should be addressed by the recommended projects from this plan.

5.2 The results of the effort will be incorporated into the CORE MPO updated MTP as an addendum. Plan and project information will be compiled, in coordination with the CORE MPO, in a format compatible with the overall document and will be incorporated. Documentation will include the results of the existing plan review, project review and analysis, financial analysis, and coordination documentation with the affected parties and the CORE MPO.

It is assumed that public involvement for the recommendations resulting from this study would be undertaken by the CORE MPO as part of the plan update process.

Deliverables:

1. Educational materials for elected officials
2. Final plan amendment

Task 6: Coordination and Public Participation

The study team will meet in person with the MPC, MPO and stakeholders a total of four times over the course of this study. Each type of meeting to be part of this total is described below.

6.1 MPC Coordination Meetings

The study team will conduct coordination meetings via teleconference or in person weekly with the MPC project manager. The study team will hold up to two of these meetings in person.

6.2 CORE MPO Briefings

The study team will provide briefings updates (two each) to the CORE MPO committees and Board.

6.3 Stakeholder Coordination Plan

The study team will hold an in-person stakeholder coordination meeting at the outset of the study. The study team will prepare a Stakeholder Coordination Plan, which will direct communications between

the study team, the study partners, and various stakeholders along the course of the project. The team will work with the MPC staff to identify stakeholders and provide an opportunity for public review.

6.4 Surveys and Other Data

The study team will obtain previously collected Zip Code information for Gulfstream and airport employees. The study team will also develop an on-line survey to determine travel modes and other relevant information to be distributed by Gulfstream, the airport, and other major employers in the study area as determined at the Scoping Meeting.

Deliverables:

1. Coordination and input documentation
2. Committee and Board updates (PowerPoints)
3. Stakeholder Coordination Plan
4. Obtain Gulfstream employee zip code information and conduct travel information (sample) if allowed by the company.

FY 2016 M230 Special Transportation Study

Streetcar Study – Scope of Work

Chatham Area Transit would like to perform a detailed analysis of Streetcar system development along an East-West corridor in downtown Savannah. Working from the basis of previous work done to evaluate streetcar potential applications in Savannah, this study would examine the environmental impacts, feasibility, costs, and benefits of a modern streetcar system. In addition, the study would develop a preliminary operational plan and provide recommendations on implementation.

- Route Analysis
 - Review Origins & Destinations and Trip Generators
 - Utility Scan
 - Automotive Traffic Impact
 - Pedestrian Traffic Impact
 - Curbside Parking Impact
 - Eastern & Western Terminus Locations
 - Station/stop Placement
 - Connectivity to Transportation Modes (Bus, Ferry, Parking)
 - Socio Economic Characteristics
- Technology Analysis
 - Electric Power Capacity
 - Off-Wire DC Electric Operation Options
 - Vehicle Accessibility Options
 - Station Design Specifications
 - Signal Prioritization Options and Net Benefits
 - Track Bed/Base Design Specifications (Vibration, Noise, Turn Radius, Grade)
- Cost Benefit Analysis
 - Projected Revenues and Costs
 - Economic Impact Development Potential (Input / Output model)
 - Transit Oriented Development Opportunities
- Preliminary Operational Plan
 - Operating Framework (Internal to CAT, other unit of government, or private contract)
 - Draft Service Schedule and Operating Costs
- Implementation Recommendations
 - Public-Private-Partnership model assessment of options (Design, Build, Finance, Operate, Maintain)
 - Preliminary Environmental Analysis (NEPA)
 - Vehicle Procurement Strategies (New vs. Refurbished; Joint Procurements)
 - Public Engagement Process
 - Implications on future phases of streetcar development

FY 2016 M230 Special Transportation Study

Surface Transportation Act and FHWA/FTA Rules Compliance – Scope of Work

Background:

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The FAST Act continues all of the metropolitan planning requirements that were in effect under MAP-21. The following program features might have impacts on the CORE MPO's transportation planning process.

Support for intercity bus and commuter vanpools

The FAST Act continues to require metropolitan transportation plans and transportation improvement programs (TIPs) to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities. It adds to this list other facilities that support intercity transportation (including intercity buses, intercity bus facilities, and commuter vanpool providers). The FAST Act also requires that the metropolitan long-range plan include identification of public transportation facilities and intercity bus facilities. [23 U.S.C. 134(c)(2) & (i)(2)]

Selection of MPO officials

The FAST Act clarifies that metropolitan planning organization (MPO) representation is selected by an MPO according to its bylaws/enabling statute. It also changes the selection criteria for MPO officials to

- grant a representative of a transit provider authority equal to that of other MPO officials; and
- allow a representative of a transit provider to also represent a local community. [23 U.S.C. 134(d)(3)]

Consultation with other planning officials

The FAST Act continues to encourage MPOs to consult with officials responsible for other types of planning activities. It adds to the list of such activities as tourism and the reduction of risk of natural disasters. [23 U.S.C. 134(g)(3)(A)]

Scope of planning process

The FAST Act expands the scope of consideration of the metropolitan planning process to include

- improving transportation system resiliency and reliability;
- reducing (or mitigating) the stormwater impacts of surface transportation; and
- enhancing travel and tourism. [23 U.S.C. 134(h)(1)(I) & (J)]

Capital investment and other strategies

The FAST Act continues to require a metropolitan transportation plan to include strategies to meet current and projected transportation infrastructure needs. [23 U.S.C. 134(i)(2)(G)]

Resilience and environmental mitigation activities

The FAST Act expands the focus on the resiliency of the transportation system as well as activities to reduce stormwater runoff from transportation infrastructure. In addition, it newly requires strategies to

reduce the vulnerability of existing transportation infrastructure to natural disasters. [23 U.S.C. 134(d)(3) & (i)(2)(G)]

Transportation and transit enhancement activities

The FAST Act continues to require a metropolitan transportation plan to include transportation and transit enhancement activities. When proposing these activities, the plan must now include

- consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner; and
- strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated. [23 U.S.C. 134(i)(2)(H)]

Participation by interested parties in the planning process

The FAST Act explicitly adds public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs to the list of interested parties that an MPO must provide with reasonable opportunity to comment on the transportation plan. [23 U.S.C. 134(i)(6)(A)]

Congestion management

The FAST Act adds examples of travel demand reduction strategies for congestion management in a transportation management area (TMA). While retaining the requirement for a congestion management process for MPOs that serve a TMA, the law also allows an MPO that serves a TMA to develop a congestion management plan (distinct from the congestion management process) that will be considered in the MPO's transportation improvement program. Any such plan must include regional goals for reducing peak hour vehicle miles traveled and improving transportation connections must identify existing services and programs that support access to jobs in the region, and must identify proposed projects and programs to reduce congestion and increase job access opportunities. The FAST Act specifies certain consultation requirements MPOs must use in developing the plan. [23 U.S.C. 134(k)(3)]

Objectives:

Make sure the CORE MPO's plans and programs are compliant with the FAST Act requirements.

Descriptions:

The study will evaluate the additional MPO requirements imposed by the FAST Act and the guidelines provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and update the MPO's plans, programs, studies, organizational structures, as well as the planning process to meet these requirements.

Products:

Updated MPO plans, programs, studies and other planning documents.

Appendix C: Public Comments and Responses

Wykoda Wang

From: Harris, Krystal [kharris@dot.ga.gov]
Sent: Tuesday, March 1, 2016 3:03 PM
To: Wykoda Wang; Little, Aries
Cc: McQueen, Thomas
Subject: RE: TIP Amendments

I-16/I-516 is in the constrained portion of the CORE MTP however it is not in GDOT's program, as it does not have a PI number due to being cancelled back in 2014 from a lack of activity by our FIRE unit.

Unfortunately I have no further information.

Sincerely,

Krystal F. Harris

Southeast Georgia Branch Chief | Office of Planning
404.631.1746 (o) | 404.631.1957 (f) | 404.558.6983 (m)

From: Wykoda Wang [<mailto:wangw@thempc.org>]
Sent: Tuesday, March 01, 2016 2:28 PM
To: Harris, Krystal; Little, Aries
Cc: McQueen, Thomas
Subject: RE: TIP Amendments

What is the status of the I-16/I-516 Interchange project? I remember years ago some PE funds have been programmed and authorized for this project but no further development information was available. Is it still in the GDOT work program? Will there be any coordination between this project and the I-16 Widening project?

From: Harris, Krystal [<mailto:kharris@dot.ga.gov>]
Sent: Tuesday, March 1, 2016 2:19 PM
To: Wykoda Wang; Little, Aries
Cc: Tom Thomson; McQueen, Thomas
Subject: RE: TIP Amendments

Wykoda,

To my knowledge no, that is a separate project as noted in the 2040 MTP project “V”.

Sincerely,

Krystal F. Harris

Southeast Georgia Branch Chief | Office of Planning
404.631.1746 (o) | 404.631.1957 (f) | 404.558.6983 (m)

From: Wykoda Wang [<mailto:wangw@thempc.org>]
Sent: Tuesday, March 01, 2016 2:02 PM
To: Little, Aries
Cc: Tom Thomson; Harris, Krystal; McQueen, Thomas
Subject: RE: TIP Amendments

One comment from last week’s CAC meeting is this – does the I-16 Widening project include improvements for the I-16/I-516 Interchange? I could not answer that question. Would you please shed some light? Thanks.

From: Little, Aries [<mailto:arlittle@dot.ga.gov>]
Sent: Tuesday, March 1, 2016 1:47 PM
To: Wykoda Wang
Cc: Tom Thomson; Harris, Krystal; McQueen, Thomas
Subject: RE: TIP Amendments

You are welcome and thank you.

From: Wykoda Wang [<mailto:wangw@thempc.org>]
Sent: Tuesday, March 01, 2016 1:22 PM
To: Little, Aries
Cc: Tom Thomson; Harris, Krystal; McQueen, Thomas
Subject: RE: TIP Amendments

Thanks for your comments, Aries. I will incorporate them to the final TIP amendment report.

From: Little, Aries [<mailto:arlittle@dot.ga.gov>]
Sent: Tuesday, March 1, 2016 12:49 PM

To: Wykoda Wang
Cc: Tom Thomson; Harris, Krystal; McQueen, Thomas
Subject: TIP Amendments

Good Afternoon,

Wykoda- Thank you for providing the TIP Amendment Package. Please review the attachment for Planning's comments concerning the amendment package. If you should have any questions, I will be in the office until 3:30 and will be leaving in the morning to attend the TCC meeting.

Thanks again and I look forward to seeing you on tomorrow.

Aries Little- Transportation Planner II
GDOT Office of Planning
600 W. Peachtree St. NW, 5th Floor
Atlanta, GA 30308
O:404-631-1795

In 2015 there were 1,414 fatalities on Georgia's roads. That's the first annual increase in a decade. Many of these deaths are preventable – attributed to distracted driving and failure to wear a seat belt. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Take the pledge at www.dot.ga.gov/DAAA. #ArriveAliveGA

March 3, 2016

BY ELECTRONIC DELIVERY

Wykoda Wang
Metropolitan Planning Commission
110 E. State Street
Savannah, GA 31401

Re: Comments on Proposed Amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2015 - 2018 Transportation Improvement Program (TIP)

To Wykoda Wang:

I am pleased to submit comments on the Coastal Region Metropolitan Planning Organization (CORE MPO) proposed amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2015 - 2018 Transportation Improvement Program (TIP).

I. The I-16 Widening, I-95/I-16 Interchange Reconstruction, and Ogeechee Road Widening projects will not reduce congestion, and evidence exists they will likely increase gridlock on surface streets.

Although drivers may experience relief in the short-term; ultimately, congestion will return to previous levels because *more drivers will use the unfilled capacity*. This is due to a concept known as induced demand or induced traffic. Examples include the person who is now willing to go to a restaurant across town for lunch, or a couple that will now live further away from their places of work, or someone who would rather shop a little closer than save \$5 at the distant warehouse store.

A 2011 article entitled, "The Fundamental Law of Road Congestion: Evidence from US Cities" **"conclude[d] that increased provision of roads or public transit is unlikely to relieve congestion."**¹ In *Wired*, Matthew Turner, one of the authors of the study "found there's this perfect one-to-one relationship," when it comes to increased capacity and congestion. From the *Wired* article:

"If a city had increased its road capacity by 10 percent between 1980 and 1990, then the amount of driving in that city went up by 10 percent. If the amount of roads in the same city then went up by 11 percent between 1990 and 2000, the total number of miles driven

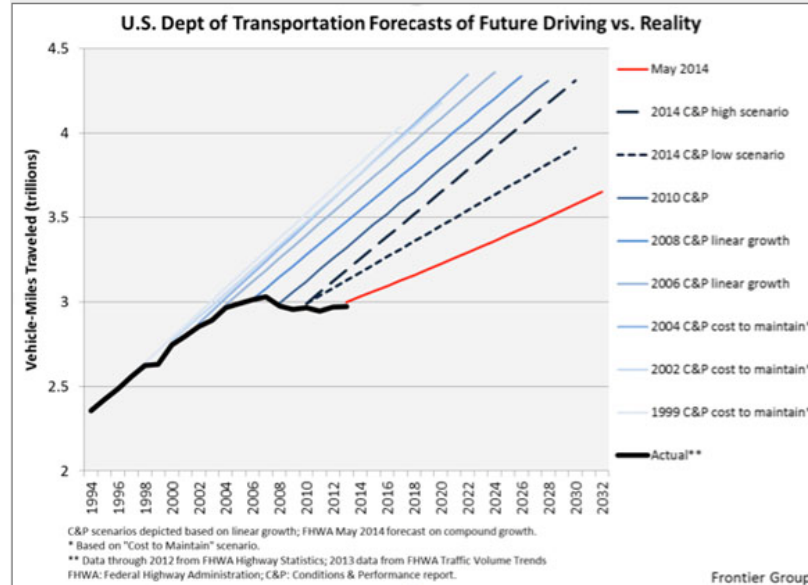
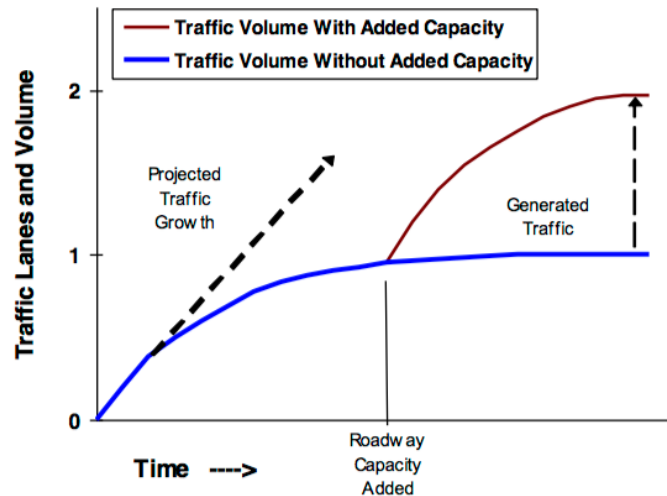
¹Duranton, Gilles, and Matthew A. Turner. 2011. "The Fundamental Law of Road Congestion: Evidence from US Cities." *American Economic Review*, 101(6): 2616-52.

also went up by 11 percent. It's like the two figures were moving in perfect lockstep, changing at the same exact rate."²

A 2001 study by Todd Litman, updated in 2015, entitled, *"Generated Traffic and Induced Travel, Implications for Transport Planning"* states that planners and engineers tend to overestimate projected traffic growth. The graph to the right shows how overestimation of projected traffic growth is the cause of traffic generation, not the solution to traffic congestion.

This isn't theoretical; since at least 1999, the US Department of Transportation has continually overestimated the number of miles driven:³

How Road Capacity Expansion Generates Traffic



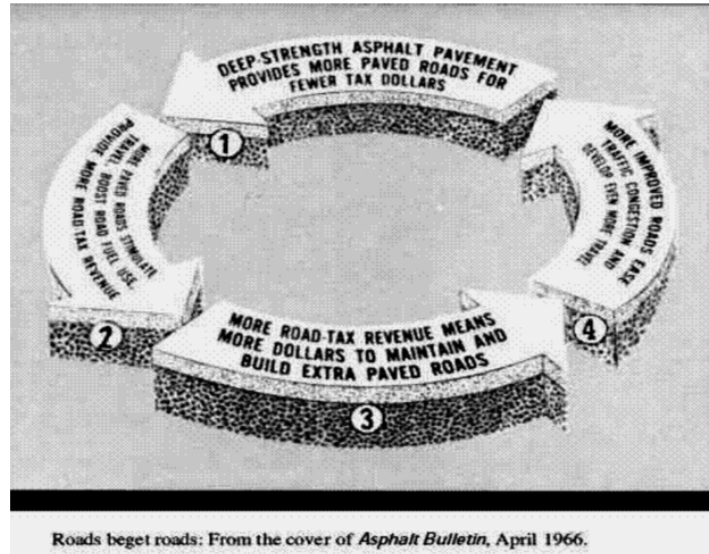
After years of erroneously predicting rapid growth in driving, the FHWA finally made significant downward revisions to its traffic forecast last year. Graphic: U.S. PIRG/Frontier Group

² Mann, Adam. "What's Up With That: Building Bigger Roads Actually Makes Traffic Worse." Wired. Wired, 17 June 2014. Web. 3 Mar. 2016. <<http://www.wired.com/2014/06/wuwt-traffic-induced-demand/>>.

³ <http://usa.streetsblog.org/2015/01/07/the-feds-quietly-acknowledge-the-driving-boom-is-over/>

This cycle of overbuilding goes back a long time. A cover of the April 1966 *Asphalt Bulletin* states that “Roads beget roads,” alluding to a never-ending cycle of increased road building leading to increased demand to increased road building, never actually solving the problem of traffic congestion.⁴

There are dozens of studies that conclude widening and/or adding lanes induces traffic and does little or nothing to relieve congestion, including:



- A 2003 study estimated that 80% of additional capacity will be filled.⁵
- A 2014 study concluded that “the best estimate for the long-run effect of highway capacity on VMT [vehicle miles traveled] is an elasticity close to 1.0.”⁶
- A 2001 study found that 80% of the increased roadway capacity will be filled eventually, with 50% filled within five years.⁷
- A 1997 study found that 60 - 90% of increased capacity will be filled within five years.⁸ He concluded that, “it appears that adding road capacity does little to decrease congestion because of the substantial induced traffic.”⁹

Additionally, widening I-16 and Ogeechee Road may actually *make traffic congestion worse*. Widening regional highways *increases* the risk of gridlock by adding more traffic to surface streets,” especially on streets downstream.¹⁰ In Chatham County and Savannah, these projects

⁴ Todd Litman (2001), “Generated Traffic; Implications for Transport Planning,” ITE Journal, Vol. 71, No. 4, Institute of Transportation Engineers (www.ite.org), April, 2001

⁵ Robert Cervero (2003a), “Are Induced Travel Studies Inducing Bad Investments?,” ACCESS, Number 22, University of California Transportation Center (www.uctc.net), Spring, 22-27.

⁶ Susan Handy and Marlon G. Boarnet (2014), Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions; Technical Background Document, California Air Resources Board (www.arb.ca.gov); at www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_bkgd.pdf.

⁷ Robert Noland (2001), “Relationships Between Highway Capacity and Induced Vehicle Travel,” Transportation Research A, Vol. 35, No. 1, January 2001, pp. 47-72.

⁸ Mark Hansen and Yuanlin Huang (1997), “Road Supply and Traffic in California Urban Areas,” Transportation Research A, Vol. 31, No. 3, pp. 205-218.

⁹ Mark Hansen (1995), “Do New Highways Generate Traffic?” Access No. 7 (www.uctc.net), Fall, pp.16-22.

¹⁰ ¹⁰ Todd Litman (2001), “Generated Traffic; Implications for Transport Planning,” ITE Journal, Vol. 71, No. 4, Institute of Transportation Engineers (www.ite.org), April, 2001.

would likely cause increased congestion on **I-516/W. De Renne Ave., W. 37th St., and W. Gwinnett St, roads that many believe to be already gridlocked.**

I recommend that the MPO CORE model the induced traffic from these projects and incorporate feedback and land use patterns in these models. A robust modeling of these projects is important because researchers have found that:

“[b]y exaggerating the economic benefits of road capacity increase and underestimating its negative effects, omission of induced traffic can result in the overallocation of public money on road construction and correspondingly less focus on other ways of dealing with congestion and environmental problems in urban areas.”¹¹

The Federal Highway Administration (FHWA) *Spreadsheet for Induced Travel Estimation (SMITE)* can be used to project the amount of traffic induced by these projects.¹² At the very least, all projects should consider the below costs in any modeling and/or Net Present Value (NPV) calculation.

Table 4 Cost Impacts of Roadway Capacity Expansion

Costs Reduced	Costs Increased		
	<i>Diverted Trips</i>	<i>Longer Trips</i>	<i>Induced Trips</i>
Travel Time	Downstream congestion	Downstream congestion	Downstream congestion
Vehicle Operating Costs		Road facilities	Road facilities
Per-mile crash rates (if implemented in conjunction with roadway design improvements, but these are often offset if traffic speeds increase).		Traffic services	Parking facilities
Per-mile pollution emissions (if congestion declines, but these may be offset if traffic speeds increase).		Per-capita crash rates	Traffic services
		Pollution emissions	Per-capita crash rates
		Noise	Pollution emissions
		Resource externalities	Noise
		Land use impacts	Resource externalities
		Barrier effect	Land use impacts
			Barrier effect
			Transit efficiency
			Equity
			Vehicle ownership costs

Increased roadway capacity tends to reduce two costs, but increases others.

¹¹ Petter Næss, Morten Skou Nicolaisen and Arvid Strand (2012), “Traffic Forecasts Ignoring Induced Demand: a Shaky Fundament for Cost-Benefit Analyses,” *European Journal of Transport and Infrastructure Research*, Vol. 12 (3), pp. 291-301; at www.ejtir.tbm.tudelft.nl/issues/2012_03/pdf/2012_03_02.pdf.

¹² FHWA (1997), *Spreadsheet Model for Induced Travel Estimation (SMITE)*, Federal Highway Administration (www.fhwa.dot.gov/steam/smite.htm).

Even California's Department of Transportation (Caltrans) acknowledges induced traffic. On its website, Caltrans linked to a brief entitled, "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion." The brief includes the following points:

- **There's high-quality evidence for induced demand.** All the studies reviewed by Handy used time-series data, "sophisticated econometric techniques," and controlled for outside variables such as population growth and transit service.
- **More roads means more traffic in both the short- and long-term.** Adding 10 percent more road capacity leads to 3-6 percent more vehicle miles in the near term and 6-10 percent more over many years.
- **Capacity expansion does not increase employment of other economic activity.** Most studies find no net increase in employment or other economic activity.
- **Much of the traffic is brand new.** Some of the cars on a new highway lane have simply relocated from a slower alternative route. But many are entirely new. They reflect leisure trips that often go unmade in bad traffic, or drivers who once used transit or carpooled, or shifting development patterns, and so on.^{13,14}

Think of it this way: If there's a free good, in this case extra road capacity, drivers will utilize it. Just like buying larger pants will not decrease someone's weight, buying extra road lanes will not decrease traffic congestion.

Well, if adding lanes doesn't work, what would work to reduce congestion? There is a solution that is supported by evidence that does alleviate traffic congestion. In one city, this solution was found to boost auto and bus speeds by 15 and 20 percent. Additionally, it reduced congestion delays by 30 percent.¹⁵ In a second city, this solution led to traffic reductions of 20 percent.¹⁶

The solution used in both those cities is congestion pricing. When there is a finite good, in this case traffic capacity during peak hours, we can reduce traffic congestion by imposing a fee that targets a certain rate of speed. For instance, if we desire traffic to flow at 45 miles per hour, we would analyze what price to charge drivers to maintain that speed. At certain times, when demand is low, in the late evening and early morning, that price may be at or near \$0. At other times, when demand is high, in the morning and afternoon rush hour, that price may be higher.

Congestion pricing also has the added benefit of increasing revenue to the jurisdiction(s). Instead of spending \$100,000,000 on road widening projects that will have little or no effect on traffic

¹³ "California's DOT Makes a Rare Admission: More Roads Mean More Traffic." CityLab. Web. 02 Mar. 2016.

¹⁴ Handy, Susan. "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion." National Center for Sustainable Transportation (2015): 1-2. Web. 2 Mar. 2016.

¹⁵ <http://www.streetsblog.org/2013/02/15/lessons-from-london-after-10-years-of-the-congestion-charge/>

¹⁶ <http://www.toolsofchange.com/en/case-studies/detail/670>

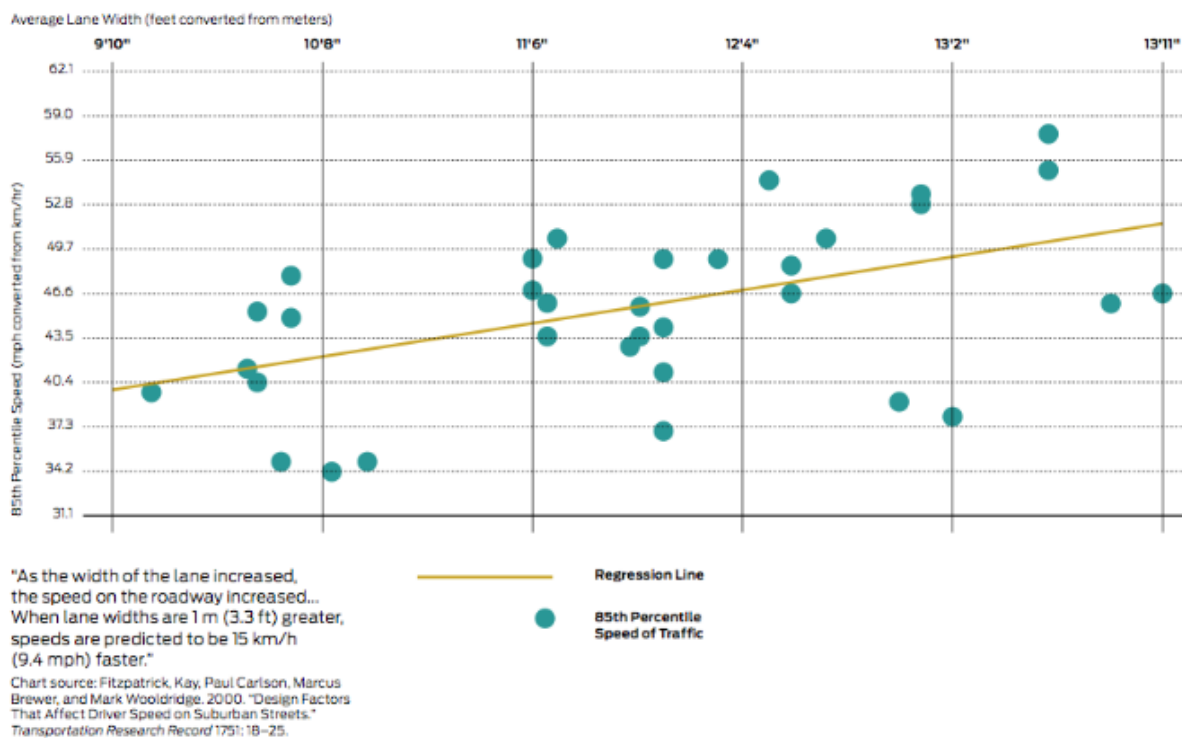
congestion—and increase the risk of surface street gridlock—we could develop a congestion pricing mechanism that would ultimately pay for itself in maintenance of the roadways.

II. CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD

I support the intentions of this project to improve walkability in this neighborhood. Although, if the justification for this project is to encourage children and families to walk to work and school, widening the road to 11' is the exact opposite of what should be done. It is much safer and easier for a child to cross ~18' - 20' of road instead of 22'.

The National Association of City Transportation Officials (NACTO) found that as lane size increases, drivers drive faster. NACTO found that lane widths of 10 feet are appropriate and have a positive impact on a street's safety without impacting traffic operations. In select cases, narrower travel lanes (9-9.5 feet) can be effective as through lanes in conjunction with a turn lane.¹⁷

Wider travel lanes are correlated with higher vehicle speeds.



¹⁷ "Urban Street Design Guide: Lane Width." National Association of City Transportation Officials. Web. 2 Mar. 2016. <<http://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>>.

If we can reduce driver speed on Delesseps/La Roche, we can avoid fatal accidents caused by high rates of speed, as shown by the evidence below.¹⁸

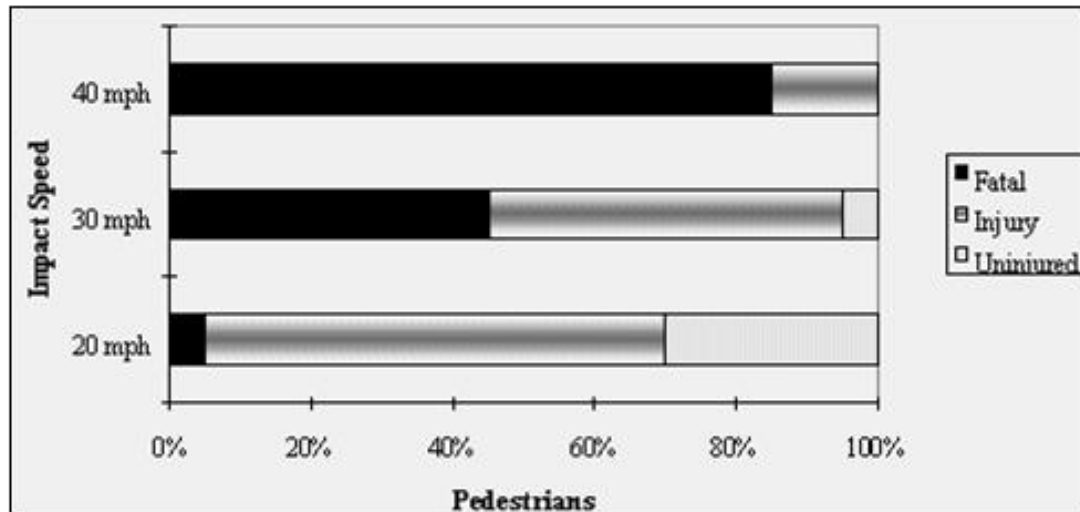


Figure 4: Pedestrian Injury Severity Based on Vehicle Speed.
(Source: Traffic Advisory Unit, 1993).

Additionally, I would encourage the CORE MPO to incorporate beautification into all these projects. Beautification itself is worth the additional dollars spent. Adding live oak trees, planters, grasses, and other ornamentals is superior to concrete or grass. Including live oak trees and other significant trees have additional benefits: safer walking environments, reduced and more appropriate traffic speeds, reduced demand for drainage infrastructure, reduced emissions, added value, and longer pavement life.¹⁹

It is difficult to support these projects when we do not currently maintain today's infrastructure up to the level our County Engineers and public desire. In a recent Savannah Morning News article, a County Engineer stated that, "[c]ertain people have been living with roads that have passed their 20 or 25 year life cycle, and they've been living with that for five, 10, 15 years."²⁰ I agree with him; so why are we building roads that will only induce more traffic and add to the current backlog of road maintenance?

¹⁸ "Pedestrian Safety Concerns in the U.S." Pedestrian Safety Strategic Plan: Background Report. USDOT FHWA. Web. 2 Mar. 2016.

¹⁹ Burden, Dan. "22 Benefits Specific Applications." Urban Street Trees. Glattig Jackson and Walkable Communities, Inc., Aug. 2006. Web. 2 Mar. 2016.

²⁰ Quimby, Kelly. "Chatham County Plans to Accelerate Road Maintenance in Upcoming Budget Year." Savannah Morning News. 29 Feb. 2016. Web. 2 Mar. 2016. <<http://savannahnow.com/news/2016-02-29/county-plans-accelerate-road-maintenance-upcoming-budget-year>>.

Chatham County includes 1,300 miles of streets and roads.²¹ A County Engineer put the cost of resurfacing a two-lane road at \$240,000 per mile.²² If the lifecycle of these roads is 20 years, Chatham County and other jurisdictions should be spending \$15,600,000 a year resurfacing 65 miles of roads, every single year.

At the very least, we should not rush into spending finite funds on new road construction projects without fully modeling and projecting their effects, including, but not limited to external costs, land use, and induced traffic. And at the very best, we would make our decisions based on the evidence.

I appreciate this opportunity to comment on the proposed amendments. I would be pleased to answer any questions you might have about these comments.

Sincerely,

David Cooling

²¹ Chatham County Chapter 7: Supplemental Information 2016 Service Program and Budget. Pg. 257, Accessed on March 2, 2016. <http://www.chathamcounty.org/Portals/ChathamCounty/Finance/Adopted%20Budgets/2015-2016/2015-2016%20Adopted%20Budget.pdf>

²² Quimby, Kelly. "Chatham County Plans to Accelerate Road Maintenance in Upcoming Budget Year." Savannah Morning News. 29 Feb. 2016. Web. 2 Mar. 2016. <<http://savannahnow.com/news/2016-02-29/county-plans-accelerate-road-maintenance-upcoming-budget-year>>.

Wykoda Wang

From: Wykoda Wang
Sent: Friday, March 4, 2016 3:25 PM
To: 'davidcooling@gmail.com'
Subject: RE: Comments on Proposed Amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2015 - 2018 Transportation Improvement Program (TIP)

Dear Mr. Cooling,

Thank you very much for providing the detailed and insightful comments on the proposed MTP and TIP amendments. I forwarded your comments to the project sponsors who requested the amendments and got some response.

I-16 Widening and I-16/I-95 Interchange - Please be noted that the specific scope and project justifications for the I-16 Widening project and the I-16/I-95 Interchange project (to be paired as design-build projects) are yet to be developed. Though congestion relief might be a factor for these projects, it might not be the only factor. For example, safety improvements (I-16/I-95 interchange is a dangerous interchange, etc.) might be another factor for the projects. I am not sure whether congestion pricing would be a part of the projects because the projects' scope is not available now. I have requested that the Georgia Department of Transportation (GDOT - project sponsor and manager) release the concept report to the MPO as soon as it's available so that the citizens in our area can get informed. The following is the response I received from GDOT.

-----Original Message-----

From: Harris, Krystal [<mailto:kharris@dot.ga.gov>]
Sent: Friday, March 4, 2016 10:42 AM
To: Wykoda Wang; Little, Aries; Moyer, David; Mweiner@SavannahGa.gov; Hoenig, Andrew
Cc: McQueen, Thomas; Tom Thomson; Mark Wilkes; Jane Love; Stephanie Rossi
Subject: RE: Comments on Proposed Amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2015 - 2018 Transportation Improvement Program (TIP)

David and Andrew,

As project need statements/justification statements become available for the projects of concern, which I understand are also in the concept reports, please share with the MPO such that they can accommodate the citizen's concerns and/or Wykoda, please direct the concerned citizens the PMs for further explanations as needed.

Thanks All!

Sincerely,

Krystal F. Harris
Southeast Georgia Branch Chief |Office of Planning

404.631.1746 (o) | 404.631.1957 (f) | 404.558.6983 (m)

Ogeechee Road Widening – this project is under development by GDOT. Currently the concept development and preliminary engineering work is on-going. I understand this project also incorporates a lot of safety features (e.g. improvements at the Ogeechee Road/Victory Drive intersection) and inclusion of bike lanes, so congestion relief is not the only factor for consideration. I forwarded your comments to the GDOT project manager and got the following response.

-----Original Message-----

From: Moyer, David [<mailto:dmoyer@dot.ga.gov>]

Sent: Friday, March 4, 2016 9:36 AM

To: Wykoda Wang; Little, Aries; Harris, Krystal; Mweiner@SavannahGa.gov

Cc: McQueen, Thomas; Bennett, Matt

Subject: RE: Comments on Proposed Amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2015 - 2018 Transportation Improvement Program (TIP)

Wykoda

Congestion pricing is way outside the scope of the Ogeechee Road Project. Instituting that concept would require a much wider regional approach. Congestion pricing on Ogeechee road would likely cause motorists to use other road options moving the congestion issue somewhere else but not eliminating it.

The main project GDOT has done with congestion pricing is the HOT lanes on I-85 north of Atlanta. That is still being studied and lessons learned to apply to future projects. Studying congestion pricing for Savannah is probably something that could warrant a planning study for the future of the region not something to implement on individual projects today without really understanding the bigger picture.

DeLesseps Avenue project – this project is being developed by the City of Savannah. CORE MPO is a planning organization and thus is not involved in the specific design. I forwarded your comments to the City's project manager as input to the project development but has not received a response yet. As soon as I get more information from the City, I will forward it to you. Or you can contact the City's project manager (Mr. Mike Weiner) directly.

Again, thank you very much for your comments.

Sincerely

Zhongze (Wykoda) Wang
Transportation Administrator
Chatham County - Savannah Metropolitan Planning Commission
110 E. State Street
Savannah, GA 31401

Phone: 912-651-1466
Fax: 912-651-1480
Email: wangw@thempc.org

-----Original Message-----

From: David Cooling [<mailto:davidcooling@gmail.com>]

Sent: Thursday, March 3, 2016 2:03 PM

To: Wykoda Wang

Subject: Comments on Proposed Amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2015 - 2018 Transportation Improvement Program (TIP)

To Wykoda Wang:

Please find my comments re: the Proposed Amendments attached.

Thanks,

David Cooling

Wykoda Wang

From: Wykoda Wang
Sent: Wednesday, March 9, 2016 2:05 PM
To: 'davidcooling@gmail.com'
Subject: FW: Comments on Proposed Amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2015 - 2018 Transportation Improvement Program (TIP)

Mr. Cooling,

The following response is from Mr. Mike Weiner regarding your comments on the DeLesseps Avenue Project.

Regarding your follow-up email on wanting to learn more about the MPO planning process, I am glad to assist you.

Thanks.

Zhongze (Wykoda) Wang
Transportation Administrator
Chatham County - Savannah Metropolitan Planning Commission
110 E. State Street
Savannah, GA 31401
Phone: 912-651-1466
Fax: 912-651-1480
Email: wangw@thempc.org

-----Original Message-----

From: Mike Weiner [<mailto:MWeiner@Savannahga.Gov>]
Sent: Wednesday, March 9, 2016 1:53 PM
To: Wykoda Wang
Subject: RE: Comments on Proposed Amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2015 - 2018 Transportation Improvement Program (TIP)

Wykoda;

Related to the comments on DeLesseps Ave; this project is strictly a sidewalk and bicycle enhancement project, the only reason there is minor widening of the road is to construct the curb and gutter section. The project is funded with federal funds therefore, design must meet minimum standards adopted by the Georgia Department of Transportation and the Federal Highway Administration.

Wykoda Wang

From: Wykoda Wang
Sent: Tuesday, March 15, 2016 11:36 AM
To: 'David Cooling'
Cc: Harris, Krystal; 'Moyer, David'; 'Mike Weiner'; Tom Thomson; Mark Wilkes; Jane Love; Stephanie Rossi
Subject: RE: Comments on Proposed Amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2015 - 2018 Transportation Improvement Program (TIP)

Mr. Cooling,

Specific questions regarding the said projects can be directed to the project managers who will help you answer them.

Please keep in mind that the justifications/needs and purposes/concept reports are to be developed for the interstate projects and Ogeechee Road project. The MPO does not have that information to share with you right now.

Thanks for your understanding.

Sincerely

Zhongze (Wykoda) Wang
Transportation Administrator
Chatham County - Savannah Metropolitan Planning Commission
110 E. State Street
Savannah, GA 31401
Phone: 912-651-1466
Fax: 912-651-1480
Email: wangw@thempc.org

-----Original Message-----

From: David Cooling [<mailto:davidcooling@gmail.com>]
Sent: Tuesday, March 15, 2016 11:06 AM
To: Wykoda Wang
Subject: Re: Comments on Proposed Amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2015 - 2018 Transportation Improvement Program (TIP)

Thank you for sending.

Would you or the project managers be able to help me with clarifying a few of the responses I received to my comments? In regards to the DeLesseps project, Mike Weiner stated that there are 'minimum standards' adopted by GDOT and FHWA that force the City to build roads a certain width, would someone be able to point to the regulation that is used to make that determination?

David Moyer with GDOT mentioned that studying congestion pricing is something that could warrant a planning study, what is the mechanism for a study?

GDOT stated that safety improvements for the I-16/95 interchange is a factor. What is the evidence now that it is a unsafe; is there a certain number of accidents, fatalities, etc. per # of vehicles that is the definition of an unsafe interchange? What is the evidence behind the "improvements" or potential improvement options that make them safer than what it is today?

Krystal Harris with GDOT stated that there are other factors for consideration with the Ogeechee Road Widening, what are those additional factors? Similar to I-16/95, what is the evidence now that Ogeechee is unsafe; is there a certain number of accidents, fatalities, etc. per # of vehicles that is the definition of an unsafe interchange? What is the evidence behind the "improvements" or potential improvement options that make them safer than what it is today?

These projects don't seem to be fleshed out enough to comment upon, will there be an additional public comment period after the designs are released?

Thank you for your help,

David