

METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program

Fiscal Year 2018 -2021

Appendix F



PREPARED BY THE CHATHAM COUNTY - SAVANNAH METROPOLITAN PLANNING COMMISSION in cooperation with the Federal Highway Administration, the Federal Transit Administration and the Georgia Department of Transportation

CORE MPO is the Metropolitan Planning Organization (MPO) responsible for transportation planning for the Savannah region. The CORE MPO is comprised of the representatives of local, state and federal government and transportation authorities and ensures federal spending on transportation for urbanized areas of over 50,000 people occurs through a comprehensive, cooperative and continuing process involving both the public and policy-makers. The MPC provides staff services to the CORE MPO Board, which is chaired by the chairman of the Chatham County Board of County Commissioners.

Adopted June 28, 2017
Amended June 27, 2018



METROPOLITAN PLANNING ORGANIZATION

Resolution to Amend the FY 2018 – 2021 Transportation Improvement Program of the Coastal Region Metropolitan Planning Organization (CORE MPO)

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.340; and

WHEREAS, regulations in 23 CFR 450.340 state a two year phase period (on or after May 27, 2018) from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, and 49 U.S.C. 5329 where MPOs can only adopt an update, amendment, or conformity determination for a long-range plan, STIP, or TIP, if it has been developed according to the provisions and requirements of the Final Planning Rule (23 CFR 450); and

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) desires to adopt an amendment to the FY 2018 - 2021 Transportation Improvement Program (TIP) for the CORE MPO transportation planning area to meet federal regulations (23 CFR 450) which require that the Transportation Improvement Program support the adopted Safety Performance Management Targets as part of the Performance Based Planning and Programming process for urbanized areas; and

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization for the Savannah urbanized area; and

WHEREAS, the proposed TIP amendment clarifies how the TIP incorporates performance based planning and programming and supports the following adopted GDOT Safety Performance Management Targets:

- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1,593.3 (2014 – 2018) 5-year average by December 2018.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) – To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.32 (2014 – 2018) 5-year average by December 2018.
- Number of Serious Injuries – To maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014 – 2018) 5-year average by December 2018.
- Rate of Serious Injuries per 100 million VMT – To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018.
- Number of Non-motorized Fatalities and Serious Injuries – To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018.

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

WHEREAS, CORE MPO has conducted a public hearing for the proposed amendments, and has taken into consideration comments made at the public hearing; and

WHEREAS, CORE MPO desires to complete the amendment process to incorporate the proposed changes into the FY 2018 – 2021 TIP.



METROPOLITAN PLANNING ORGANIZATION

Resolution to Amend the FY 2018 – 2021 Transportation Improvement Program of the Coastal Region Metropolitan Planning Organization (CORE MPO)

NOW, THEREFORE, BE IT RESOLVED THAT, the Coastal Region Metropolitan Planning Organization approves the proposed amendments to the FY 2018 - 2021 Transportation Improvement Program as shown in the summary of TIP amendment report with any corrections based upon the motion of June 27, 2018.

Approved this day, June 27, 2018.

A handwritten signature in blue ink, reading "Albert J. Scott", written over a horizontal line.

Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization

Table of Contents

Introduction	2
Transportation Performance Management.....	2
Performance Based Planning and Programming.....	2
National Goal Areas	3
Highway Performance Goals	3
Transit Performance Goals.....	4
Federal Requirements.....	5
Targets.....	5
Reporting.....	6
Assessments	6
Safety Programming	6
CORE MPO FY 2018-2021 TIP Safety Projects	7
Next Steps	12

Tables

Table 1: Federal Highway Program Performance Goals	4
Table 2: Federal Transit Program Performance Goals.....	5
Table 3: Georgia Department of Transportation Safety Performance Targets 2018	7
Table 4: TIP Projects and Federal Performance Measures	8
Table 5: Project Descriptions	9

Figures

Figure 1: Transportation Performance Management.....	2
Figure 2: Performance Based Planning and Program Process.....	3
Figure 3: CORE MPO FY 2018-2021 TIP Projects Related to Safety	13

Appendix

Appendix A: Related Performance Based Planning and Programming Resolutions	14
Appendix B: Public Participation Materials	17
Appendix C: System Performance Report	19

Introduction

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 2018 - 2021 TIP was adopted by the MPO Board in June 2017. Since then a series of TIP amendments have been processed regarding various projects. The original adopted TIP document and the amendment reports are all available for review on the CORE MPO website at <http://www.thempc.org/Dept/Tip>.

This TIP amendment document is meant to serve as a bridge as CORE MPO incorporates newly established safety targets as part of a Performance Based Planning and Programming process. This document contains details on:

- Federal Requirements
- National Goal Areas and Measures
- Safety Goals and Targets
- Next steps for CORE MPO to build its PBPP practices, process, and policies.

Transportation Performance Management

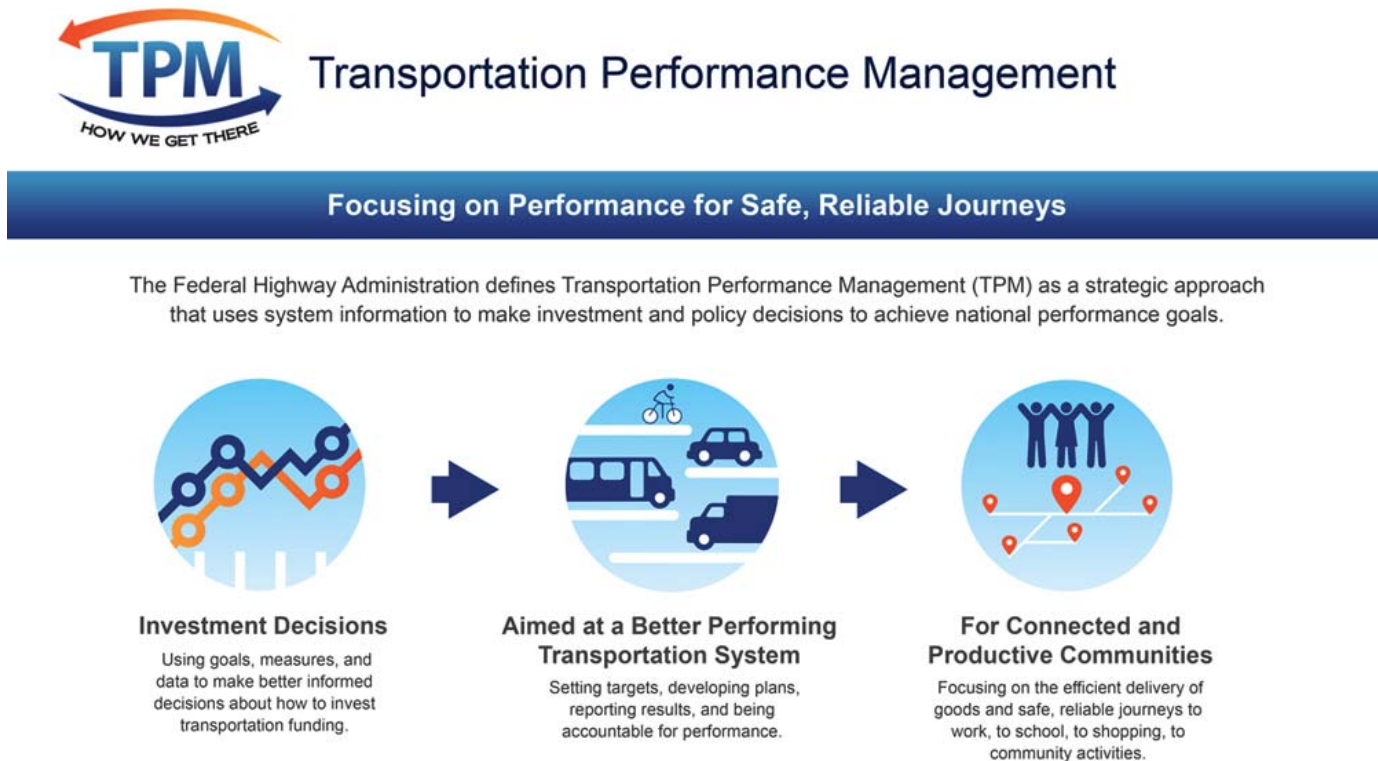
The Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law in 2012 and the Fixing America's Surface Transportation Act (FAST ACT) signed into law in 2015 require that all state departments of transportation and metropolitan planning organizations use a performance based planning and programming approach as part of a Transportation Performance Management (TPM) program, transforming transportation decision making into a performance-driven and outcome based process.

The Federal Highway Administration (FHWA) defines TPM (see Figure 1) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Performance management has been increasingly utilized over the past two decades. This process provides key information to decision makers, allowing them to understand the consequences of investment decisions across transportation assets and modes. It is also credited with improving project and program delivery and providing greater transparency and accountability to the public.

Transportation Performance Management:

- Is systematically applied on a regular ongoing basis;
- Provides key information to help decision makers, allowing them to understand the consequences of investment decisions across transportation assets or modes;
- Improves communications between decision makers, stakeholders and the traveling public; and
- Ensures targets and measures are developed in cooperative partnerships and based on data and objective information.

Figure 1: Transportation Performance Management



Source: FHWA

Performance Based Planning and Programming

Performance-based planning and programming (PBPP) refers to transportation agencies' application of TPM as a standard state of the practice in the planning and programming processes. The goal of PBPP is to ensure that transportation investment decisions, both long-term planning and short-term programming, are based on performance and the ability to meet established goals.

The process for MPOs includes incorporating PBPP into the Metropolitan Transportation Plan (MTP) which evaluates transportation system performance and is the MPO's long-range investment document, as well as the Transportation Improvement Program (TIP) which is the subset of the MTP and the MPO's short-term programming document outlining the anticipated projects the MPO intends to implement with federal funding in the next four fiscal years.

PBPP requires the following elements (see Figure 2) be incorporated into the metropolitan planning process:

- measurable goals and objectives for the transportation system;
- performance measures and targets for desired performance outcomes;
- data collection to monitor and analyze trends;
- performance measures and data collection to inform investment decisions; and
- monitoring, analyzing, and reporting decision outputs and performance outcomes.

Figure 2: Performance Based Planning and Program Process



Source: FHWA

PBPP will assist the CORE MPO's decision-makers to make both policy and project decisions. Transportation needs continue to outweigh resources available for transportation improvements. Implementing PBPP assists decision makers with these difficult decisions by utilizing tradeoff analysis and focusing on data specific performance outcomes. The results will be the enhanced accountability and transparency of the MPO planning process.

National Goal Areas

A key feature of MAP-21 and the FAST ACT is the establishment of a performance- and outcome-based program. The objective of this performance- and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals (see Table 1) established by Congress¹.

Highway Performance Goals

Through the federal rulemaking process, FHWA is requiring state DOTs and MPOs to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The goals address three areas of concern which include safety, state of good repair and system efficiency. The following table describes these national goal areas, rulemakings, performance areas, and prescribed measures.

¹ [§1203; 23 USC 150(b)]

Table 1: Federal Highway Program Performance Goals

	National Goal	Performance Area	Performance Measure
PM1	Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Injuries & Fatalities	1. Number of Fatalities 2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) 3. Number of Serious Injuries 4. Rate of Serious Injuries per 100 million VMT 5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries
PM2	Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair	Pavement	1. Percentage of pavement on the Interstate System in Good condition 2. Percentage of pavements on the Interstate System in Poor condition 3. Percentage of pavements on the non-interstate national Highway System (NHS) in Good condition 4. Percentage of pavements on the non-Interstate NHS in Poor Condition
		Bridge Condition	1. Percentage of NHS bridged classifieds as in Good condition 2. Percentage of NHS bridges classified as in Poor condition
PM3	Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System	Performance of the National Highway System	1. Percent of person miles traveled on the Interstate System that are reliable 2. Percent of the person miles traveled on the non-Interstate NHS that are reliable
	System Reliability - To improve the efficiency of the surface transportation system	Freight Movement of the Interstate System	1. Truck Travel Time Reliability
	Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	Traffic Congestion	1. Annual hours of peak-hour excessive delay per capita 2. Percent of non-single occupant vehicle travel
	Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.	On-Road Mobile Source Emissions*	1. Total emissions reduction*
*Only applies in non-attainment or maintenance area and does not apply to the CORE MPO at this time.			
Source: 23USC §150(b)			

Transit Performance Goals

Recipients of public transit funds, which can include states, local authorities, and public transportation operators are also required to establish performance targets based on the national goals (see Table 2) for safety and state of good repair; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with the CORE MPO and states so that all plans and performance reports are coordinated. The table below identifies performance measures outlined in the National Public Safety Transportation Plan² released by the

² https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/National%20Public%20Transportation%20Safety%20Plan_1.pdf

Federal Transit Administration (FTA), and in the final rule for transit asset management³. The CORE MPO is required to coordinate with public transit providers to set targets for these measures.

Table 2: Federal Transit Program Performance Goals

National Goal	Transit Performance Area	Performance Measure
Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Fatalities, Injuries and Safety Events	1. Total number of fatalities and rate per total vehicle revenue miles by mode
		2. Total number of injuries and rate per total vehicle revenue miles by mode
		3. Total number of events and rate per total vehicle revenue miles by mode
		4. Mean distance between major mechanical failures by mode
Infrastructure Condition (State of Good Repair: Transit Asset Management)	Equipment	Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
	Rolling Stock	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
	Facilities	Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale

Federal Requirements

The PBPP process requires states and MPOs to set targets related to the national goals and to report on progress toward meeting those targets. The following section describes these requirements for MPOs.

Targets

As part of the TPM, each state DOT and MPO must adopt targets to strive for within the planning and programming process. State DOTs and MPOs are required to set targets for a variety of performance measures related to safety, state of good repair and system performance. The process for setting targets will be taking place through 2019. The state DOT will set their targets first and the MPO has 180 days from that time to adopt their own targets. The MPO has two options in terms of setting targets. The MPO can state that it supports the state DOT targets, or it can create its own unique targets. By supporting the state's targets, GDOT will do the quantitative work and the CORE MPO will reflect the support of the target through its planning and programming activities.

GDOT, CORE MPO, and the Chatham Area Transit Authority (CAT) must coordinate throughout the target setting process to ensure consistency to the maximum extent practicable. For each performance measure, the CORE MPO Board will decide to either support statewide target(s), or to establish a quantifiable target(s) specific to the CORE MPO's planning area.

³ <https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16883.pdf>

Reporting

The CORE MPO's MTP must describe the performance measures and targets, evaluate the performance of the transportation system and report on progress made towards achieving the targets. The TIP must link investment priorities to the targets in the MTP and describe the anticipated effect of the program toward achieving established targets. CORE MPO must also produce a system performance report showing progress toward the achievement of targets to GDOT.

Assessments

FHWA and FTA will not directly evaluate the CORE MPO progress towards meeting targets for required performance measures but rather the performance will be assessed as part of regular cyclical certification review. FHWA will determine if GDOT has met or made significant progress towards attaining the selected targets for the highway system on an annual basis.

Safety Programming

The first set of performance measures and targets to be addressed is for safety. The Safety Performance Management (PM) Final Rule supports the state's Highway Safety Improvement Program (HSIP) by establishing safety performance measures to assess fatalities and serious injuries on all public roads.

The Safety Performance Management (PM) Final Rule establishes the following five performance measures:

1. **Number of Fatalities⁴:** The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities⁵:** The ratio of total number of fatalities to the number of vehicle miles travelled (VMT, in 100 million VMT) in a calendar year.
3. **Number of Serious Injuries⁶:** The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The ratio of total number of serious injuries to the number of VMT (in 100 million VMT) in a calendar year.
5. **Number of Non-motorized Fatalities and Non-motorized Serious Injuries⁷:** The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Using the methods provided in the federal final rule, GDOT determined the appropriate statewide safety targets as seen in Table 3. Staff from GDOT presented their findings to all state MPOs and presented to the CORE MPO in October of 2017. After careful consideration the CORE MPO Policy Board elected to support GDOT's targets in December of 2017. Although the CORE MPO has opted to support the state's targets initially, the MPO does have the option in the future to establish regional numeric targets for the safety

⁴ Final FARS data is to be used if it is available, otherwise FARS Annual Report File (ARF) data may be used, which is generally available one year before Final FARS data.

⁵ Volume Data: State VMT data is derived from the Highway Performance Monitoring System (HPMS). Metropolitan Planning Organization (MPO) VMT, if applicable, is estimated by the MPO.

⁶ Serious Injury Data: State motor vehicle crash database. Agencies must use the definition for "Suspected Serious Injury (A)" from the MMUCC, 4th edition by April 14, 2019. Prior to April 14, 2019 agencies may use injuries classified as "A" on the KABCO scale through use of NHTSA conversion tables. However, agencies are encouraged to begin using the MMUCC, 4th edition definition and attributes at the beginning of 2019 for a complete and consistent data file for the calendar year.

⁷ The number of non-motorized fatalities is the total number of fatalities with the FARS person attribute codes: (5) Pedestrian, (6) Bicyclist, (7) Other Cyclist, and (8) Person on Personal Conveyance. The number of nonmotorized serious injuries is the total number of serious injuries where the injured person is, or is equivalent to, a pedestrian (2.2.36) or a pedalcyclist (2.2.39) as defined in ANSI D16.1-2007.

performance measures. The CORE targets were reported to GDOT, which must be able to provide them to FHWA, upon request. MPO targets are not included in the assessment of whether a State met or made significant progress toward meeting its targets.

For the 2018 performance period, CORE MPO has elected to accept and support the State of Georgia's safety targets detailed in Table 3 for all five safety performance measures. CORE MPO will:

- Address areas of concern for fatalities or serious injuries within the CORE MPO's metropolitan planning area through coordination with GDOT and incorporation of safety considerations on all projects;
- Integrate safety goals, objectives, performance measures, and targets into the planning process; and
- Include the anticipated effect toward achieving the targets noted above within the TIP, effectively linking investment priorities to safety target achievement.

Table 3: Georgia Department of Transportation Safety Performance Targets 2018

Performance Measure		Target
Fatalities	Number of Fatalities	To maintain the 5-year rolling average for traffic fatalities under the projected 1,593.3 (2014 – 2018) 5-year average by December 2018
	Rate of Fatalities per 100 million vehicle miles traveled (VMT)	To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.32 (2014 – 2018) 5-year average by December 2018
Serious Injuries	Number of Serious Injuries	To maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014 – 2018) 5-year average by December 2018
	Rate of Serious Injuries per 100 million VMT	To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018
Non Motorized	Number of Non-motorized Fatalities and Serious Injuries	To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018

CORE MPO FY 2018-2021 TIP Safety Projects

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a number of key safety investments. A total of \$443 million has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$148 million per year.

The following table serves as a visualization tool to show how the projects programmed in the CORE MPO FY 2018 – 2021 TIP relate to federal performance measures, underscoring the strong alignment between CORE MPO's planning and TIP programming process and federal transportation planning priorities (see Table 4). The majority of the projects in the current TIP have elements that support the state's safety targets. As projects are completed and future crash data is collected we will be able to make further correlations between reductions in fatalities and serious injuries based on the transportation investments made within the region.

Table 4: TIP Projects and Federal Performance Measures

PI #	DESCRIPTION	Federal Performance Measures						
		Safety	Pavement & Bridge	Congestion	Freight	Air Quality	Transit Safety	Transit Asset management
0012757	I-16 From I-95 to I-516	X	X	X	X			
0012758	I-16 @ I-95 Interchange Reconstruction	X	X	X	X			
0013741	SR 25/US 17 @ Savannah River in Port Wentworth	X	X		X			
0013742	SR 25/US 17 @ Middle River in Port Wentworth	X	X		X			
0007128	CR 787/Island Expressway @ Wilmington River/Bascule Bridge	X	X	X				
0007631	Truman Linear Park Trail - Phase II-A	X				X		
0015306	Truman Linear park Trail - Phase II-B	X				X		
0008358	I-516 @ CS 1503/DeRenne Ave	X		X	X			
0010028	CS 1097/Delesseps/La Rouche Ave from Waters Ave to Skidaway Road	X	X			X		
0013727	I-16 @ SR 307	X	X	X	X			
0013280	CAT Vehicle Purchase for 2018						X	X
0015977	CAT- Bus Reliability Initiative						X	X
0015978	CAT - Maintenance Equipment Upgrades						X	X
0015979	CAT - Electric Bus Conversion Initiative					X	X	X
532370	SR 144 EB from S OF CR 100 to S of CR 154	X	X	X				
TBA	CAT Bikeshare System Expansion Phase 2					X		
0015980	McQueens Island Trail Restoration and Mitigation	X				X		
0006328	Brampton Road Conn from SR 21/SR 25 to SR 21 SPUR			X	X			

Table 4: TIP Projects and Federal Performance Measures (Continued)

PI #	DESCRIPTION	Federal Performance Measures						
		Safety	Pavement & Bridge	Congestion	Freight	Air Quality	Transit Safety	Transit Asset management
0006700	Effingham Parkway from CR156/Blue Jay/Effingham to SR 30/Chatham			X				
521855	SR 26 from I-516 to CS 188/Victory Drive	X	X	X	X			
0008359	East DeRenne from SR 204 to Harry S Truman Parkway	X	X	X	X			
0010236	SR 21 from CS 346/Mildred Street to SR 204	X	X	X	X			
0015704	SR 404 Spur/US 17 @ Back River	X	X	X	X			
0015705	SR 404 Spur/US 17 From NE of Savannah Harbor Parkway to Back River	X	X	X	X			
Transit	Section 5307, Section 5337, Section 5339, Ferry boat program						X	X
Lump Sum	Lump Sum Projects	X	X	X	X	X		

The following Table includes a brief description of how each project programmed in the FY 2018-2021 TIP supports the GDOT's targets on reducing fatalities and serious injuries. For detailed information please visit the CORE MPO interactive TIP at <http://core.dtstiptool.com/> or visit <http://www.thempc.org/Dept/Tip>. Figure 3 maps each of the projects that support the safety targets.

Table 5: Project Descriptions

PI#	Project	Description
0012757	I-16 From I-95 to I-516	Widening project which will support safety targets by easing congestion and heavy traffic flow, providing an emergency use ramp across the median for hurricane evacuations and linkage to the Georgia NaviGator system.
0012758	I-16 @ I-95 Interchange Reconstruction	The project will ease heavy traffic flow and enhance safety at the interchange by proving more efficient exit and entrance ramp operations with fewer conflicts. Collector-distributor* (CD) lanes will run parallel to the interstate and help improve traffic flow, speed, and safety. Lighting will be added to the interchange. A linkage to the Georgia NaviGator system will be included.
0013741	SR 25/US 17 @ Savannah River in Port Wentworth	Bridge replacement of an aged structure. Bridge is often closed for emergency repairs and a cause of safety concerns. The bridge improvement will minimize or eliminate the safety concerns.

PI#	Project	Description
0013742	SR 25/US 17 @ Middle River in Port Wentworth	Bridge replacement of an aged structure. Bridge is often closed for emergency repairs and a cause of safety concerns. The bridge improvement will minimize or eliminate the safety concerns.
0007128	CR 787/Island Expressway @ Wilmington River/Bascule Bridge	Replace the existing deteriorated bascule bridges on Island's Expressway over Wilmington River with two fixed span structures. This will help reduce traffic delays in addition to providing a safe and efficient evacuation from the islands without the worry of the bascule bridges malfunctioning.
0007631	Truman Linear Park Trail - Phase II-A	Supports non- motorized safety by creating dedicated non- motorized facilities
0015306	Truman Linear park Trail - Phase II-B	Supports non- motorized safety by creating dedicated non- motorized facilities
0008358	I-516 @ CS 1503/DeRenne Ave	Reduce traffic congestion and improve safety on DeRenne Avenue by providing a new four-lane divided connector from I-516 to a realigned White Bluff Road with a new direct connection to Hunter Army Airfield and a multi-use path. This project will eliminate the need for traffic bound to or from the Southside to turn at a signalized intersection, thus freeing up more green time for through movements on DeRenne
0013727	I-16 @ SR 307	Operational improvements including widening and relocation of the existing ramps and reconstruction into a diverging diamond interchange for more efficient traffic flow.
532370	SR 144 EB from S OF CR 100 to S of CR 154	This project consists of widening 144 to ease heavy vehicular traffic while supporting non-motorized travel with the addition of including sidewalks and bike lanes.
0015980	McQueens Island Trail Restoration and Mitigation	Supports non- motorized safety by enhancing dedicated non-motorized facilities
521855	SR 26 from I-516 to CS 188/Victory Drive	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. Realignment of the Victory Drive/Ogeechee Road intersection will improve traffic flow and reduce conflicts at the intersection.

PI#	Project	Description
0008359	East DeRenne from SR 204 to Harry S Truman Parkway	Replace the existing two-way left turn lane along DeRenne Avenue between SR 204/Abercorn Street and the Truman Parkway with a landscaped median to create a four- lane divided section. The project will improve signalized intersections to enhance accommodation for pedestrians, improve sidewalks on both sides, establish a parallel bicycle route along DeRenne Drive and remove ineffective acceleration/deceleration lanes.
0010236	SR 21 from CS 346/Mildred Street to SR 204	Improve the raised median along DeRenne Avenue between Mildred Street and Abercorn Street to better control access. The project will also improve signalized intersections to enhance accommodation for pedestrians, and improve sidewalks on both sides of DeRenne Avenue and remove ineffective acceleration/deceleration lanes.
0013282	SR 25 @ Pipemaker Canal- Culvert Replacement	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. This project includes non-motorized access. This project ties into the Port of Savannah International Multi-modal Connector project which includes grade separation and port access roads.
0015704	SR 404 Spur/US 17 @ Back River	A new two-lane bridge structure would be constructed over the Back River to accommodate the additional travel lanes. Upon completion of the proposed project, the existing two-lane bridge would accommodate southbound traffic and the new two-lane bridge would accommodate northbound traffic. This is part of the US 17 widening project which will ease heavy traffic flow, improve safety and provide bike lanes and shoulders.
0015705	SR 404 Spur/US 17 From NE of Savannah Harbor Parkway to Back River	SCDOT in cooperation with FHWA and GDOT, proposes widening and improvements of U.S. 17 from Hutchinson Island in Savannah, Chatham County, Georgia to South Carolina (S.C.) 315 located southwest of Bluffton, South Carolina. Approximately 3,000 feet of the project corridor is located in Chatham County, Georgia. The proposed improvements include the widening of U.S. 17 from two to four travel lanes, divided by a grassed median. This will ease heavy traffic and flow and improve safety.
0010028	CS 1097/Delesseps/La Rouche Ave from Waters Ave to Skidaway Road	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. *ADA compliance for pedestrian accommodations.

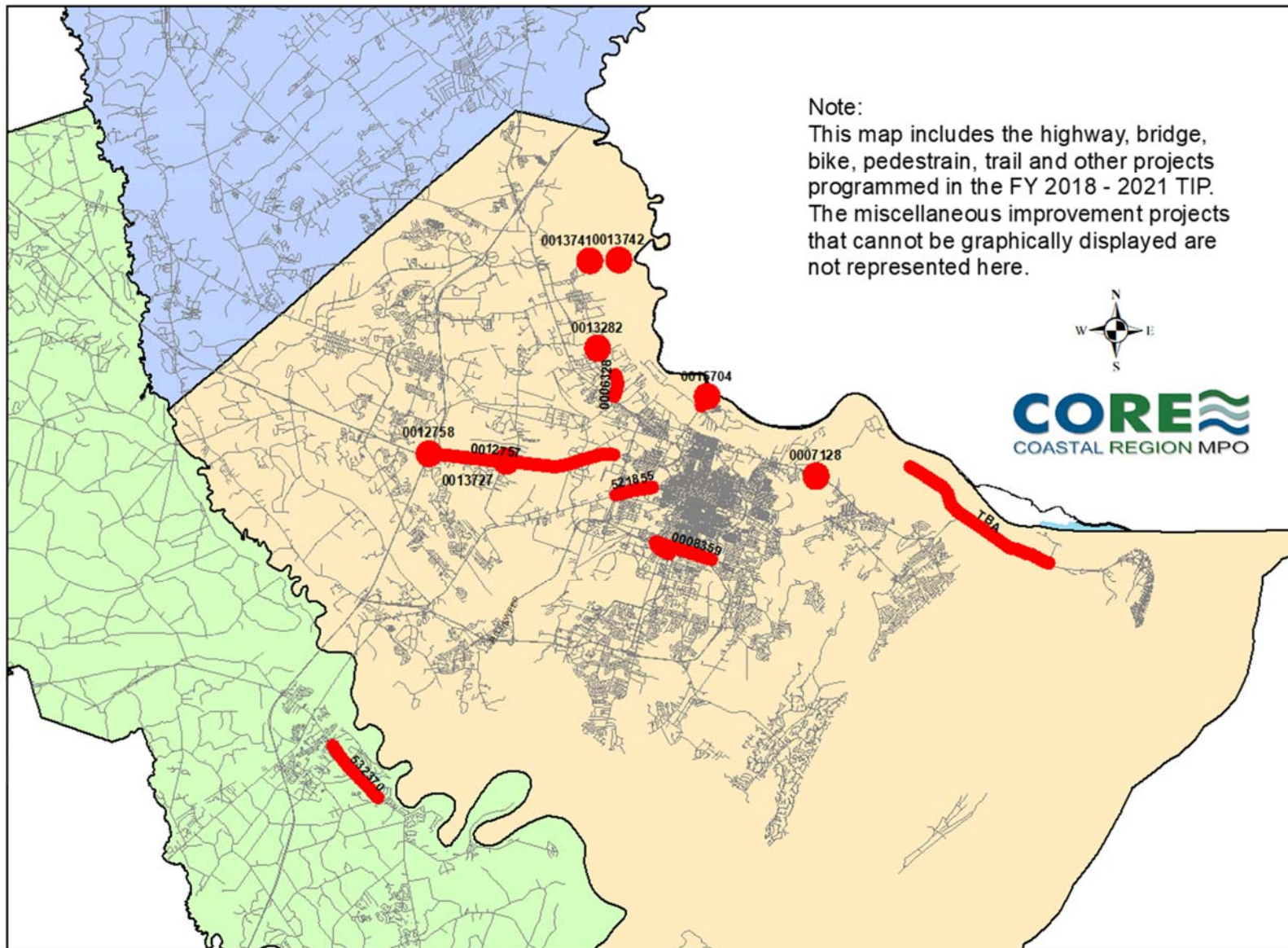
PI#	Project	Description
Lump Sum	Lump Sum Projects	GDOT manages various groups of projects that do not affect the capacity of the roadway, including maintenance, safety, roadway and interchange lighting, safe routes to school, transportation enhancements, highway risk rural roads, regional traffic signal optimization, etc.

Next Steps

The remaining FAST Act targets (PM2 and PM 3) will be adopted over the next year. Those targets relate to infrastructure condition, system reliability, congestion reduction, freight movement and economic vitality, and environmental sustainability.

Once GDOT has adopted the state's targets the MPO will have 180 days to make a determination whether it will support state's targets or set its own unique targets. As CORE MPO adopts the targets that information will be integrated as additional addenda to this amendment.

Figure 3: CORE MPO FY 2018-2021 TIP Projects Related to Safety



Appendix A: Related Performance Based Planning and Programming Resolutions

**RESOLUTION BY THE COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
(CORE MPO)**

ADOPTION OF CORE MPO SAFETY TARGETS
(Targets effective at time of adoption through February 27, 2019)

WHEREAS, federal regulations (23 CFR Part 490) require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and

WHEREAS, the Technical Coordinating Committee (TCC) of the Coastal Region Metropolitan Planning Organization (CORE MPO) in coordination with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Georgia Department of Transportation (GDOT) has reviewed the requirements to adopt Safety Performance Management Targets for use in the CORE MPO's transportation process; and


WHEREAS, the TCC at its December 7, 2017 meeting recommended that CORE MPO support the Safety Performance Management Targets approved by GDOT as follows:

- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1,593.3 (2014 – 2018) 5-year average by December 2018.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) – To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.32 (2014 – 2018) 5-year average by December 2018.
- Number of Serious Injuries – To maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014 – 2018) 5-year average by December 2018.
- Rate of Serious Injuries per 100 million VMT – To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018.
- Number of Non-motorized Fatalities and Serious Injuries – To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018.

NOW, THEREFORE, BE IT RESOLVED that the Coastal Region Metropolitan Planning Organization Board concurs with the recommendations of the Technical Coordinating Committee and agrees to support the Safety Performance Management Targets as approved by the Georgia Department of Transportation.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on December 13, 2017.


Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization



METROPOLITAN PLANNING ORGANIZATION

RESOLUTION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION

AUTHORIZATION FOR THE GEORGIA ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS (GAMPO) CHAIR TO SIGN THE GEORGIA PERFORMANCE MANAGEMENT AGREEMENT ON BEHALF OF THE CORE MPO

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

WHEREAS, Metropolitan Planning Organizations (MPOs) and States are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

WHEREAS, the 23 CFR 450.314(h) requires that MPOs and States shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS), and

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization for the Savannah urbanized area; and

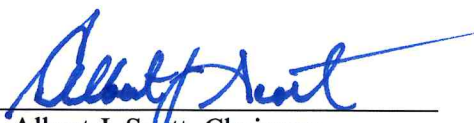
WHEREAS, The Georgia Association of Metropolitan Planning Organizations (GAMPO) is a fifteen-member Board of Directors representing each of the fifteen MPOs in the State of Georgia and provides a streamlined forum for MPOs in the State of Georgia; and

WHEREAS, The GAMPO directors, unanimously voted to approve GAMPO to enter into an agreement with The Georgia Department of Transportation as federally required by 23 CFR 450.314 on behalf of the Georgia State MPOs.

NOW, THEREFORE BE IT RESOLVED, that the Coastal Region Metropolitan Planning Organization authorizes the GAMPO Chairman to sign the Georgia Performance Management Agreement on behalf of the CORE MPO.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on May 22, 2018.


Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization

Appendix B: Public Participation Materials



METROPOLITAN PLANNING ORGANIZATION

June 2018

PUBLIC NOTICE for MTP and TIP AMENDMENTS

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

The comment period starts on **June 1, 2018** and written comments on the proposed MTP and TIP amendments will be accepted until close of business on **June 15, 2018**. Please send your comments to Stephanie Rossi, Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401, or via email at rossis@thempc.org.

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

CORE MPO Board Meeting

June 27, 2018

10:00 a.m.

MPC Arthur A. Mendonsa Hearing Room

112 East State Street, Savannah, GA 31401

For a complete list of public review agencies or additional information regarding the proposed MTP and TIP amendments, please call (912) 651-1476.

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

Appendix C: System Performance Report

Coastal Region Metropolitan Planning Organization System Performance Report 2018

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).¹ This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset and safety measures; and
- in any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance/PM3 measures.

The Coastal Region MPO (CORE MPO) Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was amended on June 2018. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the CORE MPO FY 2018-2021 TIP is included, herein, for the required Highway Safety/PM1 performance measures.

¹ 23 CFR 450.314

Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures² to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided by the States to FHWA for each safety performance measure. Current safety targets address calendar year 2018 and are based on a five-year rolling average (2014-2018). Georgia statewide safety performance targets for 2018 are included in Table 1³. The Coastal Region MPO adopted the Georgia statewide safety performance targets on December 13, 2017. Statewide system conditions for each performance measure are also included in Table 1. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2012-2016).

The latest safety conditions will be updated on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 1. Highway Safety/PM1, System Conditions and Performance

Performance Measures	Georgia Statewide Baseline Performance (Five-Year Rolling Average 2012-2016)	2018 Georgia Statewide Performance Target (Five-Year Rolling Average 2014-2018)
Number of Fatalities	1,305.2	1,593.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.320
Number of Serious Injuries	17,404.6	19,643.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	16.318
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	1,027.2

The CORE MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-20YY TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and

² 23 CFR Part 490, Subpart B

³ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current Georgia Statewide Transportation Plan (SWTP), and the current CORE MPO 2040 Total Mobility Plan the region's Metropolitan Transportation Plan (MTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The CORE MPO 2040 Total Mobility Plan the region's MTP increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a number of key safety investments. A total of \$443 million has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$148 million per year.