

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

August 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>.

In August 2016 CORE MPO would like to amend the TIP for two projects at the request of the project sponsors – Truman Linear Park Trail Phase II Part B (requested by the City of Savannah to add a Preliminary Engineering Phase in FY 2017) and SR 144 EB FROM S OF CR 100 TO S OF CR 154 (requested by GDOT to update the project cost to reflect the segment located within the CORE MPO's Metropolitan Planning Area).

It should be noted that the Transportation Improvement Program must be consistent with the current 2040 Metropolitan Transportation Plan (MTP). Before changes 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 August 2016 TIP amendments.

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 amendments to the 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 amendments will not negatively impact the annual fiscal balance.

Amendments

The following summarizes the August 2016 TIP amendments.

TRUMAN LINEAR PARK TRAIL – PHASE II PART B

- ***PI #:*** TBA
- ***MTP Priority:*** The construction (CST) phase of the project is in Cost Band One (2015-2020) of the 2040 Total Mobility Plan per June 2016 addendum as a part of the June TIP amendment to split the original trail project.
- ***Amendment:*** Add a Preliminary Engineering (PE) phase to the TIP and revise the construction cost estimate.
- ***Reason for Amendment:*** In June 2016 the TIP amendment was processed for Chatham County and the City of Savannah to split local sponsorship of the construction of Truman Linear Park Trail Phase II - the County will construct Phase II-A which maintains PI# 0007631, and the City

will construct Phase II-B with PI# to be assigned. A separate concept report will be prepared for Phase II-B by the City of Savannah which requires PE phase be programmed in the TIP since the City requested federal funds for this phase. In July 2016 the Georgia Department of Transportation (GDOT) confirmed that the new PI# will not be assigned to this project unless the PE phase is programmed.

- **Project description:** The Truman Linear Park Trail Phase II 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 B of the project will complete the multiuse trail from DeRenne Avenue to 52nd Street/Bee Road, to be implemented by the City Savannah. Specific project description is to be developed during the concept development process.
- **Funding/Year:** The construction of Truman Linear Park Trail – Phase II Part B is currently programmed in FY 2018 with urban attributable Z230 funds per the June 2016 TIP amendments (see below).

Current: CST programmed in FY 2018

Funding Source	Federal Portion	Local Match	Total
Z 230 (original request)	\$94,369	\$23,592	\$117,961
Z 230 (shift from PI# 0010563)	\$406,527	\$101,632	\$508,159
Z 230 (additional request)	\$390,053	\$97,513	\$487,566
Total	\$890,949	\$222,737	\$1,113,686

Amended: The revised phase and funding information is listed below – CST is still programmed in FY 2018 but with an updated cost estimate and the added PE phase is programmed in FY 2017.

Phase	Year	Funding Source	Federal Portion	Local Match	Total
PE	2017	Z 230	\$240,000	\$60,000	\$300,000
CST	2018	Z 230	\$650,949	\$162,737	\$813,686*
Total			\$890,949	\$222,737	\$1,113,686

* The final construction cost estimates will be updated after the concept is developed.

- **Requesting date:** July 2016
- **Requesting Agency:** City of Savannah
- **Comment Period:** 8/9/2016 – 8/23/2016

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 has been managed by GDOT and has been included in the STIP (Statewide Transportation Improvement Program) before CORE MPO expanded its Metropolitan Planning Area (MPA) to Richmond Hill. Since the urban portion of this project is located within the CORE MPO's MPA boundary, the project needs to be programmed in the TIP with the cost estimates reflecting the urban portion. The PE phase and ROW phase of this project had funds authorized in previous years.
- **Amendment:** The current financial information in the TIP reflects the cost estimates for the whole project. The amendment to reduce both the UTL cost and CST cost reflects the cost estimates for the project segment that is located within the CORE MPO's MPA.
- **Reason for Amendment:** Roadway project phases that have a cost change more than \$2,000,000 is considered an amendment.
- **Funding/Year:**

Year	Phase	Fed\$	State\$	Other\$	Total Funding	
2017	CST	\$16,491,478.68	\$4,122,869.67	\$0.00	\$20,614,348.35	Current
2017	CST	\$9,565,057.63	\$2,391,264.41	\$0.00	\$11,956,322.04	Amended
2017	UTL	\$1,555,909.60	\$388,977.40	\$0.00	\$1,944,887.00	Current
2017	UTL	\$902,427.57	\$225,606.89	\$0.00	\$1,128,034.46	Amended

- **Requesting date:** July 2016
- **Requesting Agency:** GDOT
- **Comment Period:** 8/9/2016 – 8/23/2016

Public Involvement and Approval of TIP Amendments

The adopted TIP/STIP amendment process outlined in the CORE MPO's Participation Plan 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 amendments in August 2016, CORE MPO advertised a fifteen (15) day public comment period in the Savannah Morning News on Sunday, August 7. 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 August 9, 2016 and closed on August 23, 2016. A public hearing was held in conjunction with the CORE MPO Board meeting on August 24, 2016.

CORE MPO staff has worked with the project managers/sponsors to address the received comments. Oral comments were responded to at the August CORE MPO meetings. The project-specific written

comments and responses are incorporated into this report and the updated project pages (Appendix B). The significant comments and responses are shown below. The original written comments are included in Appendix C of this report.

Comment: For SR 144 EB FROM S OF CR 100 TO S OF CR 154 • PI #: 532370, I recommend adding 6.5' paved bi-directional bike lanes from the beginning of PI #: 532370 at Timber Trail, west to US 17: a portion of this segment will become part of the Coastal Georgia Greenway. Please advise if this recommendation is approved.

Response: This project's concept has been approved, the environmental process has been completed, and the right-of-way has been certified. The project is on its way to construction. It's impossible for GDOT to accept the recommendations at this point, but I am copying the GDOT staff on this suggestion so that they can take the input into consideration.

Comment: For PI #: 532370, SR 144 EB FROM S OF CR 100 TO S OF CR 154, are pedestrian sidewalks included?

Response: Based on the project descriptions, pedestrian sidewalks are included in the urban segment of the project but not in the rural segment.

Comment: For PI #: 532370, SR 144 EB FROM S OF CR 100 TO S OF CR 154, should we change the project name in the TIP to reflect just the urban segment?

Response: Even though this project is located in both the Savannah MPA (urban section) and the rural Bryan County, it is being implemented as one project. It's not advisable to change the project name in the TIP. However, the TIP should clarify in the comment section the cost estimates for the urban segment and the total project length.

Comment: For Truman Linear Park Trail Phase II Part B, please confirm the need of a ROW phase.

Response: The City of Savannah intends to develop Phase II Part B of the Truman Linear Parkway Trail alignment within existing public ROW, so no ROW phase will be needed at this point.

The amendments to the FY 2015 - 2018 TIP were endorsed by the Citizens Advisory Committee (CAC) on August 4, 2016 and the Technical Coordinating Committee (TCC) on August 18, 2016. The CORE MPO Board approved these TIP amendments on August 24, 2016.

Appendix

Several appendices are attached with this report:

- Appendix A - the 2040 MTP addendum for the August 2016 MTP/TIP consistency check
- Appendix B - the updated project pages for FY 2015 – 2018 TIP that incorporate the proposed amendments
- Appendix C - the public involvement materials including change requests from various agencies

Appendix A: 2040 MTP Addendum

Addendum to 2040 MTP - August 2016													
2040 MTP				June 2016 Addendum				August 2016 Addendum					
PI#	Project Name	Phase	Current MTP Cost Band	Cost	PI#	Revised Project Name	Phase	New MTP Cost Band	New 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	0007631	Truman Linear Park Trail - Phase II Part A	CST	One (2015-2020)	\$3,148,770	Truman Linear Park Trail - Phase II Part A	CST	One (2015-2020)	\$3,148,770
532370	SR 144 Widening	CST	One (2015-2020)	\$9,762,464	TBA	Truman Linear Park Trail - Phase II Part B	CST	One (2015-2020)	\$1,113,686	Truman Linear Park Trail - Phase II Part B	PE and CST	One (2015-2020)	\$1,113,686
					532370	SR 144 EB FROM S OF CR 100 TO S OF CR 154 (Whole segments)	UTL and CST	One (2015-2020)	\$22,559,235	SR 144 EB FROM S OF CR 100 TO S OF CR 154 (urban segment)	UTL and CST	One (2015-2020)	\$13,084,357

Appendix B: Updated Project Pages
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

TRUMAN LINEAR PARK TRAIL – PHASE II PART B				P.I. #: TBA		
<p>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. Phase II is proposed as a development of a multiuse trail from Phase I at 52nd Street and Bee Road to Lake Mayer Community Park. 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.</p>				TIP #: 2015-M-01		
				COUNTY: CHATHAM		
				PROJ. #: TBA		
				FUND: Z230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT:	N/A	2030:	N/A	CONG. DISTRICT: 1		
NO. OF LANES EXISTING:	N/A	PLANNED:	N/A	RC: CG		
LOCAL ROAD #:	STATE/US ROAD #:		LENGTH (MI):			
<p>COMMENTS/REMARKS: The construction of the Part B trail project is programmed in FY 2018 with urban attributable Z230 funds. The City of Savannah will provide the local match. A PE phase has been added to FY 2017 per City request for concept development and related activities. It should be noted that the final construction cost estimates for this project will be updated when the concept report is developed.</p>						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Federal/Local	\$0	\$0	\$300,000	\$0	\$300,000
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/Local	\$0	\$0	\$0	\$813,686	\$813,686
PROJECT COST		\$0	\$0	\$300,000	\$813,686	\$1,113,686
FEDERAL COST*		\$0	\$0	\$240,000	\$650,949	\$890,949
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$60,000	\$162,737	\$222,737

PROJECT LOCATION



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

SR 144 EB FROM S OF CR 100 TO S OF CR 154				P.I. #:	532370	
<p>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.</p>				TIP #:	2017-Bry-01	
				COUNTY:	Bryan	
				PROJ. #:	STP00-0630-00(010)	
				FUND:	Z240	
				GDOT DISTRICT:	5	
TRAFFIC VOL. 2005 AADT:		2030 AADT:		CONG. DISTRICT:	1	
NO. OF LANES EXISTING:	2	PLANNED:	4	RC:	CG	
LOCAL ROAD #:	STATE/US ROAD #:	144		LENGTH (MI):	5.051	
<p>COMMENTS/REMARKS: This project is located in Bryan County and the urban segment has been included in the CORE MPO's 2040 MTP per addendum for the expanded MPA. The project was previously included in the STIP. Since the urban portion of the project is located in the CORE MPO MPA, it needs to be included in the TIP. PE and ROW funds have been authorized in previous years. UTL and CST are programmed in FY 2017 in the TIP with Z240 funds (previously M240) and reflect cost estimates for the urban segment. The total project costs for both the urban and rural segments are \$20,614,348.35 for CST and \$1,944,887 for UTL.</p>						
PROJECT PHASE	\$ SOURCE	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Authorized	\$0	\$0	\$0	\$0	\$0
UTILITY	Federal/State	\$0	\$0	\$1,128,034	\$0	\$1,128,034
CONSTRUCTION	Federal/State	\$0	\$0	\$11,956,322	\$0	\$11,956,322
PROJECT COST		\$0	\$0	\$13,084,356	\$0	\$13,084,356
FEDERAL COST		\$0	\$0	\$10,467,484	\$0	\$10,467,484
STATE COST		\$0	\$0	\$2,616,871	\$0	\$2,616,871
LOCAL COST		\$0	\$0	\$0	\$0	\$0

PROJECT LOCATION



Appendix C: Public Involvement

From: Little, Aries [mailto:arlittle@dot.ga.gov]
Sent: Tuesday, July 12, 2016 11:17 AM
To: Wykoda Wang
Cc: Harris, Krystal
Subject: Request for Administrative Modification (PI 532370-)

Good Morning,

Wykoda- I would like to request for an administrative modification for the project described below. As discussed, I will continue to provide any administrative modification or amendment request as the information becomes known. Please feel free to contact me if you should have any questions.

Thank you and have a wonderful day!

PI 532370- SR 144 EB FROM S OF CR 100 TO S OF CR 154

The project's CST and UTL phases cost in the current TIP illustrate the cost for the rural and urbanized area. The TIP should reflect the urbanized portions only which 58% of the project is within the urbanized area. Please administratively modify the CST and UTL cost such that the cost in the TIP and LRTP to reflect the urbanized area. Under the comments and remarks sections, notate the cost of the CST and UTL phases and indicate the cost reflected are for the urbanized area.

<i>Year</i>	<i>Phase</i>	<i>Fed\$</i>	<i>State\$</i>	<i>Other\$</i>	<i>Total Funding</i>	
2017	CST	\$16,491,478.68	\$4,122,869.67	\$0.00	\$20,614,348.35	Current
2017	CST	\$9,565,057.63	\$2,391,264.41	\$0.00	\$11,956,322.04	Requested Change
2017	UTL	\$1,555,909.60	\$388,977.40	\$0.00	\$1,944,887.00	Current
2017	UTL	\$902,427.57	\$225,606.89	\$0.00	\$1,128,034.46	Requested Change

Aries C. Little- Transport Planning Spec 2
GDOT Office of Planning
600 W. Peachtree St. NW, 5th Floor
Atlanta, GA 30308
O: 404-631-1795

From: Nick Deffley [mailto:NDeffley@Savannahga.Gov]
Sent: Friday, July 29, 2016 8:52 AM
To: Wykoda Wang
Subject: RE: Request Assistance for Truman Linear Park Trail Phase II - Part B

Wykoda,

Per Matt's response below, please list \$300K for the PE phase of Truman Trail Phase IIB, as the GDOT project management fees will not be charged to the project, but the separate MPO charge account.

Please let me know if you need any additional information for me to prepare your documentation.

Thanks,

Nick Deffley, MPP
Sustainability Director
City of Savannah
Office: (912) 651-6909
Cell: (912) 414-8959
savannahga.gov

From: Bennett, Matt [mailto:mabennett@dot.ga.gov]
Sent: Thursday, July 28, 2016 8:20 PM
To: Wykoda Wang
Cc: Nick Deffley
Subject: Re: Request Assistance for Truman Linear Park Trail Phase II - Part B

Nick is correct.....for major MPO areas we set a yearly charging number for projects with certain fund codes, of which Z230 is one.

On Jul 26, 2016, at 9:06 AM, Wykoda Wang <wangw@thempc.org> wrote:

Mat,

Would you please provide some clarifications per Nick's question below? What is the general MPO Oversight project? We are not familiar with the GDOT process. Thanks.

Wykoda

From: Nick Deffley [mailto:NDeffley@Savannahga.Gov]
Sent: Tuesday, July 26, 2016 9:02 AM
To: Wykoda Wang
Subject: RE: Request Assistance for Truman Linear Park Trail Phase II - Part B

Wykoda,

Just clarifying from Matt's response: This means that I do not need to allocate GDOT project management fees for the project, correct?

Nick

From: Bennett, Matt [<mailto:mabennett@dot.ga.gov>]
Sent: Monday, July 25, 2016 4:31 PM
To: Wykoda Wang
Cc: Saxon, Brad; Moyer, David; Nick Deffley; Ghazi, Aghdas
Subject: RE: Request Assistance for Truman Linear Park Trail Phase II - Part B

Sorry, I was in training all last week and just got to the memo I needed to show what funding was handled in what way.

Since it's Z230, there is no need for an oversight check to process the PFA, it will be billed to the general MPO Oversight project.

Thanks,

Matt Bennett
Program Manager - District 4 & 5
Office of Program Delivery
One Georgia Center
600 West Peachtree Street, Floor 25
Atlanta, GA 30308

or,

204 N. Hwy 301
Jesup, GA 31546

☎ (912)530-4392
912-271-7404 (blackberry)
mabennett@dot.ga.gov

From: Wykoda Wang [<mailto:wangw@thempc.org>]
Sent: Monday, July 25, 2016 10:51 AM
To: Bennett, Matt
Cc: Saxon, Brad; Moyer, David; Nick Deffley; Ghazi, Aghdas
Subject: RE: Request Assistance for Truman Linear Park Trail Phase II - Part B

Matt,

Have you come up with a GDOT oversight figure so that the City of Savannah can take into account in estimating the PE amount for the project? Thanks.

Wykoda

From: Wykoda Wang
Sent: Friday, July 22, 2016 8:57 AM
To: 'Bennett, Matt'
Cc: Saxon, Brad; Moyer, David; Nick Deffley; Ghazi, Aghdas
Subject: RE: Request Assistance for Truman Linear Park Trail Phase II - Part B

Currently Z230 funds are being proposed for the PE phase.

From: Bennett, Matt [<mailto:mabennett@dot.ga.gov>]
Sent: Thursday, July 21, 2016 5:07 PM
To: Wykoda Wang
Cc: Saxon, Brad; Moyer, David; Nick Deffley; Ghazi, Aghdas
Subject: Re: Request Assistance for Truman Linear Park Trail Phase II - Part B

Wykoda,

What fund source will the MPO be using?

Sent from my iPhone

On Jul 21, 2016, at 4:01 PM, Wykoda Wang <wangw@thempc.org> wrote:

Brad,

The City of Savannah is trying to figure out how much GDOT oversight funds (or percentage) are needed for the Truman Linear Trail Phase II Part B project before they can give me an estimate on how much funds are needed for the PE phase – per email from GDOT Planning below, the GDOT oversight will not be listed separately and will be a part of the PE cost. Would you please shed some light on this?

Thanks.

Wykoda

From: Harris, Krystal [<mailto:kharris@dot.ga.gov>]
Sent: Friday, July 8, 2016 11:35 AM
To: Wykoda Wang
Subject: RE: Follow up and next steps for Truman Linear Park Trail Phase II - Part B

Just for clarity Wykoda, the reason we need the PE phase is because oversight is necessary due to the use of Federal funds.

Sincerely,

Krystal F. Harris

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

From: Harris, Krystal [<mailto:kharris@dot.ga.gov>]
Sent: Friday, July 8, 2016 10:34 AM
To: Wykoda Wang; Moyer, David; Little, Aries
Cc: ndeffley@savannahga.gov; sbrandon@savannahga.gov; Tom Thomson; Mark Wilkes; Jane Love; Npanther@chathamcounty.org; Bennett, Matt; McQueen, Thomas
Subject: RE: Follow up and next steps for Truman Linear Park Trail Phase II - Part B

Hi Wykoda,

In order for our OFM office to program a new project they at minimum need a PE phase. The only thing shown in the TIP is a CST phase. There is no GDOT oversight on CST, the oversight as David has stated is for the design of

the project. Once the TIP is amended to include the PE phase a request can be put in for a new project. If you have any additional questions or concerns please feel free to contact Aries or myself. Thanks so much!

Sincerely,

Krystal F. Harris

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

From: Wykoda Wang [<mailto:wangw@thempc.org>]
Sent: Friday, July 08, 2016 10:05 AM
To: Moyer, David; Little, Aries
Cc: Harris, Krystal; ndeffley@savannahga.gov; sbrandon@savannahga.gov; Tom Thomson; Mark Wilkes; Jane Love; Npanther@chathamcounty.org; Bennett, Matt
Subject: RE: Follow up and next steps for Truman Linear Park Trail Phase II - Part B

David and Aries,

Thank you very much for your input.

The project is currently in the amended TIP per the June 2016 TIP revisions (CST in FY 2018). Can't we just request a PI# now based on this June action? The August amendment is just to add a new phase to the existing project. If we get a PI# and a GDOT project manager assigned now, then he/she can direct the City of Savannah on how to proceed.

Thanks.

Wykoda

From: Moyer, David [<mailto:dmoyer@dot.ga.gov>]
Sent: Friday, July 8, 2016 9:56 AM
To: Little, Aries; Wykoda Wang
Cc: Harris, Krystal; ndeffley@savannahga.gov; sbrandon@savannahga.gov; Tom Thomson; Mark Wilkes; Jane Love; Npanther@chathamcounty.org; Bennett, Matt
Subject: RE: Follow up and next steps for Truman Linear Park Trail Phase II - Part B

Wykoda

My understanding of the PFA and consultant selection process is that the City could advertise for a consultant and make the selection as long as they followed all Quality Based Selection guidelines. They could not give the consultant Notice to Proceed until the PFA was executed if the PFA covered reimbursement for design. Any work done before the PFA execution date would not be eligible for reimbursement.

Once the PI# is assigned and the project is in TIP then GDOT will assign a PM who will initiate the PFA process. Matt Bennett can better address the assignment of a PM.

From: Little, Aries
Sent: Friday, July 08, 2016 8:07 AM
To: Wykoda Wang <wangw@thempc.org>
Cc: Harris, Krystal <kharris@dot.ga.gov>; Moyer, David <dmoyer@dot.ga.gov>; ndeffley@savannahga.gov; sbrandon@savannahga.gov; Tom Thomson <thomsont@thempc.org>; Mark Wilkes <wilkesm@thempc.org>;

Jane Love <lovej@thempc.org>; Npanther@chathamcounty.org

Subject: RE: Follow up and next steps for Truman Linear Park Trail Phase II - Part B

Good Morning,

Below, I have provided responses to your questions. The responses are based on the Phase II Part B project being assumed to be a standalone “new” project. If any funds are to be drawn out of the Phase II Part A, then a revised scope for Part A will be necessary in order to identify Part B and it’s limits. Otherwise this project should have its own cost estimates and identified funding for all phases.

Thanks Wykoda for coordination and have a wonderful Friday.

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

Sent: Thursday, July 07, 2016 12:59 PM

To: Little, Aries

Cc: Harris, Krystal; Moyer, David; ndeffley@savannahga.gov; sbrandon@savannahga.gov; Tom Thomson; Mark Wilkes; Jane Love; Npanther@chathamcounty.org

Subject: Follow up and next steps for Truman Linear Park Trail Phase II - Part B

Aries,

I have several questions regarding the Truman Linear Park Trail Phase II - Part B project.

- 1) Now that we have this project programmed in the TIP as a part of the June 2016 TIP amendments, I would like to request that GDOT assign a PI#. Please let me know when this can be done.

The State Transportation Board will approve the revision in August which I will be able to provide the PI number once approval is received, however, all phases must have funds identified (i.e. PE and ROW) if these will be paid for using local funds then please specify in the TIP sheet.

- 2) The City of Savannah would like to start the Preliminary Engineering (PE) Phase and sign the Project Framework Agreement (PFA) soon, but they are not quite sure what the exact procedure is. Should this happen after a PI# is assigned by GDOT? When will they know a GDOT project manager has been assigned to the project? What is the process for developing and signing the PFA?

Planning does not develop the PFA; therefore, I will not be able to provide advisement concerning the PFA. Once a PM is assigned to the project, then he or she will be able to explain the procedures to develop a PFA.

- 3) The City would like to request some PE funds in FY 2017 to start concept development (allocate part of the CST funds now programmed in FY 2018). The MPO plans to process this request as a TIP amendment in August. Should the City wait until the PI# is assigned, TIP amendment is completed and PE funds are authorized before they advertise for the RFP for a consultant? Or can the City start the advertisement process and get PE reimbursement later?

Again, a PI number cannot be provided until all phases have funds identified in the TIP sheet, it is recommended that the TIP is amended to reflect all phases. If the City wants to request for reimbursement, it would be best to wait until a PFA is signed. It is strongly recommended that the City representative coordinate with the PM regarding the procedures for the PFA.

A prompt response is greatly appreciated. Thank you very much for your assistance.

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: Wykoda Wang
Sent: Friday, August 5, 2016 11:43 AM
To: Jo C Hickson <JoHickson@comcast.net>
Cc: bsaxon@dot.ga.gov; Bennett, Matt <mabennett@dot.ga.gov>; Jane Love <lovej@thempc.org>
Subject: RE: TIP Amendments
Jo,

Thank you very much for your comments.

Regarding PI# 532370, this project's concept has been approved, the environmental process has been completed, and the right-of-way has been certified. The project is on its way to construction. I don't think GDOT will accept your recommendation at this point, but I am copying the GDOT staff on this email so that they can take your input into consideration.

Thank you for your continued efforts to improve bike-ped connectivity in our area. I hope we can provide similar input during the early project development process.

Sincerely

Zhongze (Wykoda) Wang
Transportation Administrator
Chatham County - Savannah Metropolitan Planning Commission

From: Jo C Hickson [<mailto:JoHickson@comcast.net>]
Sent: Friday, August 5, 2016 11:31 AM
To: Wykoda Wang
Subject: RE:

Hello Wykoda,

Thank you for allowing me to comment on the TIP amendments.

I am in favor of TRUMAN LINEAR PARK TRAIL – PHASE II PART B amendment.

For SR 144 EB FROM S OF CR 100 TO S OF CR 154 • PI #: 532370, I recommend adding 6.5' paved bi-directional bike lanes from the beginning of PI #: 532370 at Timber Trail, west to US 17: a portion of this segment will become part of the Coastal Georgia Greenway. Please advise if this recommendation is approved.

Jo Claire Hickson
Executive Director
Coastal Georgia Greenway, Inc.
912.247.8746

3601 Abercorn St.
Savannah, GA 31405

johickson@comcast.net
www.coastalgeorgiagreenway.org

From: Nick Deffley [mailto:NDeffley@Savannahga.Gov]
Sent: Wednesday, August 10, 2016 1:39 PM
To: Wykoda Wang <wangw@thempc.org>; Little, Aries <arlittle@dot.ga.gov>
Cc: Mark Wilkes <wilkesm@thempc.org>; McQueen, Thomas <tmcqueen@dot.ga.gov>
Subject: RE: August Draft TIP Amendment Concerns

Aries,

That City intends to develop Phase IIB of the Truman Trail alignment within existing public ROW. Please let me know if you need additional information.

Thanks,

Nick Deffley, MPP
Sustainability Director
City of Savannah
Office: (912) 651-6909
Cell: (912) 414-8959
savannahga.gov

From: Wykoda Wang [mailto:wangw@thempc.org]
Sent: Wednesday, August 10, 2016 11:01 AM
To: Little, Aries
Cc: Mark Wilkes; McQueen, Thomas; Nick Deffley
Subject: RE: August Draft TIP Amendment Concerns

Aries,

Thanks for the comments on the proposed TIP amendments.

I am copying the City of Savannah's Project Manager, Mr. Nick Deffley, regarding the ROW requirement for Truman Linear Park Trail Phase II Part B for clarification. My current understanding is that no ROW is needed, but I will defer the question to Nick. Regarding the appendix to include all correspondence including the GDOT Planning's and GDOT District's, I can revise the final report as well. The current correspondence information is related to the decision made regarding this amendment.

The cost change for PI 532370 within the TIP document is more than \$2 million – that's why I processed this request as an amendment instead of an administrative modification, to be on the safe side. I can revise the comment section on the project page to reflect the full cost.

Wykoda

From: Little, Aries [mailto:arlittle@dot.ga.gov]
Sent: Wednesday, August 10, 2016 10:27 AM
To: Wykoda Wang <wangw@thempc.org>
Cc: Mark Wilkes <wilkesm@thempc.org>; McQueen, Thomas <tmcqueen@dot.ga.gov>
Subject: August Draft TIP Amendment Concerns

Good Morning,

Thank you for providing the draft amendments to review (anticipated adoption August 2016).

Truman Linear Park Trail- Phase II Part B (PI# TBA)

- } Please confirm the need of a ROW phase. Planning will need confirmation prior to providing the MPO staff with the PI #.
- } If it is determined that a ROW phase is needed, per the staff's confirmation, please ensure the phase is amended into the LRTP and TIP prior to Planning providing a PI #.

Copied Correspondences (pages ix-xi)

- ☒ In the package provided for public review, there are several concerns with the copied correspondence provided.
 - 1) The July 21st email references a correspondence with Planning; however, this correspondence is not provided. Please ensure to include all referenced information.
 - 2) Staff edited the correspondence to only highlight responses of GDOT which makes the conversation unclear of what is being asked and what is being clarified. If staff is going to include correspondences into the public review package and/or illustrate the correspondence in meetings, then staff should include all threads of the correspondence.

SR 144 EB from S of CR 100 to S of CR 154 (PI 534370-)

- } Planning requested for an administrative modification such that the TIP will only reflect the portions of the project within the urbanized area. (See page viii of the draft TIP public review)
- } An amendment is only required when there is a cost increase more than \$2million or 20% of the authorized amount. Please reference page 17 and 18 of the TIP (original complete TIP document and not the update TIP pages).

Project Sheet Concerns

- ☒ Per Planning's original request (illustrated on page viii of the draft TIP public review), it was requested for staff to note the cost of the project in the Comments/Remarks section of the project sheet. Please include the cost of the project (urban/rural portions) under the Comments/Remarks section.

Please feel free to contact me if you have any concerns with Planning's comments.

Thanks again and have a wonderful day.

Aries C. Little- Transport Planning Spec 2
GDOT Office of Planning
600 W. Peachtree St. NW, 5th Floor
Atlanta, GA 30308
O:404-631-1795