



**Transportation Alternatives Application – August 2022**

<b>Applicant Organization:</b>	City of Savannah
<b>Project Title:</b>	Tide to Town / Middleground Road Phase



**Coastal Region Metropolitan Planning Organization**

# **Transportation Alternatives (TA) Call for Projects**

**APPLICATION**

**AUGUST 2022**

**An electronic copy of the completed application is due:  
September 26, 2022 by 5:00 p.m.**

**Send to:**  
Asia Hernton, Transportation Planner  
Chatham County-Savannah Metropolitan Planning Commission  
[herntona@thempc.org](mailto:herntona@thempc.org)

**Phone:**  
912-651-1456

**Coastal Region Metropolitan Planning Organization**

**Transportation Alternatives (TA)  
August 2022 Call for Projects**

**CHECKLIST FOR APPLICANTS**

- Have you answered all applicable questions in the application?

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- Has the appropriate person signed the application?

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- Have you filled out the detailed budget table on the last page of this application?

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- Please indicate the sources of funding you are requesting for this project.

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- x Y301     x Y230

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- Have you attached a letter from your governing board or chief staff person who is able to commit to the local match?

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- Have you attached a project location map?

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- Have you attached other information that is applicable to the answers in your application?

Coastal Region Metropolitan Planning Organization (CORE MPO)

## Transportation Alternatives (TA)

# APPLICATION

August 2022

The Coastal Region Metropolitan Planning Organization (CORE MPO) is conducting a competitive project selection process in order to award expected Transportation Alternatives (TA) funds.

- **Expected Available Funds:**
  - FY 2023 = \$1,733,095 (federal portion)
  - FY 2024 = \$0 (federal portion)
  - FY 2025 = \$400,000 (federal portion)
  - FY 2026 = \$400,000 (federal portion)
  - FY 2027 = \$400,000 (federal portion)
- **Minimum Award for a Project = \$200,000 (federal portion, not total project cost)**
- **Maximum Award Each Year = total available funds for that year (federal portion, not total project cost)**
- **At least 20% of the eligible costs of the proposed project must be non-federal funds.**  
(Previously incurred costs cannot be counted as part of the 20% matching the newly awarded federal funds.)

The August 2022 Call for Projects will award approximately \$2,933,095 in FHWA Y301 funds from FY 2023 through FY 2027. The MPO may award one proposal or several. Therefore, an applicant may request up to the expected revenue for the *federally funded* portion for that fiscal year for their proposal. ***Please be aware that the entire \$2, 933, 095 is not immediately available for programming in the initial years of the Transportation Improvement Program (TIP), and therefore project sponsors will need to provide additional local match if the project's cost is more than the available revenue for each year.*** MPO staff will coordinate with the project sponsor regarding the TIP programming schedule for their project. The awarded projects or project phases will be amended into the FY 2021 – 2024 TIP or included in the FY 2024 – 2027 TIP.

The federal funding request in this application can represent no more than 80% of the total cost of the applicant's proposal. Thus, for example, an applicant requesting \$1,000,000 in federal TA funds, and providing no more than the required 20% local match, would be submitting a proposal totaling \$1,250,000.

- **Federal requirements for the project development process are associated with federal funds.**

Applicants should keep in mind that this federal funding involves adherence to several federal requirements, as applicable, such as the National Environmental Policy Act (NEPA), prevailing wage rates (Davis-Bacon), Buy America, competitive bidding, and other contracting requirements, regardless of whether the projects are located within the right-of-way of a Federal-aid highway. CORE MPO has set a minimum federal request because the federal requirements tend to make larger projects more administratively efficient. For guidance about the treatment of projects with these federal funds, see the

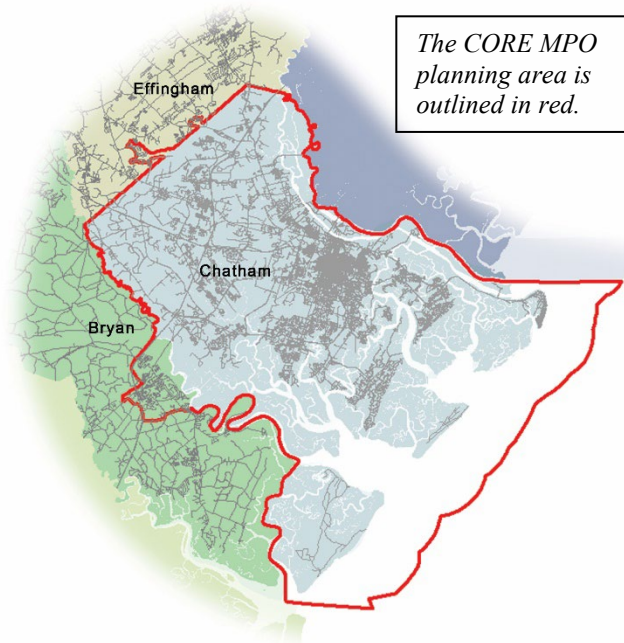
web page at:

[https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/ta\\_guidance\\_2022.pdf](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf).

- **Projects funded through this selection process must be located within the CORE MPO’s Metropolitan Planning Area (MPA) boundary.**

The Metropolitan Planning Area includes all of Chatham County, as well as Richmond Hill in Bryan County and a small portion of unincorporated Effingham County (see map).

Transportation Alternatives funding is not subject to the prohibition against use on local roads or rural minor collectors, as generally applies to Surface Transportation Block Grant (STBG) funds. (Incidentally, TA-type projects are not subject to the prohibition even if funded with STBG funds.)



Please see CORE MPO Transportation Alternatives Manual for additional information.

## **Applicant and Project Information**

### **Eligible Entities**

Please indicate which type of eligible entity is the primary project sponsor: (Select one.)

Local government

Regional transportation authority

Transit agency

Natural resource agency or public land agency

School district, local education agency, or school (public or nonprofit private)

Tribal government

Other local or regional governmental entity with responsibility for oversight of transportation or recreational trails that the State of Georgia determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

Non-profit entities responsible for the administration of local transportation safety programs.

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**Types of Eligible Projects**

Please indicate which categories your proposal falls under: (Select as many as apply. The number of categories does not affect your project’s score.)

- Construction, planning, and design of on-road or off-road trail facilities for pedestrians, bicyclists, or other nonmotorized forms of transportation, which can include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, which can include but are not limited to: inventory control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities, vegetation management practices in transportation ROW, archeological activities relating to impacts of a transportation project eligible under Title 23 of the USC.
- Environmental mitigation activity, including stormwater management and water pollution prevention or abatement from highway construction or highway runoff; reduction of vehicle-caused wildlife death, restoration of the connectivity of habitat.
- Recreational trails under 23 USC 206
- Safe Routes to School (SRTS) infrastructure-related project
- Safe Routes to School (SRTS) non-infrastructure-related project
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

<b>Applicant Information</b>		
Primary Sponsor Agency Name (i.e. agency that will manage implementation)	Date 9/26/2022	
City of Savannah		
Street Address 2 East Bay Street	City, State Savannah, Georgia	Zip Code 31401
Contact Person’s Name Nick Deffley	Title Director, Office of Sustainability	
Contact Person’s Phone Number 912-651-6909	Contact Person’s Email Address ndeffley@savannahga.gov	
Project Manager’s Name (if awarded) Nick Deffley	Title Director, Office of Sustainability	

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<b>Project Overview</b>		
Project Name Tide to Town / Middleground Road Phase		
Project Location Description (please also attach a location map)  The trail section is located along Middleground Road beginning at the southern terminus of Middleground Road and State Route 204 (Abercorn Street) and ending at the norther terminus of Middleground Road and State Route 204 (Abercorn Street)		
County (or counties) in which project is located Chatham	City (or cities), if any, in which project is located Savannah	
<p>Proposal Description Summary</p> <p>Tide to Town is an urban trail network with a combination of off-road shared-use paths and barrier-separated on street bike lanes. The intent is to use existing rights-of-way where viable to reduce implementation costs. Off-road sections of the trail will be 10 to 12 feet wide bidirectional concrete (with potential for about 2-4' of rubberized track for running/walking in off-road applications). For on-street sections, the trail will be a minimum of 8-foot protected bike lane, typically on existing street surface or elevated concrete. All sections of the Core Route will be compliant with the American with Disabilities Act (ADA).</p> <p>The proposed improvements are part of a 30-mile network connecting 62 neighborhoods, 30 K-12 schools, four universities and colleges, three major hospitals, and other key locations Savannahians need to access to meet their basic needs. Building out the dedicated non-motorized network is anticipated to spur increased walking and cycling, reduce local air pollution by allowing Savannahians to reduce reliance on fossil fuel vehicles, and increase community and transportation resilience.</p> <p>The Middleground Road phase of Tide to Town is an approximately three mile section of trail with the northern terminus at Abercorn and Montgomery Crossroads and the southern terminus at Abercorn/204 Extension and Science Drive at Georgia Southern. This funding request is to support the design and engineering of the Middleground Road phase of the project. This funding request is based on an estimated design/engineering fee of approximately 14% of the attached project construction cost estimate.</p>		
Total Estimated Project Cost*	Federal Funds Requested under TA	Local Match
\$1,100,000	\$880,000	\$220,000
<i>*Please also be sure to fill out the Budget Detail Table at the end of this application.</i>		

**Who is providing the local match?**

Name of Agency or Organization	Source (e.g. particular CIP fund)
City of Savannah	Special Purpose Local Option Sales Tax

***Please attach a letter signed by either your governing board or an official or chief staff person who is able to commit to the stated local match.***

**Has the agency that will be managing this project previously completed other federal-aid transportation projects?** (Choose one)

- 0 completed federal-aid projects

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- 1 completed federal-aid project

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- 2 completed federal-aid projects

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- 3 or more completed federal-aid projects

Please list up to three federal-aid projects completed by your agency, if applicable, *preferably for projects that are similar to your proposal*:

P.I. No.	Project Name	Sponsor’s Project Manager
008358	I-516 at CS 1503 / DeRenne Avenue	Barry Stanton
0010028	Delesseps / LaRoche Avenue Improvements	Barry Stanton
0015306	Truman Linear Park Trail, Phase II Part B	Nick Deffley

**What agency will maintain the project after completion?**

City of Savannah

**If a maintenance agreement is necessary, has it been executed?** (Chose one)      Y / **N** / NA  
 If yes, please attach the agreement.

**If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations. (TA funds will not cover operations.)**

FUNDS FOR THE MAINTENANCE AND OPERATION OF THE FACILITY WILL COME FROM CITY OF SAVANNAH GENERAL FUNDS. THIS WILL BE PROGRAMMED ON AN ANNUAL BASIS DURING THE CITY OF SAVANNAHS BUDGET PROCESS. THE ANNUAL COST FOR THE TRAIL IS ESTIMATED TO BE PART OF THE EXISTING MAINTENANCE OF THE ROADWAY AND WILL NOT ADD SUBSTANTIAL ADDITIONAL COSTS.

**Will your project require purchase(s) or easement(s) for right-of-way** (Choose one)      Y / N / **Maybe**  
 Additional information:

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THE PROJECT IS EXPECTED TO RESIDE IN THE EXISTING RIGHT OF WAY OF MIDDLEGROUND ROAD. NO RIGHT OF WAY SHOULD BE REQUIRED FOR THIS PROJECT.

**If other agencies or organizations are partnering with you on this application or on implementation of your proposal, please list and describe the nature of assistance and the status of any agreements (e.g. ROW donations or easements):**

<b>Organization #1</b>	
Contact Name	Contact Phone
Contact Email:	
Status of Agreement	

<b>Organization #2</b>	
Contact Name	Contact Phone
Contact Email:	
Status of Agreement	

<b>Organization #3</b>	
Contact Name	Contact Phone
Contact Email:	
Status of Agreement	



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**If funding were available today, and you had already received a Notice to Proceed, how much time do you estimate would be needed for any phases of your project that would be funded by this request:**

Phase(s) to be TA-funded	No. of Months
Preliminary Engineering	18

**Please list any necessary preliminary work that already *has been completed*, and provide dates (e.g. GDOT concept approval, FHWA environmental approval or categorical exclusion, etc.):**

Steps Completed	Date

**Please describe status of any non-TA funded work that *still needs to be completed before the project or phase that would be funded by this request can begin* (e.g. if TA + Local Match will fund only the construction phase, what is the status and schedule for the incomplete preliminary engineering and ROW phases?).**

Status of Steps to be carried out before TA-funded work begins	Estimated completion date


**In 500 words or less, please describe what public benefits and efficiencies would be provided to our area by your proposed project.** (In preparing your answer, we suggest you review the TA scoring criteria related to access, connectivity, tourism, and safety, as shown in CORE MPO’s Transportation Alternatives Manual – August 2022.)

The Tide to Town Urban Trail System will be a protected network of walking and bicycling trails connecting all of Savannah and Chatham County. When complete, the Core Route will provide 30+ miles of continuous transportation system, connect 30 schools, 3 major hospitals, 62 neighborhoods, and several economic centers.

The City of Savannah is looking to advance the design of the Core Route with design and construction of a segment of Tide to Town along Middleground Road. There were two pedestrian fatalities on Middleground Road between 2016 and 2020, demonstrating the need for the separated facility along this on-street portion of the proposed trail. This project is consistent with the City of Savannah’s Complete Street ordinance and the *Vision Zero Action Plan*. This project is included in the Coastal Region Metropolitan Planning Organization (CORE MPO) Metropolitan Transportation Plan – Mobility 2045 under the Non-Motorized improvements.

There has been significant collaboration between over twelve communities, the general public and private organizations in creating the Tide to Town overall plan. The plan has also been the recipient of the Racial and Ethnic Approaches to Community Health (REACH) grant from the U.S. Centers for Disease Control (CDC). The grant provides funding for additional education and outreach with focus on access for underserved communities and schools. Community outreach activities have been ongoing since 2018.

The implementation of this project delivers on the elements of a Safe System Approach for Safer People, Safer Roads and Safer Speeds, encouraging “safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.” The Middleground Road segment of the Tide to Town Trail provides a separated facility and a safer choice of travel to reach their destination unharmed.

Overall, dedicated bike and pedestrian networks provide higher visibility and easier access to commercial areas along their pathways, which can increase business activity. Enhancing safety features for all users creates an environment where local residents tend to visit businesses more frequently. Economic competitiveness is not limited to trail-related businesses; trails also have a positive impact on a community’s health and wellness. According to the nonprofit American Trails, every \$1 invested in building trails results in \$3 saved in medical costs.

Building out the dedicated non-motorized network is anticipated to spur increased walking and cycling, reduce local air pollution by allowing Savannahians to reduce reliance on fossil fuel vehicles, and increase community and transportation resilience. The Tide to Town project provides an alternative and safer travel route that also provides redundancy for the #6 Crosstown bus, which has 12 stops along Middleground Rd and further enhances transportation options for road users. Increasing utilization of this route can positively affect the economic viability for the transit system and local businesses.

**I understand that the latest versions of the following, as they relate to this project, shall guide project development and design.**

- Accessible Public Rights-of-Way, Planning and Designing for Alterations, Public Rights-of-Way Access Advisory Committee.
- ADA Standards for Accessible Design, Department of Justice.
- Context Sensitive Design Manual, GDOT.
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, Institute of Transportation Engineers (ITE) and Congress for the New Urbanism (CNU).
- A Policy on the Geometric Design of Highways and Streets, AASHTO.
- Guide for the Development of Bicycle Facilities, AASHTO.
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, AASHTO.
- Manual on Uniform Traffic Control Devices (MUTCD), FHWA.
- Proposed Guidelines for Public Rights-of-Way (PROWAG)2, United States Access Board.
- Urban Bikeway Design Guide, NACTO.
- Urban Street Design Guidelines, NATCO.

SPONSOR

  
Name \_\_\_\_\_

Sustainability Director  
Title \_\_\_\_\_

9.26.2022  
Date \_\_\_\_\_

Please remember:

- To fill out the Detailed Budget Table, to the extent applicable, on the following page;
- To attach a letter from your governing board or other official or chief staff person who is able to commit the agency to the stated local match.
- To attach a Project Location Map;
- To attach an executed maintenance agreement if you indicated that one exists.

Budget Detail for Proposal										
Project Name:										
Activity	Desired Fiscal Year for TIP Programming (GDOT Fiscal Year) <sup>1</sup>	Total Estimate	Requested CORE MPO TA Federal Funds (Maximum allowed is 80% of your total eligible costs.)	Local Match (Minimum required is 20% of your total eligible costs.)	Local Match Breakdown (by source)					
					Amount A	Source A	Amount B	Source B	Amount C	Source C
PE	FY 2023	\$1,100,000	\$880,000	\$220,000	\$220,000	Special Purpose Local Option Sales Tax				
ROW										
Utilities										
Construction										
Other activity Specify:										
Other activity Specify:										
Other activity Specify:										
<b>Total Amounts</b>		\$8,150,000	\$880,000	\$7,270,000	\$3,270,000		\$4,000,000			

Please use this area to explain whether other grants or sources (not already shown above) are dedicated either to the proposed phase or to future phases, of your project.

1. The awarded projects or project phases will be amended into the FY 2021 – 2024 TIP or included in the FY 2024 – 2027 TIP. The GDOT fiscal year runs from July 1<sup>st</sup> to June 30. For example, FY 2024 begins on July 1, 2023 and ends on June 20, 2024. FY 2027 starts on July 1, 2026 and ends on June 30, 2027.