



## CORE MPO Technical Coordinating Committee

Agenda  
February 17, 2022 at 2:00pm  
Minutes

### FEBRUARY 17, 2022 CORE MPO Technical Coordinating Committee (TCC)

Voting Members	Representing	Present
Charles Ackridge	City of Bloomingdale	
Scott Allison	City of Richmond Hill	
Pamela Bernard	Chatham County Engineering	
Caila Brown	Bike Walk Savannah	X
Matt Saxon	City of Pooler	
Ned Green	GDOT – Planning	X
Mark Denmark	Savannah Airport Commission	
Troy Pittman	GDOT – District Five	X
Scott Robider	City of Garden City	
Trent Long	City of Port Wentworth	X
Don Masisack	Coastal Regional Commission	
Peter Gulbranson	City of Tybee Island	
Shalonda Roundtree	Chatham Area Transit	X
Melanie Wilson	MPC Executive Director	X
Randy Weitman	Georgia Ports Authority	
Mark Wilkes	CORE MPO/MPC	X
Stephen Henry	City of Savannah	X
Teresa Concannon	Effingham County	X
Robert Milie	Town of Thunderbolt	X
Vacant	Town of Vernonburg	
<b>Voting Alternate</b>	<b>Representing</b>	
Leon Davenport	City of Pooler	X
Jamie McCurry	Georgia Port Authority	X
Deanna Brooks	Chatham County Engineering	X
James Aiello	Savannah Airport Commission	X
<b>Others</b>	<b>Representing</b>	
Sally Helm	CORE MPO/MPC	X
Asia Hernton	CORE MPO/MPC	X
Wykoda Wang	CORE MPO/MPC	X

Alicia Hunter	CORE MPO/MPC	X
Julie Yawn	MPC	X
Michael Connolly	Chatham Area Transit	X
Beverly Dumas	Chatham Area Transit	X
Pam Everett	MPC	X
Katie Proctor	GDOT/District Planning and Programming Liaison	X
Barry Stanton	City of Savannah	X
Tom Caiafa	GDOT	X
Rhodes Hunt	Kimley Horn	X
Melissa Phillips	Pond & Co.	X
Chris Marsengill	Kimley Horn	X
Kerry Beiber	General Public	X
Darah McClain	General Public	X
Kaycee Mertz	General Public	X

## I. Approval of Agenda

Mr. Trent Long motioned to approve the agenda; seconded by Mr. Leon Davenport. The motion passed with non-opposed.

## II. Action Items

### [1. Approval of the December 9, 2021 CORE MPO TCC Committee Meeting Minutes](#)

Ms. Caila Brown motioned to approve the December 9, 2021, CORE MPO TCC minutes; seconded by Deanna Brooks. The motion passed with non-opposed.

### [2. Title VI Plan Updates](#)

Ms. Asia Hernton said there are three important additions to the Title VI Plan:

1. the new GDOT Concurrence Letter which was sent to us in January;
2. the Chinese and Vietnamese translations of Title VI related documents, such as Complaint Form and Notice to the Public; and
3. the meeting minutes from the February 23, 2022 CORE MPO Board meeting which will be added to the plan.

Staff is asking for a motion to endorse the updates to the Title VI Plan.

Mr. Tom Caiafa (voting in absence of Ned Green) motioned to endorse the updates to the Title VI Plan; seconded by Mr. Jim Aiello. The motion passed with non-opposed.

### [3. February 2022 Amendments to FY 2021 -2024 TIP](#)

Ms. Alicia Hunter said the MPO received one TIP amendment request in January. The request came from the Savannah Airport Commission. The request is to add a project scoping phase in FY 2022 for the I-95 @ Airways Avenue new Pooler Parkway Interchange.

Staff is asking for a motion to endorse the February 2022 TIP amendment.

Mr. Leon Davenport asked who is going to sponsor the project. Mr. Jim Aiello said they are currently talking with GDOT for sponsorship.

Mr. Jim Aiello motioned to endorse the February 2022 TIP Amendment; seconded by Mr. Leon Davenport. The motion passed with non-opposed.

#### 4. Approval of the FY 2023 UPWP

Mr. Mark Wilkes said the Draft FY 2023 UPWP is the proposed CORE MPO staff work program for FY 2023 that begins on July 1<sup>st</sup>. The document details the staff budget and work projects to support the federally mandated 3C transportation planning process. It addresses funding, staff work, and the budget allocations among the specific work tasks.

The draft UPWP is funded by two primary formula sources, one being the FHWA PL funds and the other being the FTA Section 5303 formula grant funds. Both grants require a 20% local match which is covered by MPO membership dues. GDOT provides half of the local match for the Section 5303 grant. The funds can only be used for planning. Any funds not spent are forfeited at the end of the fiscal year. The MPO Planning funds are allocated by formula. When they go unused at the end of the year, they are appropriated by the State and pooled. Those pooled funds can be applied for twice a year on a discretionary basis. It is a competitive process. The Plans and Studies must be in the UPWP, and the planning activities need to take place in the MPO area. The applications are pre-screened by GDOT and Federal Highway Administration staff. The awards are approved by the PL Funds Review Committee. There is an additional (small amount) of Section 5303 funds that are not allocated under the statewide formula. There are opportunities to request some of those funds for studies that are in the UPWP. The MPO staff has been successful in securing Discretionary Planning Funds, most recently for the MPO Freight Plan Update and the Urban Flooding Model and Planning Tools. Those new planning studies are in the procurement process right now. The SR 21 Access Management Study and the SR 307 Corridor Study which received the FY 2021 discretionary PL funds will be completed by the next time this committee meets. MPO staff is continuing to work with the Savannah Airport Commission regarding the I-95 @ Airways Avenue Interchange.

The development process for the FY 2023 UPWP began in April of last year when the current year work program was approved. MPO staff issued a Call for Plans and Studies in September of 2021. These are typically funded through discretionary PL funds. At that time there were four requests from CAT, and those are listed in the unfunded section of the UPWP. Staff developed the first draft of the work program beginning in October and wrapping up in November. The FTA Section 5303 grant application was submitted in early December 2021. The CORE MPO Board and Advisory Committees reviewed the draft and endorsed it. The comments received from GDOT and FWHA are addressed and included in the document. The next step is to finalize the UPWP this month.

We are asking the advisory committees to review and endorse the draft FY 2023 UPWP to the CORE MPO Board, and then asking the CORE MPO Board for approval. Once the endorsements have been made, staff will transmit the revised document to the Federal Highway Administration and GDOT for additional review and final approval. Once the Federal Highway approves and signs off on the document, we will be able to pursue the funding contracts for both the PL and Section 5303 funds.

Next year's staff priorities will include the 2050 MTP Update, Congestion Management Process Update, MPO Freight Plan Update, Urban Regional Flooding Model and Analysis Tools, and the 2020 Census Urban Area Reapportionment.

#### Staff Work Program Major Tasks

- Administration
- Public Involvement
- Data Collection
- Transit Planning
- Requested Studies – MPO Freight Plan Update, Urban Regional Flooding Model, US 80 Corridor Study

Staff is asking the committee for endorsement of the draft FY 2023 UPWP.

Ms. Melanie Wilson motioned to endorse the Draft FY 2023 UPWP; seconded by Mr. Leon Davenport. The motion passes with non-opposed.

### **III. Other Business**

None.

## IV. Status Reports

### [5. SR 307 Status Report](#)

Mr. Chris Marsengill said since the last presentation before the committee, we have developed and refined several recommendations for improvements along the project corridor. We studied 27 individual intersections along the corridor. The corridor itself is 8.5 miles long, and we broke this into six segments.

For Stakeholder Engagement, we have had five focus group meetings, Initial SAC (stakeholder advisory committee) meeting, Community Corridor Assessment/Needs Identification meeting, MPO Board PIOH (public information open house) briefing, PIOH/Online Survey, MPO TCC Project Status presentation etc.

Overall, our needs are to reduce conflicts between cars, trains, and freight trucks on the Corridor; improve intersections to better accommodate freight movement; implement access management strategy to reduce crash frequency; and implement transit, pedestrian, and bicycle accommodations. There is an existing raised median on the southern portion of the project from SR 25/US 17/Ogeechee Rd to I-16. That has served well in reducing the number of conflicts and crashes in that segment. North of I-16, there is a flush median that extends up to Robert B. Miller Road before the raised median is re-introduced. That is resulting in higher frequency of crashes between I-16 and the Robert B. Miller median area. One of the needs we have identified is an access management strategy to reduce the crash frequency.

**Short-term Recommendations** (things that will be needed within the next 5 years).

- Intersection improvements – Distribution Drive signalization, SR 26/US80/Louisville Rd Auxiliary Lanes, Corridor signal retiming.
- Access control to improve safety and operations- Plan for raised median throughout corridor, Implement innovative intersections.
- Transit expansion strategy

### **Long-term Recommendations**

Intersection and grade separations

- SR 26/US 80/ Louisville Rd over SR 307
- SR 307/Dean Forest Rd over CSXT and SR 21/ Augusta Rd
- SR 25/ US 17/ Ogeechee Rd Intersection Improvements
- SR 307/ Dean Forest Rd. over Norfolk Southern

Access Control

- Raised median and bike/ped improvement
- Implement innovative intersections with restricted access
- Priority 1: I-16 to SR 26/US 80/ Louisville Rd
- Priority 2: SR 26/ US 80/ Louisville Rd to Robert B Miller

Pedestrian and bicycle facilities

- Sidewalk and shared use path from SR 25/US 17/Ogeechee Rd to Land fill Rd.
- Shared use path from Landfill Rd. to I-16
- Sidewalks from SR 21/ Augusta Rd ramps to SR 25/Coastal Highway

Transit expansion

- Use the findings done as a short-term recommendation to expand transit along the corridor.

Mr. Jamie McCurry said it doesn't appear to be safe for the bike and pedestrian walkway. SR 307 to our gate will never be less busy, and it will only be exponentially busier. Mr. Marsengill said as it sits today, there are probably bicyclists and pedestrians that do avoid the corridor because they don't feel safe biking along the corridor or walking on the shoulder. There are no accommodations for them. Bike and Pedestrian facilities are part of the MPO's Non-Motorized Transportation Plan. If this is implemented, there would be dedicated facilities. The dedicated sidewalk is separated by a 6ft. grass strip and a curb. To implement the raised median, it would require some widening on the outside. Ms. Caila Brown said this has been a highly prioritized task. Related to the

comment about possibly moving it to a different facility, this is the only North-South facility in the area. There are no other corridors that would fit in the immediate vicinity. We look forward to this happening.

With the Interchange that was mentioned earlier at US 80, known as a Single Point Urban Interchange, US 80 would fly over SR 307. We would elevate US 80 up onto bridge structure and then back down. The ramps from US 80 would be used to access SR 307. This is a very tight interchange configuration. A traditional diamond interchange would require ramps extending out with about 1000 feet of separation between the two ramp intersections. The ramps would come out much further. We developed a layout of the 8.5-mile-long corridor from beginning to end to be able to help develop cost of these recommendations and to evaluate impacts.

The SR 21 at SR 307 intersection, we have developed an interchange alternative for this as well. As mentioned earlier, SR 307 would be elevated and raised over the CSX rail crossing and stay on bridge structure until we cross SR 21. It would transition back down and tie in at grade at the existing intersection. We would take advantage of this intersection and create ramps. If you wanted to access SR 307 from the South, you would go under SR 307, take a right onto the ramp, then a right or left onto SR 307. To access SR 307 from the North, you would make a left onto the quadrant roadway, then a left or right.

Mr. McCurry asked if there will still be two lanes in both directions to the North of this new configuration. Mr. Marsengill said yes. Mr. McCurry said the Applebee's has been closed for several years now and the Extended Stay Motel with some frequency, but is there a way to bring that signalized intersection West, closer to that overpass than just have a merge lane? Mr. Marsengill said keep in mind, SR 307 is elevated at this point, to get over. By picking this location, we were able to get the grade back down such that we don't have high fills on either side of the roadway. The biggest constraint is the proximity of the parallel CSX crossing to the intersection. It's very limited as to what can be done there. Quadrant roadways are a new tool more states are using when facing these types of constraints.

Next steps, we have comments back from MPC staff and Chatham County staff. While putting those recommendations together, we had a follow-up meeting with Air National Guard and received great input from them. After today, we would like to take any comments from this committee, combine those, and make a final presentation to the MPO Board on the 23<sup>rd</sup>.

Mr. Leon Davenport asked for a cost estimate on the short-term vs long term projects with this study. Mr. Marsengill said they would provide a report with those breakdowns.

## **V. Information Reports (verbal)**

### [6. GDOT Project Status Report](#)

Ms. Katie Proctor gave the GDOT Project Status Report.

#### Pre-Construction Status

- Bridge Replacements SR 25 at Savannah River and Middle River – Notice to proceed #1 received, preliminary design underway. MTP #2 anticipated in March to begin the final design activities.
- Safety Improvements on SR 204 from SR 21 to Rio Rd – Continues toward PFPR.
- I-16 at Chatham Parkway – Held FFPR on February 15<sup>th</sup>, continues to be on schedule, anticipated LET in September.
- Widening on SR 404 Spur/US 17 with Bridge Replacement at Back River - continues in Concept.
- Bridge Replacement at Bull River- environmental and preliminary design ongoing, PFPR request anticipated in August.
- Lazaretto Creek Bridge – ongoing environmental, ROW plans being developed.
- Widening on Ogeechee from I-516 to Victory Dr – ROW ongoing, revisions being processed.

#### Active Projects

- Widening and Preconstruction on Brampton - LET on January 21<sup>st</sup>, awarded to bidder with 120-day deferral for ROW.

### [7. Chatham County Project Status Update](#)

Ms. Deanna Brookes presented Chatham County Project Status update.

## Federally Funded Projects

- Kick off meetings for Chevis Road Improvements and Garrard Avenue Improvements next week.

## Local Construction Projects

- Construction started for the Robert McCorkle Bike Trail.

The 2021 Resurfacing Project recently BID, will be going to construction soon.

### [8. City of Savannah Project Status Report](#)

Mr. Barry Stanton presented the City of Savannah Project Status Report.

DeLesseps Avenue Widening – Mayor signed the construction agreement, waiting on Pre-Construction meeting. Work anticipated to begin in Q2 2022.

Traffic Control Center – GDOT traffic Operations staff indicated they will not be able to perform the design/build aspect of the project. City is waiting for approval to move forward with procurement and finalize expenditure of the funds from GDOT.

DeRenne Ave Project - FHWA requested additional information regarding EJ participation. GDOT OES and FHWA have met to discuss public involvement and the consultants are working on a program to address the concerns.

Truman Linear Park Trail Phase 2B – ROW authorization phase was approved. City of Savannah Real Estate Services is working on the required appraisals for the parcels on the project. The City of Savannah has requested GDOT Planning to move the Z301 funds to FY 2023 due to the extended time required to add the ROW Phase to the project. Design is almost complete, and the CST phase should be authorized by the end of FY 2023.

Ms. Wang said for the Traffic Control Center, currently the PE, ROW and CST phases are programmed in FY 2022. June 30<sup>th</sup> is the deadline. Those funds will need to be moved to FY 2023 if this project cannot make that deadline. The Truman Linear Park Trail Phase 2B project has CRRSAA funds programed in FY 2022 and those will need to be coordinated with GDOT to allow those funds to be moved to FY 2023.

### [9. CAT Project Status Report](#)

Ms. Shalonda Rountree gave the CAT Project Status Report.

- There has been no change on the status of the Paratransit vehicles. There continues to be a manufacturing delay.
- Diesel Bus Replacements – expected in June of 2023.
- ITS Devices - on track, soft completion date is Spring of 2022.
- Ferry Boat Maintenance and Facility Dock Project – working with FTA.
- Facility Rehab at CAT Central – on track to begin in Spring 2022, on target for June completion date.
- Bus Wash and Facility Upgrade – contract executed, in preliminary design status, target date Spring 2022.
- Support Vehicles – delivered.

### [10. LATS Project Status Update](#)

Status Report attached to agenda.

### [11. TIP Project Tracking in February 2022](#)

Ms. Wykoda Wang said the request for the project sponsors to update the report with the awarded funds from CRRSSA, Z301, and Z230 was sent out. Chatham County, City of Savannah, GDOT and CAT have turned in their updates. City of Pooler needs to provide an update on the US 80 Corridor study. Mr. Leon Davenport said the package for the advertisements is ready to go out. We will send the draft RFP.

Ms. Wang said staff has been working with CAT to try to match the FHWA funds with the flexed FTA funds. This updated table includes the federal match, required local match, and the additional amount CAT has added.

## **VI. Other Public Comments (limit to 3 minutes)**

No Public Comments

## **VII. Notices**

[12. Next CORE MPO TCC Committee Meeting, April 14, 2022 at 2:00pm](#)

[13. Notable Presentations from webinars, workshops and conferences](#)

Mr. Mark Wilkes said the items attached to the agenda are items from webinars, workshops, and conferences, information that staff has come across or participated in.

## **VII. Adjournment**

There being no further business, the February 17, 2022 TCC committee meeting is adjourned.

The Chatham County- Savannah Metropolitan Planning Commission provides meeting summary minutes which are adopted by the respective board. Verbatim transcripts of minutes are the responsibility of the interested party.