



METROPOLITAN PLANNING ORGANIZATION

Resolution to Revise 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 revisions to the FY 2015 - 2018 Transportation Improvement Program (TIP) for the CORE MPO transportation planning area; and

WHEREAS, the proposed revisions include the following amendments and administrative modifications:

- PI# 0007128, CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE – add the construction phase in FY 2017; and
- 0012758, I-16 @ I-95 - INTERCHANGE RECONSTRUCTION - add a new preliminary engineering phase in FY 2017, revise the right-of-way cost estimates and replace the funding code; and
- TRUMAN LINEAR PARK TRAIL - PHASE II - split the project into two projects; and
- SAVANNAH MPO STRATEGIC PLANNING STUDY SECTOR THIRTEEN – delete the project from the TIP; and
- PERFORMANCE BASED PLANNING IMPLEMENTATION – CMP UPDATE - delete the project from the TIP; and
- 0013282, SR 25 Culvert Replacement at Pipemakers Canal - add a new preliminary engineering phase in FY 2017; and
- 0007402, CS 1504/GWINNETT ST FM STILES AVE TO I-16 - delete the project from the TIP; and
- 532370, SR 144 EB FROM S OF CR 100 TO S OF CR 154 - add the utility and construction phases in FY 2017; and
- PI# 0011744, I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS – move the scoping phase to FY 2018; and
- 0013549, SR 21 @ CS 705/PARKSIDE BLVD IN PORT WENTWORTH - increase the right-of-way cost estimates and replace federal funds with state funds; and
- 0010028, CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD – move the right-of-way phase to FY 2017; and
- MODEL DEVELOPMENT AND APPLICATIONS – move the project to FY 2017; and
- SURFACE TRANSPORTATION ACT AND FHWA/FTA RULES COMPLIANCE – move the project to FY 2017; and
- VICTORY DRIVE CORRIDOR STUDY IV – move the project to FY 2018; and
- AIRPORT AREA TRANSPORTATION MASTER PLAN – move the project to FY 2017; and
- CAT STREETCAR STUDY – move the project to FY 2017; and
- Transit – revise the Sections 5307, 5337, 5339 and Section 5307 Ferry Boat Discretionary programs with updated funding and programming information.

WHEREAS, CORE MPO has completed a 15-day public review and comment period for the TIP revisions according to the Participation Plan; and

WHEREAS, CORE MPO would like to complete the TIP revision process to incorporate the project programming and funding changes.

NOW, THEREFORE, BE IT RESOLVED THAT, the Coastal Region Metropolitan Planning Organization approves the proposed revisions to the FY 2015 - 2018 Transportation Improvement Program as shown in the summary of TIP revision report with any corrections based upon the motion of June 22, 2016.

Approved this day, June 22, 2016

A handwritten signature in blue ink, appearing to read "Albert J. Scott".

Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization

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

June 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 TIP amendments have been processed for various projects. The original adopted TIP and the amendment reports are all available for review on the MPO website at <http://www.thempc.org/Dept/Tip>.

The CORE MPO normally starts the new TIP development process in early March and adopts a new TIP by the end of the state fiscal year (June 30). After its adoption, the new TIP replaces the old one as the guiding programming document. However, because of the funding changes resulting from the FAST Act (the new federal transportation legislation) and HB 170 (the new State of Georgia transportation bill), development and adoption of a new FY 2017 – 2020 TIP by June 30, 2016 is highly impossible. Thus the current FY 2015 – 2018 TIP remains the CORE MPO's guiding programming document.

It is important to make sure that the information contained in this document is current and reflective of the most up-to-date cost estimates and development schedules. The timing is particularly important for those projects/phases programmed in fiscal year (FY) 2016 as FY 2017 starts on July 1, 2016. If a project/phase is being developed on schedule and the programmed funds in FY 2016 are expected to be authorized before June 30, no updates are necessary; otherwise administrative modifications or TIP amendments are needed to reflect the current project development status. It is also important to amend the TIP to add new or delete existing projects/phases at the request of sponsoring agencies based on the project change and MTP/TIP consistency.

It should be noted that the Transportation Improvement Program must be consistent with the current 2040 Metropolitan Transportation Plan (MTP). Before revisions can be made to the FY 2015 - 2018 TIP, MTP/TIP consistency must be verified. As required by the Federal Highway Administration (FHWA), an addendum to the current 2040 MTP (Appendix A) has been developed to document the consistency check as a part of the June 2016 TIP revisions.

It should also be noted that the TIP financial plan must be balanced, meaning the project costs must be less than or equal to projected revenues. For state and federally funded projects not using Z230 urban attributable funds, the GDOT Office of Financial Management (OFM) makes a determination of fiscal constraint prior to authorizing funds. For Z230 funded projects, the CORE MPO staff determines fiscal constraint before submitting the revisions to CORE MPO Board for action. The Chatham Area Transit Authority (CAT) re-calculates the financial balance for each updated transit program to ensure fiscal feasibility as well. It has been determined that the proposed TIP revisions will not negatively impact the annual fiscal balance.

Project Status

The CORE MPO staff has coordinated with various project managers/sponsors and found out that updates need to be made to several projects, programs, and phases. These updates are based on requests received from these project sponsors and managers (see Appendix D).

According to the adopted Participation Plan of the CORE MPO, shifting projects within the 4-year TIP is considered an administrative modification if the subsequent annual draft TIP can be submitted prior to September 30. However, if shifting a project might impact the funding balance of the TIP which requires re-demonstration of fiscal constraint for each fiscal year, these changes need to be processed as TIP amendments. In addition, if roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized, the change will be considered an administrative modification, otherwise the change requires a TIP amendment. Addition or deletion of a project or a project phase is considered a TIP amendment as well.

The tables below list the projects/phases programmed in the FY 2015 – 2018 TIP as of June 2016, their development status, and the actions needed in June 2016 to accommodate the project revisions (if any). In connection to the project status check, a summary of FY 2016 funding obligations is included in Appendix C of this report.

Highway Projects

PI #	DESCRIPTION	Status and Updates	TIP Planning Action in June 2016
0002923	SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIADUCT	PE for GDOT oversight is programmed in FY 2015 - funds have been authorized.	No Action
		UTL is programmed in FY 2016 – funds have been authorized. The project is under construction.	No Action
		CST is programmed in FY 2016 – funds have been authorized. The project is under construction.	No Action
0007885	CS 602/CS 650/GRANGE ROAD FROM SR 21 TO E OF SR 25	UTL is programmed in FY 2015 – funds have been authorized. The project is under construction.	No Action
		CST is programmed in FY 2015 – funds have been authorized. The project is under construction.	No Action
0012758	I-16 @ I-95 INTERCHANGE RECONSTRUCTION	PE is programmed in FY 2015 – funds have been authorized.	No Action
		PE is programmed in FY 2016 – funds have been authorized.	No Action
		Add a new PE phase to FY 2017	Amendment
		ROW is programmed in FY 2017 – revise the cost estimates and replace the funding code from Z001 (federal) to HB 170 (state).	Administrative Modification
		CST is programmed in FY 2018.	No Action
0012757	I-16 WIDENING FROM I-95 TO I-516	PE is programmed in FY 2016 – funds have been authorized.	No Action
		CST is programmed in FY 2018	No Action
521855	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	PE for GDOT oversight is programmed in FY 2016 - funds have been authorized.	No Action
		ROW is programmed in FY 2017.	No Action
0013741	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	PE is programmed in FY 2016 – funds have been authorized.	No Action
		ROW is programmed in FY 2018.	No Action

0013742	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	PE is programmed in FY 2016 – funds have been authorized.	No Action
		ROW is programmed in FY 2018.	No Action
TBA	SAVANNAH MPO STRATEGIC PLANNING STUDY – SECTOR THIRTEEN	PE is programmed in FY 2017 – to be deleted so that funds can be reallocated to Truman Linear Park Trail Phase II.	Amendment
TBA	SAVANNAH MPO STRATEGIC PLANNING STUDY – SECTOR FOURTEEN	PE is programmed in FY 2018	No Action
TBA	MODEL DEVELOPMENT AND APPLICATIONS	PE is programmed in FY 2016 – to be moved to FY 2017. Delete PI# 0010563 with new PI# to be assigned following new FHWA procurement guidelines.	Administrative Modification
TBA	SURFACE TRANSPORTATION ACT AND FHWA/FTA RULES COMPLIANCE	PE is programmed in FY 2016 – to be moved to FY 2017. Delete PI# 0011742 with new PI# to be assigned following new FHWA procurement guidelines.	Administrative Modification
TBA	PERFORMANCE BASED PLANNING IMPLEMENTATION – CMP UPDATE	PE is programmed in FY 2016 – to be deleted from the TIP.	Amendment
TBA	VICTORY DRIVE CORRIDOR STUDY IV	PE is programmed in FY 2016 – to be moved to FY 2018. PI# to be assigned following new FHWA procurement guidelines.	Administrative Modification
TBA	AIRPORT AREA TRANSPORTATION MASTER PLAN	PE is programmed in FY 2016 – to be moved to FY 2017. PI# to be assigned following new FHWA procurement guidelines.	Administrative Modification
TBA	CAT STREETCAR STUDY	PE is programmed in FY 2016 – to be moved to FY 2017. PI# to be assigned following new FHWA procurement guidelines.	Administrative Modification
0013277 and 0013278	CAT VEHICLE PURCHASE FOR 2016	CST is programmed in FY 2016 – funds have been authorized and flexed to FTA.	No Action
0013279	CAT VEHICLE PURCHASE FOR 2017	CST is programmed in FY 2017.	No Action
0013280	CAT VEHICLE PURCHASE FOR 2018	CST is programmed in FY 2018.	No Action
0010560	SR 26/US 80 @ BULL RIVER & @ LAZARETTO CREEK	PE is programmed in FY 2017.	No Action
0011744	I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS	Scoping is programmed in FY 2017 - to be moved to FY 2018.	Administrative Modification
0007631	TRUMAN LINEAR PARK TRAIL - PHASE II	CST is programmed in FY 2017 – the project is to be split into two projects, sponsored respectively by Chatham County and City of Savannah.	Amendment
0010028	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	PE is programmed in FY 2015 – funds have been authorized.	No Action
		PE is programmed in FY 2016 – funds have been authorized.	No Action
		ROW is programmed in FY 2016 - to be moved to FY 2017.	Administrative Modification

0008358	I-516 @ CS 1503/DERENNE AVE	PE is programmed in FY 2016 – funds have been authorized.	No Action
		ROW is programmed in FY 2018.	No Action
0013281	SR 21 Culvert Replacement at Pipemakers Canal	PE is programmed in FY 2016 – funds have been authorized.	No Action
		ROW is programmed in FY 2018.	No Action
0013282	SR 25 Culvert Replacement at Pipemakers Canal	PE is programmed in FY 2016 – funds have been authorized.	No Action
		Add a new PE phase in FY 2017	Amendment
		ROW is programmed in FY 2018	No Action
0007259	CR 984/JIMMY DELOACH PARKWAY @ SR 17 - INTERCHANGE	ROW is programmed in FY 2015 - funds have been authorized. ROW acquisition is ongoing.	No Action
		UTL is programmed in FY 2018.	No Action
		CST is programmed in FY 2018.	No Action
522790	JIMMY DELOACH PARKWAY EXTENSION FM I-16 TO SR 26/US 80	UTL is programmed in FY 2018.	No Action
		CST is programmed in FY 2018	No Action
0010915	OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2015	PE is programmed in FY 2015 – funds have been authorized.	No Action
0010916	OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2016	PE is programmed in FY 2016 – funds have been authorized.	No Action
0010917	OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2017	PE is programmed in FY 2017	No Action
0006328	BRAMPTON ROAD CONNECTOR FM FOUNDATION DR TO SR 21/SR25/US80	ROW is programmed in FY 2016 – funds have been authorized.	No Action
0010553	CS 651/CROSSGATE RD FM SR 21 TO NS#734150L IN PORT WENTWORTH	CST is programmed in FY 2016 – funds have been authorized. The project is under construction.	No Action
0012722	SR 21 FROM SR 30 TO I-95; INC INTERCHANGE	CST is programmed in FY 2015 – funds have been authorized. The project is under construction.	No Action
0013549	SR 21 @ CS 705/Parkside Blvd in Port Wentworth	PE is programmed in FY 2016 – funds have been authorized.	No Action
		ROW is programmed in FY 2017 – increase cost estimates (less than \$2 million) and replace federal funds with state funds.	Administrative Modification
		UTL is programmed in FY 2018.	No Action
		CST is programmed in FY 2018.	No Action
0013271	MARSH HEN TRAIL FM E OF OLD HWY 80 TO BATTERY DR - PHASE II	GDOT oversight is programmed in FY 2016 – funds have been authorized.	No Action
		CST is programmed in FY 2018.	No Action

0013273	CAT BIKESHARE EXPANSION IN DOWNTOWN SAVANNAH	FTA funded CST is programmed in FY 2016 – funds have been authorized.	No Action
		FHWA funded CST is programmed in FY 2016 – funds have been authorized.	No Action
0007128	CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE	ROW is programmed in FY 2015 – funds have been authorized.	No Action
		Add CST phase to FY 2017	Amendment
0007402	CS 1504/GWINNETT ST FM STILES AVE TO I-16	ROW is programmed in FY 2017 – to be deleted from the TIP.	Amendment
0008359	EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY	PE is programmed in FY 2016 – funds have been authorized.	No Action
		ROW is programmed in FY 2017.	No Action
0010236	SR 21 FROM CS 346/MILDRED STREET TO SR 204	PE is programmed in FY 2016 – funds have been authorized.	No Action
		ROW is programmed in FY 2017.	No Action
0006700	EFFINGHAM PKWY FROM SR 119/EFFINGHAM TO SR 30/CHATHAM	ROW is programmed in FY 2017.	No Action
532370	SR 144 EB FROM S OF CR 100 TO S OF CR 154	Add the UTL and CST phases to the TIP in FY 2017	Amendment

Transit Projects

PI #	DESCRIPTION	Status and Updates	TIP Planning Action in June 2016
Section 5307	Capital Schedule for CAT	Change funding split from 90/10/10 federal/state/local split to 80/20 federal/local split	Administrative Modification
Section 5337	State of Good Repair for CAT	Change funding split from 90/10/10 federal/state/local split to 80/20 federal/local split	Administrative Modification
Section 5339	Bus and Bus Facility Schedule for CAT	Change funding split from 90/10/10 federal/state/local split to 80/20 federal/local split	Administrative Modification
Discretionary Section 5307 FTA-FBD	Ferry Landing Renovation	CAT received a new grant under this program. The grant funds are to be programmed in the TIP before funds can be obligated and applied for. These grant funds will be added to FY 2017.	Amendment
Section 5310	DHS Purchase of Services	No Change	No Action
Section 5310	CAT Mobility Manager	No Change	No Action
Section 5317	CAT Purchase of Services	No Change	No Action

Administrative Modifications

The table below shows the proposed TIP highway administrative modifications for June 2016. Transit administrative modifications are minor and are shown directly in the specific project pages (see Appendix B). If a project involves both administrative modifications and amendments, they are listed in the amendment section below.

PI #	DESCRIPTION	Funds	Phase/Current Year	Current Cost	Funds	Phase/Revised Year	Revised Cost
0010028	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	Z230	ROW / FY 2016	\$2,856,000	Z230	ROW / FY 2017	\$2,856,000
0011744	I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS	Z230	Scoping / 2017	\$741,551	Z230	Scoping / 2018	\$741,551
TBA	MODEL DEVELOPMENT AND APPLICATIONS	Z230	PE / FY 2016	\$159,621	Z230	PE / FY 2017	\$159,621
TBA	SURFACE TRANSPORTATION ACT AND FHWA/FTA RULES COMPLIANCE	Z230	PE / FY 2016	\$15,000	Z230	PE / FY 2017	\$15,000
TBA	VICTORY DRIVE CORRIDOR STUDY IV	Z230	PE / FY 2016	\$100,000	Z230	PE / FY 2018	\$100,000
TBA	AIRPORT AREA TRANSPORTATION MASTER PLAN	Z230	PE / FY 2016	\$255,000	Z230	PE / FY 2017	\$255,000
TBA	CAT STREETCAR STUDY	Z230	PE / FY 2016	\$85,000	Z230	PE / FY 2017	\$85,000
0013549	SR 21 @ CS 705/PARKSIDE BLVD IN PORT WENTWORTH	Z240	ROW / FY 2017	\$187,000	HB170	ROW / FY 2017	\$314,473

Amendments

The following summarizes the proposed amendments to the FY 2015 - 2018 TIP in June 2016.

TRUMAN LINEAR PARK TRAIL – PHASE II

- ***PI #:*** 0007631 for Part A, TBA for Part B
- ***MTP Priority:*** Currently the construction (CST) phase of the project is in Cost Band One (2015-2020) of the 2040 Total Mobility Plan. Both Part A and Part B will remain in Cost Band One after the project split.
- ***Amendment:*** Split the Truman Linear Park Trail - Phase II project into two parts with Part A retaining PI# 0007631 and Part B to have a new PI# to be assigned by GDOT. Add the new Part B project to the TIP in FY 2018. Revise the project description of PI# 0007631 to reflect approved concept for Part A (increase width from 8 feet to 10 feet, etc.). Update the cost estimates for Part A.
- ***Reason for Amendment:*** Chatham County and the City of Savannah have agreed to split local sponsorship of the construction of Truman Linear Park Trail Phase II - the County will construct Phase II-A, and the City will construct Phase II-B. The concept report for Phase II-A has been approved and Chatham County intends to construct the trail that meets AASHTO'S desired width of 10 feet. A separate concept report will be prepared for Phase II-B by the City of Savannah.
- ***Project description:*** The Truman Linear Park Trail is the demonstration project for initial implementation under the Coastal Georgia Greenway Master Plan. Phase I trail construction is

completed – it begins at the Daffin Park Loop Trail and ends at the intersection of 52nd Street and Bee Road.

The approved concept for Phase II of the Truman Linear Park Trail is approximately 4.8 miles of trail. It would link the existing Lake Mayer Community Park Loop Trail at its southern terminus to the existing Phase I Trail (Police Memorial Trail) and existing 1.4 mile Daffin Park Loop Trail at its northern terminus.

- Part A of the project will complete the multiuse trail from Lake Mayer to Jenkins High School on DeRenne Avenue, to be implemented by Chatham County. The trail would be 10 feet in width and would incorporate multiple rest stops and regional gateways. In addition, the path would cross existing drainage canals which would incorporate bridge structures spanning the canals.
- Part B of the project will complete the multiuse trail from DeRenne Avenue to 52nd Street/Bee Road, to be implemented by the City of Savannah. The project description is to be developed in the concept report.
- **Funding/Year:** The construction of Truman Linear Park Trail – Phase II is currently programmed in FY 2017 with both the earmarked LY10 funds (\$907,099) and the urban attributable Z230 funds (\$1,057,509). Both funds require local matches. The total project cost is \$2,455,760 (\$1,964,608 federal and \$491,152 local).

Part A: The cost estimate for Part A is \$3,148,770 based on the approved concept report. In the amended TIP, Part A construction will get 100% of the earmark funds (\$907,099 - unmatched) and Chatham County will provide the local match. GDOT is currently repurposing old earmark funds. Part A has an approved concept report and is ready to move ahead, so it is desired that the total earmark funds be allocated to this project to avoid being repurposed.

Part A will also get \$556,613 of the Z230 funds (unmatched) originally programmed for the Truman Linear Park Trail Phase II project based on project length. The rest of the construction costs will be covered by the Z230 funds released from SAVANNAH MPO STRATEGIC PLANNING STUDY – SECTOR THIRTEEN, Z230 balance and additional local funds (see below). Chatham County will provide the local match for the Z230 funds.

- CST programmed in FY 2017:

Funding Source	Federal Portion	Local Match	Additional Local	Total
LY 10 (earmark)	\$907,099	\$226,775		\$1,133,874
Z 230 (originally set for PI# 0007631)	\$556,613	\$139,153		\$695,766
Z 230 (shift from MPO Sector Thirteen Study)	\$400,000	\$100,000		\$500,000
Z230 (additional request)	\$209,947	\$52,487		\$262,434
Local (additional)			\$556,696	\$556,696
Total	\$2,073,659	\$518,415	\$556,696	\$3,148,770

Part B: The current cost estimate for Part B is \$1,113,686 (the cost will be updated later when the concept report for Part B is developed and approved). In the amended TIP, Part B

construction will get 0% of the earmark funds. However, it will get \$94,369 of the Z230 funds (unmatched) originally programmed for the Truman Linear Park Trail Phase II project. Additional Z230 funds released from the original PI# 0010563 (Savannah MPO Strategic Planning Study – Sector Twelve) and Z230 balance will be programmed to fund Part B (see table below). The City of Savannah will provide the local match. Since the concept report is yet to be developed, the construction phase will be programmed in FY 2018.

- CST programmed in FY 2018:

Funding Source	Federal Portion	Local Match	Total
Z230 (original request)	\$94,369	\$23,592	\$117,961
Z230 (shift from original PI# 0010563)	\$406,527	\$101,632	\$508,159
Z230 (additional request)	\$390,053	\$97,513	\$487,566
Total	\$890,949	\$222,737	\$1,113,686

- **Requesting date:** April 2016
- **Requesting Agency:** Chatham County Engineering Department and GDOT
- **Comment Period:** 6/7/2016 – 6/21/2016

Savannah MPO Strategic Planning Study – Sector Thirteen

- **PI #:** TBA
- **MTP Priority:** Savannah MPO Strategic Planning Study – Sector Thirteen is included in Cost Band One (2015 - 2020) of the 2040 Total Mobility Plan.
- **Project description:** Special transportation studies.
- **Amendment:** Reduce the programmed funds in FY 2017 from \$500,000 to \$0, thus effectively deleting the project from the TIP.
- **Reason for Amendment:** The funds for this project will be reallocated to assist implementation of Truman Linear Park Trail Phase II - Part A.
- **Funding/Year:**
 - Z230 funds programmed in FY 2017 in the matched amount of \$500,000 will be deleted from the TIP.
- **Requesting date:** May 2016
- **Requesting Agency:** Chatham County Engineering Department and CORE MPO
- **Comment Period:** 6/7/2016 – 6/21/2016

Performance Based Planning Implementation – CMP Update

- **PI #:** TBA
- **MTP Priority:** The study is split out from Savannah MPO Strategic Planning Study – Sector Twelve which is included in Cost Band One (2015 - 2020) of the 2040 Total Mobility Plan.
- **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.

- **Amendment:** Delete the project from the TIP.
- **Reason for Amendment:** This project was programmed with the MPO's urban attributable (Z230) funds when it was split from Savannah MPO Strategic Planning Study – Sector Twelve in the April 2016 TIP amendment. Since then this project has received statewide discretionary planning (PL) funds, so it is no longer funded with Z230 funds. PL funded projects are not required to be programmed in the TIP.
- **Funding/Year:**
 - Z230 funds programmed in FY 2016 in the matched amount of \$45,000 will be removed from the TIP and released to the remaining Z230 balance.
- **Requesting date:** May 2016
- **Requesting Agency:** CORE MPO
- **Comment Period:** 6/7/2016 – 6/21/2016

SR 25 @ PIPEMAKER CANAL- CULVERT REPLACEMENT

- **PI #:** 0013282
- **MTP Priority:** PE, ROW and CST phases are all in the 2040 MTP, Cost Band One.
- **Project description:** The structure is currently a bridge. While the existing bridge deck length is adequate, the abutment and pile structure result in a constriction to flow. The bridge needs to be replaced with one which spans the connection between the wider channel on either side. Six 12-ft by 12-ft box culverts would be an acceptable alternative.
- **Project Status:** The PE funds programmed in FY 2016 have been authorized. The ROW phase is currently programmed in FY 2018 in the FY 2015 - 2018 TIP with local funds.
- **Amendment:** Chatham County requested to add a PE phase to FY 2017 in the amount of \$133,100 because the PE cost has been revised.

In addition, Chatham County requested to rename the project to SR 25@ Pipemakers Canal Bridge Replacement. According to GDOT, this change cannot be made until the concept report is approved. An administrative modification will be made later for the project name change with the approved concept report.

- **Reason for Amendment:** adding a project phase to the TIP is considered an amendment.
- **Funding/Year:**
 - Z230 funds in the amount of \$133,100 (matched) are to be programmed in FY 2017 for additional PE phase with 80/20 federal/local split – \$106,480/\$26,620.

- **Requesting date:** May 2016
- **Requesting Agency:** Chatham County Engineering Department
- **Comment Period:** 6/7/2016 – 6/21/2016

CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE

- **PI #:** 0007128
- **MTP Priority:** ROW and CST phases are in the 2040 MTP, Cost Band One.
- **Project description:** Replace the bascule bridge at Islands Expressway/Wilmington River with a high-level fixed bridge.
- **Project Status:** The ROW funds programmed in FY 2015 have been authorized. Chatham County is in the process of acquiring right-of-way.
- **Amendment:** Add the CST phase to FY 2017.
- **Reason for Amendment:** adding a project phase to the TIP is considered an amendment.
- **Funding/Year:**
 - Z001 funds (formerly known as M001 funds) in the amount of \$35,014,548.44 are to be programmed in FY 2017 for CST with 80/20 federal/state split - \$28,011,638.75/ \$7,002,909.69.
- **Requesting date:** May 2016
- **Requesting Agency:** Chatham County Engineering Department and GDOT
- **Comment Period:** 6/7/2016 – 6/21/2016

I-16 @ I-95 Interchange Reconstruction

- **PI #:** 0012758
- **MTP Priority:** The preliminary engineering (PE), the right-of-way (ROW) and construction (CST) phases are all in Cost Band One of the 2040 MTP per March 2016 MTP amendments.
- **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:** PE funds programmed in FY 2015 and FY 2016 have been authorized. ROW phase is programmed in FY 2017 and CST phase in FY 2018.
- **Amendment:** GDOT is proposing to add a new PE phase in FY 2017. GDOT is also using state funds for the ROW phase with revised cost estimate – the minor cost increase and funding code change are administrative modifications.

- **Reason for Amendment:** Adding a project phase to the TIP is considered an amendment.
- **Funding/Year:**
 - Z001 funds in the amount of \$9,111,200 are to be programmed in FY 2017 for the PE phase with 80/20 federal/state split - \$7,288,960 federal/1,822,240 state.
 - HB170 funds (state funds) in the amount of \$1,892,800 are to replace the Z001 funds (federal funds) in the amount of \$1,407,703 programmed in FY 2017 for the ROW phase.
- **Requesting date:** May 2016
- **Requesting Agency:** GDOT
- **Comment Period:** 6/7/2016 – 6/21/2016

SR 144 EB FROM S OF CR 100 TO S OF CR 154

- **PI #:** 532370
- **MTP Priority:** CST phase is in the 2040 MTP, Cost Band One based on the March 2016 MTP addendum for expanded MPA.
- **Project description:** The proposed project is for widening and reconstruction of SR 144 beginning west of CR 100, Timber Trail Rd. (MP 11.196) and ending east of CR 154, Belfast River Rd. and Capt. Matthew Freeman Rd (MP 16.247). The existing roadway is a 2-lane section with 12 ft. lanes and 4 ft. grassed shoulders. The proposed construction will widen SR 144 from the beginning of the project to SR 144 Spur to an urban 4 lane section of roadway with 2 lanes in each direction. The roadway will consist of 11 ft. inside lanes, 12 ft. outside lanes, 4 ft. bike lane on each edge of the outside travel lanes, 20 ft. raised grass median, 5 ft. sidewalks, and 12 ft. shoulders. From SR 144 Spur to the end of the project, the proposed construction will be a rural 4 lane section of roadway with 2 lanes in each direction. The roadway will consist of 11 ft. inside lanes, 12 ft. outside lanes, 20 ft. raised grass median, and 10 ft. shoulders with 6.5 ft. paved. The existing bridge at Sterling Creek (MP 12.69) will be widened. The total length of the project is 5.051 miles.
- **Project Status:** The project is managed by GDOT and has been included in STIP. Since a portion of it is located within the CORE MPO's Metropolitan Planning Area (MPA), the project needs to be programmed in the TIP. The PE phase and ROW phase have funds authorized in previous years.
- **Amendment:** Add the UTL and CST phases to FY 2017.
- **Reason for Amendment:** adding a project or project phase to the TIP is considered an amendment.
- **Funding/Year:**
 - Z240 funds (formerly known as M240 funds) in the amount of \$1,944,887 are to be programmed in FY 2017 for UTL with 80/20 federal/state split - \$1,555,909.6 / \$388,977.4.
 - Z240 funds (formerly known as M240 funds) in the amount of \$20,614,348.35 are to be programmed in FY 2017 for CST with 80/20 federal/state split - \$16,491,478.68 / \$4,122,869.67.

- **Requesting date:** May 2016
- **Requesting Agency:** GDOT
- **Comment Period:** 6/7/2016 – 6/21/2016

CS 1504/GWINNETT ST FM STILES AVE TO I-16

- **PI #:** 0007402
- **MTP Priority:** ROW is included in 2040 MTP in both Cost Band One and Cost Band Two. CST is included in 2040 MTP Cost Band Two.
- **Project description:** Improve Gwinnett Street from I-16 to Stiles Avenue. The improvements will include two 11 foot lanes, one in each direction, with a four feet wide dedicated bicycle lane in each direction. The shoulder will be 12 feet wide, with 30-inch curb and gutter, two foot grass strip and 5 feet sidewalks on each side. The project will also include the replacement of the existing 32-foot bridge culvert over the Springfield Canal with a new 50 foot wide 220 foot long bridge to accommodate future expansion of the canal.
- **Amendment:** Delete the project from the TIP.
- **Reason for Amendment:** The City of Savannah plans to implement this project with local funds. Locally funded projects are not required to be included in the TIP.
- **Funding/Year:**
 - Local funds programmed in FY 2017 in the amount of \$469,775 will be deleted from the TIP.
- **Requesting date:** June 2016
- **Requesting Agency:** GDOT
- **Comment Period:** 6/7/2016 – 6/21/2016

Discretionary Section 5307 FTA-FBD (Passenger Ferry Grant)

- **MTP Priority:** Public Transportation
- **Project Description:** The Chatham Area Transit Authority will use the funds to rehabilitate three vessels and purchase a spare drive system. This project will ensure that the system can deliver high quality transportation services for approximately 750,000 workers, residents, and visitors who travel between Downtown Savannah and Hutchinson Island where the Savannah International Trade and Convention Center is located.
- **Amendment:** Update the Section 5307(h) Passenger Ferry Grant programmed projects based on current needs and available funding.
- **Reason for Amendment:** CAT received the FTA's Passenger Ferry Grant Program funds to improve transit services.
- **Funding/Year:**

Financial Summary:

- Total amount of FY 2016 funds remains unchanged with funding updated from 90/10/10 federal/state/local split to 80/20 federal/local split.
 - ❖ Federal grant - \$374,400
 - ❖ Local match - \$93,600

- ❖ Total Section 5307 program funds - \$468,000
- Add the FY 2017 funds as follows:
 - ❖ Federal grant –\$713,280
 - ❖ Local match - \$178,320
 - ❖ Total Section 5307 program funds - \$891,600

Project Summary:

- The discretionary grant will be used to make improvements to three water ferry landings to ensure safe operation of the water ferry service, address capacity constraints, and improve accessibility. In addition, funds will be used to perform major rehabilitation on three passenger ferry vessels and procure a spare drive system.
- **Requesting date:** May 2016
- **Requesting Agency:** CAT
- **Comment Period:** 6/7/2016 – 6/21/2016

Public Involvement and Approval of TIP Revisions

According to the CORE MPO’s Participation Plan, the administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) by GDOT. The TIP/STIP amendment process requires public review and comment and responses to all comments (either individually or in summary form) for all TIP amendments.

In order to process the proposed TIP revisions in June 2016, CORE MPO advertised a fifteen (15) day public comment period in the Savannah Morning News on Sunday, June 5. The notice was sent to the local news media and the consultation agencies as well as neighborhood associations, and posted on the CORE MPO website. The comment period started on June 7, 2016 and closed on June 21, 2016. A public hearing was held in conjunction with the CORE MPO Board meeting on June 22, 2016.

CORE MPO staff has worked with the project managers/sponsors to address the received comments. Oral comments were responded to at the June CORE MPO meetings. The project-specific written comments and responses are incorporated into this report and the updated project pages (Appendix B). The written comments for general improvements are responded to and included in Appendix D with the responses.

The revisions to the FY 2015 - 2018 TIP were endorsed by the Citizens Advisory Committee on June 2, 2016 and the Technical Coordinating Committee on June 16, 2016. The CORE MPO Board approved these TIP revisions on June 22, 2016.

Appendix

Several appendices are attached with this report:

- Appendix A - the 2040 MTP addendum for the June 2016 MTP/TIP consistency check
- Appendix B - the updated project pages for FY 2015 – 2018 TIP that incorporate the June 2016 administrative modifications and amendments
- Appendix C - the 2016 funding obligation project list
- Appendix D - the public involvement materials including the change requests from various agencies, written comments received during the public review and comment period, as well as the responses provided by CORE MPO staff and project managers/sponsors.

Appendix A: 2040 MTP Addendum for June 2016 TIP Revisions

Addendum to 2040 MTP								
June 2016								
PI#	Project Name	Phase	Current MTP Cost Band	Current Cost	Revised Project Name	Phase	New MTP Cost Band	New Cost
0007631	Truman Linear Park Trail - Phase II	CST	One (2015-2020)	\$1,947,602	Truman Linear Park Trail - Phase II Part A	CST	One (2015-2020)	\$3,148,770
					Truman Linear Park Trail - Phase II Part B	CST	One (2015-2020)	\$1,113,686
0013282	SR 25 Culvert Replacement at Pipemakers Canal	PE, ROW and CST	One (2015-2020)	\$2,525,000	No Change	PE, ROW and CST	One (2015-2020)	\$2,658,100
0007128	CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE	ROW and CST	One (2015-2020)	\$45,019,917	No Change	ROW and CST	One (2015-2020)	\$35,134,465
0012758	1-95/I-16 Interchange Reconstruction	PE, ROW, CST	One (2015-2020)	\$84,543,486	No Change	PE, ROW and CST	One (2015-2020)	\$94,139,783
NA	Savannah MPO Strategic Planning Studies Sector Thirteen	PE	One (2015-2020)	\$500,000	No Change	PE	One (2015-2020)	\$0
532370	SR 144 Widening	CST	One (2015-2020)	\$9,762,464	SR 144 EB FROM S OF CR 100 TO S OF CR 154	UTL and CST	One (2015-2020)	\$22,559,235
0013549	SR 21 @ CS 705/Parkside Blvd in Port Wentworth	PE, ROW, UTL and CST	One (2015-2020)	\$1,737,552	No Change	PE, ROW, UTL and CST	One (2015-2020)	\$1,865,025

Appendix C: 2016 Funding Obligations

Project Phases Authorized in FY 16			
PI #	Phase	Description	Work Type
0002923	CST	SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIADUCT	Widening
0006328	ROW	BRAMPTON ROAD CONN FROM SR 21/SR 25 TO SR 21 SPUR	Roadway Project
0008358	PE	I-516 @ CS 1503/DERENNE AVE	Interchange
0008359	PE	EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY	Median Work
0010028	PE	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	Bicycle/Ped. Facility
0010236	PE	SR 21 FROM CS 346/MILDRED STREET TO SR 204	Miscellaneous Improvements
0010553	CST	CS 651/CROSSGATE RD FM SR 21 TO NS#734150L IN PORT WENTWORTH	Resurface & Maintenance
0010916	PE	OVERSIGHT SERVICES FOR M230 & CMAQ FUNDED TIP PROJ - FY 2016	Preliminary Engineering
0012757	PE	I-16 From I-95 to I-516	Widening
0012758	PE	I-16 at I-95 Interchange Reconstruction	Interchange
0013273	CST	CAT BIKESHARE EXPANSION	Bicycle/Ped. Facility
0013277	CST	CAT VEHICLE PURCHASE - FY 2016	Vehicle Purchases
0013278	CST	CAT VEHICLE PURCHASE - FY 2016	Vehicle Purchases
0013281	PE	SR 21 @ PIPEMAKER CANAL - CULVERT REPLACEMENT	Bridges
0013282	PE	SR 25 @ PIPEMAKER CANAL - CULVERT REPLACEMENT	Bridges
0013549	PE	SR 21 @ CS 705/PARKSIDE BLVD IN PORT WENTWORTH	Pedestrian Crossings
0013741	PE	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	Bridges
0013742	PE	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	Bridges
521855-	PE	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	Widening
522790-	PE	JIMMY DELOACH PARKWAY EXTENSION FM I-16 TO SR 26/US 80	Roadway Project

Lump Sum & Maintenance Project Phases Authorized in FY 16
(Informational)

PI #	Phase	Description	Work Type
0008996	CST	CS 1021/BROUGHTON ST FM SR 25 CONN TO CS 909/EAST BROAD ST	TE-Bike/Ped Facility
0013621	CST	SIGNING & PAVEMENT MARKINGS @ 44 NS RR LOC IN DISTRICT 2 & 5	RRX Signing & Marking
0013656	PE	I-16 FM W OF BLOOMINGDALE RD TO W OF MLK BLVD @ 34 BCT LOCS	Guardrail
0013727	PE	I-16 @ SR 307	Operational Improvement
0013779	CST	OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 LOCS IN EFFINGHAM COUNTY	Signing
0013779	PE	OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 LOCS IN EFFINGHAM COUNTY	Signing
M004190	MCST	I-16 @ 17 LOCS BETWEEN CANDLER COUNTY & CHATHAM COUNTY	Signing
M004632	MCST	SR 26 FROM W OF CR 1111/COLEMAN BLVD TO E OF CSX #641194C	Resurface & Maintenance
M004633	MCST	SR 204 FROM E OF GATEWAY BLVD TO E OF KING GEORGE BLVD	Resurface & Maintenance
M004634	MCST	SR 26 FROM GRAY CREEK TO BULL RIVER	Resurface & Maintenance
M004865	MCST	SR 144 FROM I-95 TO SR 25/US 17	Resurface & Maintenance
M004903	MCST	SR 204 FROM CS 645/37TH STREET TO I-16	Resurface & Maintenance
M005115	MCST	I-516 & SR 21 FROM CS 1074/MONTGOMERY STREET TO SR 26 CONN	Resurface & Maintenance
M005369	MPE	I-16 @ 5 LOCS; I-95 @ 7 LOCS & I-516 @ 5 LOCS - BRIDGE REHAB	Bridges
M005370	MPE	SR 25 @ SAVANNAH RIVER - BRIDGE REHAB	Bridges
M005385	MPE	I-95 @ 22 LOCS IN CHATHAM COUNTY - BRIDGE PRESERVATION	Bridges
M005441	MCST	SR 404 SPUR FROM I-16 TO E OF TAL MADGE MEMORIAL	Resurface & Maintenance

Appendix D: Public Involvement

From: Little, Aries [mailto:arlittle@dot.ga.gov]
Sent: Thursday, May 26, 2016 11:55 AM
To: Wykoda Wang
Cc: Harris, Krystal; McQueen, Thomas
Subject: RE: Assistance Request for June 2016 TIP Amendments

Good Morning,

Wykoda- It was great seeing you this week and I hope your day is going well.

As discussed, I am providing you information regarding FY 16 and FY 17 projects referenced in the FY 2015-2018 TIP. If any additional actions are needed regarding projects in the current TIP or projects coming into the TIP, I will be sure to contact you as soon as possible. Please feel free to contact me if you have any additional questions.

Thanks Wykoda and have a great weekend.

FY 2017 Requested Actions									
PH#	Phase	Fund	Description	Work Type	Fed\$	State\$	Other\$	Total Funding	Needed Action and Other Information
0007128	CST	Z001	CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE	Bridges	\$28,011,638.75	\$7,002,909.69	\$0.00	\$35,014,548.44	Amendment: Add CST phase to FY 2017
0012758	PE	Z001	I-16 at I-95 INTERCHANGE RECONSTRUCTION	Interchange	\$7,288,960.00	\$1,822,240.00	\$0.00	\$9,111,200.00	Amendment: Add PE phase to FY 2017
532370-	CST	Z240	SR 144 EB FROMS OF CR 100 TO S OF CR 154	Widening	\$16,491,478.68	\$4,122,869.67	\$0.00	\$20,614,348.35	Amendment: Add phase to the MTP/TIP
	UTL	Z240			\$1,555,909.60	\$388,977.40	\$0.00	\$1,944,887.00	Amendment: Add phase to the MTP/TIP
0010028	ROW	Z230	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	Bicycle/Ped. Facility	\$1,983,669.00	\$0.00	\$872,331.00	\$2,856,000.00	Admin Mod: Shift phase to FY 2017 Note: Per the discussion Planning had with the MPO staff on 5/19/16 regarding Z230 (previously M230); staff will need to formally request obligation authority funds from Cindy VanDyke, State Transportation Planning Administrator in order to shift the phase.
<p>NOTE: Cancelled Project PI #s 0010563, 0011742, and 0007402</p> <p style="text-align: center;">Pending Amendment PI #0007631 Truman Linear Park Trail- Phase II (see additional attachment)</p>									

FY 2017 Project Phase Informational Items									
(No Actions Required- HB170 Funds)									
PH#	Phase	Fund	Description	Work Type	Fed\$	State\$	Other\$	Total Funding	Needed Action and Other Information
0012758	ROW	HB170	I-16 at I-95 INTERCHANGE RECONSTRUCTION	Interchange	\$0.00	\$1,892,800.00	\$0.00	\$1,892,800.00	FYI: No actions are needed for the ROW cost increase because the phase is now funded using HB170
	ROW	M001			\$1,126,162.00	\$281,541.00	\$0.00	\$1,407,703.00	Current TIP Info
0013549	ROW	HB170	SR 21 @ CS 705/PARKSIDE BLVD IN PORT WENTWORTH	Pedestrian Crossings	\$0.00	\$314,473.00	\$0.00	\$314,473.00	FYI: No actions are needed for the cost increase because the phase is now funded using HB170
		M240			\$22,971.00	\$37,400.00	\$0.00	\$187,000.00	Current TIP Info
<p>Note: This table should be shared for informational purposes and no actions are required.</p>									

From: Nick Helmholdt [mailto:Nick.Helmholdt@catchacat.org]
Sent: Wednesday, May 18, 2016 4:57 PM
To: Wykoda Wang
Cc: Terri Harrison
Subject: RE: Assistance Request for June 2016 TIP Amendments

Hi Wykoda, The only thing that changed was the new Ferry Discretionary grant. I have programmed the funds for FY2017. Grant and I will be over at your office tomorrow if you want to discuss.

Cheers,

-Nick

From: Terri Harrison [mailto:Terri.Harrison@catchacat.org]
Sent: Thursday, May 19, 2016 11:08 AM
To: Wykoda Wang; Nick Helmholdt
Subject: RE: Assistance Request for June 2016 TIP Amendments

No changes to what you have on 5339.

Wykoda,

All of our grants are 80/20 now because the state does not provide local match. You have historically continued to present them as 90/10/10 but our local sources (SPLOST from County, City and Trade Center partners) provide 20% match on our federal grants.

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**

From: Mike Weiner [mailto:MWeiner@Savannahga.Gov]
Sent: Monday, May 16, 2016 11:20 AM
To: Wykoda Wang
Subject: RE: Assistance Request for June 2016 TIP Amendments

Wykoda;

CS 1097 / DeLesseps / LaRoche PI 0010028 : ROW should be changed to **FY 2017**.

From: Nathaniel Panther [mailto:NPanther@chathamcounty.org]
Sent: Monday, May 23, 2016 1:28 PM
To: Wykoda Wang
Cc: Mweiner@SavannahGa.gov; Nick Deffley; Tom Thomson; Mark Wilkes; Jane Love; Leon Davenport; Suzanne Cooler
Subject: RE: Request to Split Truman Linear Park Trail, Phase 2 into Phase 2-A (County Sponsored) and Phase 2-B (City of Savannah Sponsored) -2nd Request

Wykoda,

There was not a formal agreement between the County and City regarding splitting the earmark, it was worked out at staff level. With that said, I discussed the proposed split below with Nick Deffly at the City and we both concur that using the earmark funds as soon as possible is prudent. We both agree with sending the proposed funding split as you have outlined below to the CORE MPO board for approval.

If you have any other questions, please let me know.

Thanks,

Nathaniel

Wykoda Wang

From: Mike Weiner [MWeiner@Savannahga.Gov]
Sent: Wednesday, August 19, 2015 11:06 AM
To: Ghazi, Aghdas
Cc: Bennett, Matt
Subject: Gwinnet St widening

Aghdas, I want to let you know that the City has decided to perform the widening of Gwinnet St with local funds . The key reasons for the city to change the course of action on this project is due to the fact that the NEPA process is extremely long and the City's goal is to have this project completed or at least under construction in the next five years. I hope you understand our position and challenges ; I want to personally thank you for all the assistance you have provided in the past .

Mike Weiner

Wykoda Wang

From: Pittman, Troy [trpittman@dot.ga.gov]
Sent: Friday, June 17, 2016 11:31 AM
To: Wykoda Wang; Little, Aries
Cc: Harris, Krystal
Subject: RE: TIP amendment follow up

Wykoda – how does this one sound

The proposed project is for widening and reconstruction of SR 144 beginning west of CR 100, Timber Trail Rd. (MP 11.196) and ending east of CR 154, Belfast River Rd. and Capt. Matthew Freeman Rd (MP 16.247). The existing roadway is a 2-lane section with 12 ft. lanes and 4 ft. grassed shoulders. The proposed construction will widen SR 144 from the beginning of the project to SR 144 Spur to an urban 4 lane section of roadway with 2 lanes in each direction. The roadway will consist of 11 ft. inside lanes, 12 ft. outside lanes, 4 ft. bike lane on each edge of the outside travel lanes, 20 ft. raised grass median, 5 ft. sidewalks, and 12 ft. shoulders. From SR 144 Spur to the end of the project, the proposed construction will be a rural 4 lane section of roadway with 2 lanes in each direction. The roadway will consist of 11 ft. inside lanes, 12 ft. outside lanes, 20 ft. raised grass median, and 10 ft. shoulders with 6.5 ft. paved. The existing bridge at Sterling Creek (MP 12.69) will be widened. The total length of the project is 5.051 miles.

Troy D. Pittman, P.E.
District Preconstruction Engineer
District 5 Jesup
Georgia Department of Transportation
204 Hwy 301 North, Jesup, GA 31546
P.O. Box 610, Jesup, GA 31598
Phone: (912) 530-4387

From: Wykoda Wang [mailto:wangw@thempc.org]
Sent: Friday, June 17, 2016 10:07 AM
To: Pittman, Troy; Little, Aries
Cc: Harris, Krystal
Subject: RE: TIP amendment follow up

Troy,

The following is the description with some of my grammatical corrections. The original one has more grammar errors. Thanks for your assistance.

Wykoda

The project consists of an urban four-lane section of roadway with the incorporation of 4-foot bike lanes on each outside edge of the travel lanes, a 20-foot raised grass median with 12' shoulders with sidewalks included with a design speed of 45 mph. The typical between MP 15.09 (SR 144 Spur) and the end of the project will remain the same (rural four-lane section of roadway with a 24-foot raised grassed median with 6.5-feet of paved bikeable shoulders) per the revised concept dated May 1, 2006. Also within this typical there will be a proposed signalized intersection at MP 11.36 (Timber Trail Rd.) and a proposed signalized intersection at MP 13.29 (Port Royal Rd. and the New Entrance to Sterling Wood subdivision). The project termini needs to be revised to incorporate the signalized intersection at Trail and at the end of the project it needs to be lengthened to transition the traffic after County Road 154 back to the existing roadway typical.

Wykoda Wang

From: Grant Sparks [Grant.Sparks@catchacat.org]
Sent: Wednesday, June 8, 2016 4:54 PM
To: Wykoda Wang; NeillMac@Bellsouth.net
Cc: Jorge Espinoza
Subject: RE: Bus Service to West Chatham & Pooler

Neill – Your input is much appreciated and it was received at a perfect time. Just yesterday our department was asked to take a closer look at the 100X to see if we can better coordinate our schedules with SAV's departures/arrivals. I'm new to CAT so I'm still getting a feel for the ridership patterns and community needs but I do know that our current rider per hour benchmark is extremely low on 100X. So, there's an obvious need to better align our timing, which will likely require cooperation with the airport. This is one of many projects we've been asked to tackle over the next few months in preparation for our annual service changes in the fall. I'm hopeful that we can find a solution that works for us, the airport, and most importantly the community.

Thanks again for the feedback and please let me know if you have any questions.

Grant Sparks | Senior Planner
Chatham Area Transit | www.catchacat.org
610 W. Oglethorpe Ave., Savannah, GA 31401
(912) 629-3948 **Phone** | (912) 651-0400 **Fax**



From: Wykoda Wang [mailto:wangw@thempc.org]
Sent: Wednesday, June 08, 2016 4:05 PM
To: NeillMac@Bellsouth.net
Cc: Grant Sparks <Grant.Sparks@catchacat.org>
Subject: RE: Bus Service to West Chatham & Pooler

Neil,

I am not sure about the details. However, if you would like CAT to improve the service to the airport, you can talk to CAT directly. I am forwarding your email to CAT so that they can consider your suggestions.

Thanks.

Wykoda

From: Neill F. McDonald [mailto:NeillMac@Bellsouth.net]
Sent: Wednesday, June 8, 2016 2:21 PM
To: Wykoda Wang
Subject: RE: Bus Service to West Chatham & Pooler

Hello, Ms. Wang,

I am well aware that CAT serves the Savannah-Hilton Head International Airport, but thank you for your clarification.

Hourly bus service to the airport leaving downtown Savannah on the half-hour begins at the bus station at 9:30 AM and assuming a 25-minute transit time and five minutes to walk to the ticket counter or to the TSA gate, puts the traveler in the terminal no sooner than 10AM, just in time to abide by the SAV airport's web-site admonishment to arrive at the airport two hours early for each flight departure, which means CAT only serves departures leaving at 12:00 noon or after. So, CAT essentially provides no morning departure service to the 42 noon-or-before weekday departures from SAV.

Allow 30 minutes for deplaning and luggage retrieval means that all arrivals after 4PM are not serviced by CAT. Tomorrow, SAV has 16 arrivals after 4PM, which CAT will not service.

So, 42 departures and 16 arrivals are not served by CAT. That's 58 airliner movements.

Certainly, that is hugely inferior service.

What am I missing????

Neill

From: Wykoda Wang [<mailto:wangw@thempc.org>]
Sent: Wednesday, June 08, 2016 1:01 PM
To: Neill F. McDonald
Cc: grant.sparks@catchacat.org
Subject: RE: Bus Service to West Chatham & Pooler

Mr. McDonald,

Thank you very much for your comments. I would like to make some clarifications.

First of all, the Chatham Area Transit Authority (CAT) operates a bus service that connects the Savannah Downtown to the Savannah – Hilton Head International Airport (see below). For more information on this service, please check the CAT website at http://catchacat.org/meta/downloads/schedules/route_100x.pdf.

How can I get to the airport on CAT?

The [100X Airport Express](#) provides nonstop service between the Transit Center and the Savannah/Hilton Head International Airport. Cost is \$5.00 one-way or \$8.00 roundtrip for this premium service, and can be paid using cash on the bus or by purchasing tickets or passes in advance. Weekly and monthly passes are valid on this route.

Second, I believe CAT is working on expanding the transit district to the outlying municipalities. We all understand that there is a disconnect between the jobs in West Chatham County and the transit services that cannot go there. Unfortunately in Georgia the municipalities can opt out of the transit district. Unless this changes, it's pretty tough for CAT to provide transit services for people needing a job to go to those employment centers. We all need to work together on this issue.

Thanks again 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

From: Neill F. McDonald [<mailto:Neillmac@Bellsouth.net>]
Sent: Wednesday, June 8, 2016 11:19 AM
To: Wykoda Wang
Subject: Bus Service to West Chatham & Pooler

Most major cities provide consistent public transportation between their dominant airport and their traditional central business district. Albeit 65% of the passenger traffic at the Savannah-Hilton Head Intl. Airport (SAV) are tourists, with the majority of them going to South Carolina, providing frequent public transportation opportunities between SAV and Savannah's traditional central business district can only enhance the attractiveness of visiting, and doing business in, Savannah.

Pooler and West Chatham are home to a substantial and growing number of distribution warehouses. Distribution warehouses provide many entry-level employment opportunities. Using public transportation to serve these areas with entry-level employment opportunities allows those without cars, especially younger people, to get to and from work inexpensively, which allows them to utilize more of their income for life-necessities and for growing their own financial worth.

Neill F. McDonald
Savannah

Wykoda Wang

From: Grant Sparks [Grant.Sparks@catchacat.org]
Sent: Wednesday, June 8, 2016 3:25 PM
To: Wykoda Wang; Povneet Dhillon
Cc: Jorge Espinoza; Enoch Dumas
Subject: RE: Comments on Bus Service

Hi Povneet,

Thank you for providing this feedback. As you might be aware, CAT operates service in a transit tax district. Looking at the transit tax district map, the boundary between taxing district and non-taxing district is the railroad line that runs across Augusta Rd, just north of Brampton Road. Once Route 3 crosses those tracks headed north, it cannot stop again until it re-enters the tax district on Dean Forrest Road near the airport (hence why the closest stop to the Pines is at the corner of Brampton & Augusta). The transit tax districts are self-imposed, so I would recommend that you contact your district's representative on City Council to share this information about your residents' needs.

In the meantime, I've copied some CAT staff on this email to consider your request in our long-term transit plans.

Thanks again for the input and please let us know if you have any other questions!

-Grant

Grant Sparks | Senior Planner
Chatham Area Transit | www.catchacat.org
610 W. Oglethorpe Ave., Savannah, GA 31401
(912) 629-3948 **Phone** | (912) 651-0400 **Fax**



From: Wykoda Wang [<mailto:wangw@thempc.org>]
Sent: Wednesday, June 08, 2016 1:05 PM
To: Povneet Dhillon <pdhillon@chisomhousing.org>
Cc: Grant Sparks <Grant.Sparks@catchacat.org>
Subject: RE: Comments on Bus Service

Povneet,

I am forwarding your comment to the Chatham Area Transit Authority (CAT) to be addressed. Hopefully something will work out.

Thanks.

Zhongze (Wykoda) Wang
Transportation Administrator
Chatham County - Savannah Metropolitan Planning Commission
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From: Povneet Dhillon [<mailto:pdhillon@chisomhousing.org>]
Sent: Wednesday, June 8, 2016 1:01 PM
To: Wykoda Wang
Subject: Comments on Bus Service

Hello Ms. Wykoda Wang,

My name is Povneet and I am the Resident Services Coordinator for the Pines at Garden City, an apartment complex in Garden City. I was excited to see that CAT is accepting comments on bus service! We have 94 units at the Pines and roughly 20% of our residents use CAT. The address to the Pines is 145 Wheathill Rd Savannah GA 31408. It is located right behind Groves High School. I believe the closest bus stop is at the intersection of Augusta Rd and Brampton Rd. That is about a 15 minute walk. When you are walking with groceries or under the Georgia sunshine, that walk is really dreadful. We also have about 20 residents that are elderly or disabled and have an especially difficult time making it to that bus stop. Given that the Route 3 bus already runs right past the Pines, can the bus stop closer on Augusta Rd (possibly in front of Groves High School)? Every time I mention your bus system with any resident that uses it, they immediately ask if I can get you to create a closer bus stop. Our residents would greatly appreciate your assistance in this matter. Please let me know if you have any questions.

Thank you,
Povneet

Povneet Dhillon
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