



CORE MPO Board

Minutes
August 23, 2023 at 10:00 am

AUGUST 23, 2023 CORE MPO BOARD MEETING

Voting Members	Representing	Present	On-Line
Pamela Oglesby	Advisory Committee on Accessible Transportation		
Les Fussell	City of Richmond Hill	X	
Tim Callanan	Effingham County Commission	X	
Nick Palumbo	City of Savannah	X	
Dwayne Stephens	Metropolitan Planning Commission		
Scott Robider	City of Garden City		
Jim Aiello	Savannah Airport Commission	X	
Deidrick Cody	Chatham Area Transit Board of Directors		
Shawn Gillen	City of Tybee Island		X
Beth E. Goette	Town of Thunderbolt		
James Hungerpillar	Town of Vernonberg		
Faye DiMassimo	Chatham Area Transit Authority	X	
Tom Hutcherson	City of Pooler	X	
Mayor Van Johnson	City of Savannah		
Vivian Canizares	Georgia Department of Transportation		X
Jamie McCurry	Georgia Ports Authority		
Armand Turner	Citizens Advisory Committee		
Gary Norton	City of Port Wentworth		
Charles Ackridge	City of Bloomingdale		
Chester Ellis	Chatham County Commission (Chairman)	X	
Dr. Estella Shabazz	City of Savannah		
Michael Kaigler	Chatham County	X	
Pamela Bernard	Economic Development & Freight Advisory Committee		
Tanya Milton	Chatham County	X	
Voting Alternates	Representing		
Others	Representing		
Ted Hicks	Georgia Department of Transportation	X	
Katie Proctor	GDOT District 5		X
Joseph Shearouse	City of Savannah	X	
Ben Taylor	Bryan County		X
Audra Miller	Bryan County		X
Anna McQuarrie	CORE MPO/MPC	X	
Joseph Longo	FHWA		
Deanna Brooks	Chatham County	X	
Wykoda Wang	CORE MPO	X	
Asia Hernton	CORE MPO	X	
Sally Helm	CORE MPO/MPC	X	
Ambria Berksteiner	Chatham Area Transit	X	

Rhodes Hunt	Kimley Horn	X	
Nathan Clark	City of Richmond hill		
Michelle Owens	City of Tybee		X
Dr Brantley	Citizens Advisory Committee	X	
Chris Marsengill	Kimley Horn	X	
Cody Jones	Savannah Board of Realtors		
Jeff Ricketson	Liberty County Consolidated Planning Commission/HAMPO		

I. Approval of Agenda

Mr. Les Fussell motioned to approve the agenda; seconded by Mr. Michael Kaigler. The motion passed with none opposed.

II. Committee Reports (verbal)

ACAT

Ms. Asia Hernton gave the presentation on ACAT stating they met and endorsed all action items.

CAC

Ms. Asia Hernton gave the presentation on CAC stating they met and endorsed all action items.

TCC

Mr. Les Fussell gave the presentation on TCC stating they met on August 17th and concluded all the action items. There were no recommendations forwarded to the MPO at that time.

Executive Director

Ms. Melanie Wilson stated there were workshops held regarding the CORE MPO Metropolitan Planning Area (MPA) boundaries as well as the dues formulas with the board members.

III. Action Items

[1. Approval of the June 28, 2023 CORE MPO Board Meeting Minutes](#)

Mr. Les Fussell motioned to approve the June 28, 2023 CORE MPO Board Meeting Minutes; seconded by Ms. Tanya Milton. The motion passed with none opposed.

IV. Other Business

V. Status Reports

[2. 2050 MTP Update](#)

Ms. Wykoda Wang said for the 2050 MTP update, several things were going on at the same time.

We are still working on the 2050 socioeconomic data development. Our intern, Dara, went back to Champagne. She's still working on her master's degree, but she's going to continue to work on this. Edward is also leading this development. We have been coordinating with the GDOT consultant. Hopefully, we can get the data by the end of August or early September.

For the travel demand model, Dara and Asia completed the check for the Chatham County functional classification and number of lanes. Dara completed the GIS file. Once we review that file, we then will send it to GDOT. We will be sending the file to GDOT by the end of this month.

The CORE MPO Board adopted the proposed CORE MPO Metropolitan Planning Area (MPA) boundary. We sent the boundary file to GDOT. The GDOT Office of Financial Management can start to work on the revenue projections within the boundary. Previously when they provided revenues, those were only for Chatham County and Richmond Hill. With the expanded MPA boundary, we will need updated numbers. We can include projects in

those expanded areas as well. For financial plan development, Genesis has acquired the cost estimating tool. We will begin plugging in projects, tasks, and cost estimates.

In terms of the contributing plans and studies, the Regional Freight Plan is wrapping up. Most of the deliverables are online except the last one, which is the summary of all the previous technical memos. Asia is going to do the Non-Motorized Transportation Plan presentation next. The Urban Flooding Model Study is going to be wrapping up in October as well. This will feed into the resiliency planning. Anna will give a presentation on that. The consultant, Kimley-Horn, will give the US 80 Corridor Study presentation today. The study recommendations will be incorporated into the 2050 MTP. Chatham Area Transit's Master Transit Plan was adopted by the CAT Board in July, so the 2050 MTP transit section is complete. There are several other plans that may not feed into the 2050 MTP - the SR 204 Corridor study, the US17/ SR 25 Corridor study, and the Presidents Street Railroad Crossing Elimination study. Chatham County is in the final stages of contract letting. The recommendations from these studies will be developed after the 2050 MTP adoption. If we have the revenues, we will see if they can be amended into the 2050 Plan.

We have a new planner, Genesis, who's going to take the lead on the Congestion Management Process (CMP) update, and this will be a major part of the 2050 MTP as well. She will also be working on the transit planning related issues. Currently, she's working on applying for Section 5303 Transit Planning funds.

Regarding resiliency planning, Anna, the new planner, is the project manager for the Urban Flooding Model Study. She will manage Phase Two if funds are awarded. She's also checking other resiliency-related items like EVs and green infrastructure.

For public engagement, we are considering having a second round of public meetings, possibly in October or November. Findings and recommendations from several plans and studies will be done by that time.

We will begin developing the draft 2050 MTP document by the end of the year. The Goals and Objectives have been adopted. We have roadway inventory and other information already available to us through the Freight Plan. We're able to plug in some information into the draft document. We will send all the available chapters to FHWA, FTA, and GDOT for review. We don't want to wait until the last minute to send out the draft document for review. As we finish one chapter, we will send it for review, so FHWA/FTA/GDOT are not reviewing a big document at the last minute. The expected completion of the full draft document is probably March 2024. After that, we will start the Feds and the GDOT review, and then after that, we will have a 30-day public review. That's when we will schedule our third round of public meetings.

[3. CORE MPO Regional Freight Plan Update](#)

Ms. Wykoda Wang said for the Freight Plan Update, we have had four EDFAC meetings. Most of the deliverables are online, with the exception of the development of final report and documentation. This will be a summary report of all the existing technical memos. The consultants are compiling the matrix and developing the files for the regional modal profiles.

We are still collecting input for all the technical memos. We received comments from the EDFAC Chairman. Our new planner, Anna, is dedicated to resiliency planning and wasn't satisfied with Task 2.7 for freight resiliency and requested more information. We encourage you to review the technical memos and send us comments.

Chairman Ellis asked for an example regarding the dissatisfaction of Task 2.7. Ms. Anna McQuarrie said she spoke with Chris and Wykoda last week. By not sufficient, she meant essentially looking at resiliency from a more whole system type view. A lot of people have a view of environment or resilience, which can be very narrow and siloed within the impacts. She was encouraging the consultants to take a broader look. For example, if we're looking at freight parking, can we utilize brown fields? Are there areas that are already polluted where you could maybe pave that over and put it as a parking lot? That's just an example. Green infrastructure - not only suggesting that you use green infrastructure, but what's better for roads that have more freight? Can we really go into the specifics of how it affects freight? The traditional view of the environment is that it's very siloed, but we need to think about it in a larger perspective. For example, as the world gets hotter and temperatures get hotter, how does that impact roads with more freight coming? What does the maintenance look like for a road as temperatures impact it?

Chairman Ellis asked if there was a list of people we need to get in touch with to broaden their view. Ms. McQuarrie said her comments were specifically for the freight update. She will draft the resiliency section of 2050 MTP and extra information will be added there.

Ms. Wang reminded that please send us any comments you may have as soon as possible so they may be incorporated.

4. Non-Motorized Transportation Plan Update Status Report

Ms. Asia Hernton said some of the recent activities have included collecting data, specifically really large datasets to analyze the current bike and pedestrian conditions within the area. Some of that data includes bike and pedestrian volumes, origin and destination data, a crash hotspot analysis, and a level of comfort (LOC) analysis. Additionally, we had a steering committee meeting last week for more discussion and input.

She then showed some of the data that staff have been getting and also the source of the data. One of image shown is a bike volume map for 2022. This is essentially trying to locate where people are biking the most. The darker the color, the higher the volume of bike traffic. The source of this data is Strava Metro, which is an organization that provides free bike and pedestrian information for MPOs and other transportation organizations. This is just a closer look so far; more activity is happening in the Savannah downtown area. Staff also did a similar map for pedestrian volumes for the CORE MPO area. Again, the darker the color, the higher the pedestrian volume. The plan for using this data is to observe where volumes are the highest, and then reinforce those areas to make them safer and easier to use, and also observe where volumes are rather low and look into why those bike and pedestrian volumes are low. Additionally, while this large dataset is helpful, it's not the only one we're using to make project and network recommendations.

Mr. Michael Kaigler asked if Lake Mayer was included in this section. There are a lot of people that walk in that area. Ms. Hernton said yes, that area is included and all of the CORE MPO area is included in this.

We are also using census and ACS data on vehicle availability and commute methods. We are collecting public input, so people can tell us what they need and where. We are using in-person observation as well. We still have to go through the data and identify factors that might skew some of the bike volume data just because sometimes there might be a bike event, or maybe there's a run that might be included in this data. We want to make sure that's separated a little bit more from general travel and planned events.

She then showed the information that looks at our origin and destination data. It details where bike and pedestrian trips are starting and ending. This isn't a traditional origin and destination data map where you can see a directionality between where trips are starting and ending. Staff are still trying to figure out how to present the information in that way. In this presentation format, the rings are the destinations, and then the green color for this bike map is the origin. The darker the green, the more trips start there. The thicker the ring, the more trips are ending. Staff also did a similar analysis for pedestrian destinations. This is the 2022 map. We have more data for more years and on a wider area, but we just wanted to zero in on this area just for the purposes of this presentation.

We also have our crash hotspot analysis map. This includes data from crashes from 2013 to 2021. There's a large density of crashes within Savannah proper, specifically in the downtown area. We also see it almost similarly for the bike crash density. This is more of a high snapshot of the crash density. We're still going to go in and look deeper and look at those specific intersections and streets where we're seeing the most crashes, and then make recommendations based off that data.

We also did a level of comfort (LOC) analysis. A level of comfort analysis refers to how comfortable the biking conditions are to the average person. It's rated on a scale of one to five, with one being the most comfortable and five being the least comfortable. The parameters for this analysis originated from the Athens in Motion Plan using speed limits, functional classification, and bike lane designs as factors to determine the comfort of a bikeway. This is just a closer look into the methodology that is from the Athens in Motion Plan. A level of comfort one is a level of stress tolerable for most children. As you go through levels of comfort two, three, four, and eventually, a level of comfort five, it's not appropriate condition for bike or pedestrian traffic at all. The bike lanes in green are the easiest to use bike lanes, and a lot of those are concentrated in Savannah. The hardest to use bike lanes are in red. A lot of those are concentrated outside of Savannah except for a few. With some modifications such as barrier-protected bike lanes, some of the harder to use bike lanes could become easier to use. Some of these yellow bike lanes, which are a medium difficulty, could become green just by protecting them with some type of barrier. This is just a breakdown of the statistics of analyzing each bike lane. The majority of bikeways have an LOC of one or two. With a protected barrier, those LOC three bike lanes can become an LOC two.

Additionally, we will be reviewing some of the Strava Metro data in terms of pedestrian volumes to see if they may be influenced by how comfortable it is to use those roads. We want to figure out how we deal with LOC four and five and what can make those safer. At the steering committee meeting, it was suggested to reanalyze the level of comfort using a different set of criteria. Moving forward we're going to be doing that as well.

Some other observations that were made are that many of the bike lanes observed were inconsistent in size and design. There were some bike lanes where it was wider, maybe it was painted green, and it was obviously designated. Then maybe a mile down the road, it narrows, it doesn't look the same anymore, and it's hard to even tell that it's a bike lane. Additionally, due to a lack of signage or painted/physical designation, sometimes it was

hard to tell where a bike lane was even located. Moreover, some of those intersections were hard to navigate and score. Sometimes an easy-to-use bike lane intersected with a really fast high-capacity road. In those cases, it was hard to give it a specific score.

Mr. Les Fussell said in the Richmond Hill area, it does not appear that the recently installed bike-lanes and sidewalks along Hwy 144 are incorporated into this study. It may not be enough data to assess that yet, but he would like to think they are in the green/yellow. They are wide enough, and he has used them, and they are very safe. Ms. Hernton said this LOC analysis is far from complete. It does include bike lanes up to 2020. We are missing some data that we need to go back and review. Thank you for letting us know about those. Chairman Ellis said please make sure to reach out to Bryan and Effingham Counties to get updated data. Mr. Tim Callanan of Effingham County said we are in the process of doing our action plan for our non-motorized transportation now. We just received the award letter for the grant.

Ms. Hernton continued by saying that some of the next steps include using the presented data after we are finished, fully analyzing it to create a project list, or add onto the project list that we've already been adding on to in this process. Then we want to present that project list to the community for input and to conduct public outreach. Additionally, it was hard for some of those bike lanes to confirm their existence or not. We want to go back and review some of those unconfirmed bike lanes. We also want to start reviewing the sidewalk and crosswalk needs. The adoption date for this plan is June 2024, and we want to have the project list specifically completed in February of 2024.

Ms. Tanya Milton asked how you treat the squares - there are bikes that ride them but there are no designation that they are bike lanes. Ms. Hernton said according to the Athens in Motion criteria, those had a level of comfort of 1 or 2 just because they were very slow. Usually the slower the speed limit, 25 miles per hour or less, it's going to be a level of comfort of 1 or 2. Then again it may turn off or intersect with a road that might have a higher level of comfort, might be a little bit harder to use. Sometimes it was hard to assess those areas but it was either a level of comfort of 1 or 2.

[5. US 80 Corridor Study Status Update](#)

Mr. Chris Marsengill and Mr. Rhodes Hunt gave the presentation. To sum it up, this is a long corridor. There's a lot of variability out there. It covers many jurisdictions represented here this morning. In total, the corridor studied is 12 miles long. It starts at the Effingham County/Chatham County line and runs through the cities of Bloomingdale, Pooler, Garden City, Savannah and then culminates at Burnside Boulevard near the I-516 interchange.

It's a very complex and rich corridor. In total, we have studied 40 intersections in depth which represent about half of the intersections along the corridor. In addition, we have identified six distinct conceptual segments. The purpose is to evaluate the performance and the needs of each of those six segments relative to one another.

Here is a recap of what we found in our existing conditions analysis based on traffic both in the morning and the afternoon.

- There are three key bottlenecks - the I-95 interchange, Dean Forest Road and Chatham Parkway.
 - At I-95 eastbound, queuing in the morning tends to be about half a mile in length, often extending into Old Town Pooler to South Rogers Street. On the southbound offramp, queuing typically almost extends to the I-95 mainline. At Dean Forest Road, queues are about a mile in the eastbound direction, often extending to Pine Barren Road. At Chatham Parkway, queues are generally about a quarter mile extending past 20 lanes.
 - In the PM peak, it's usually the inverse of the morning and the queues are now in the westbound direction as folks are leaving Savannah. The three key bottlenecks are still in place. At the I-95 interchange, queues are about a mile in length, all the way to Pine Barren Road. We're continuing to see that queuing on the southbound off-ramp. At the Dean Forest interchange, queues are about three-quarter miles in length, almost all the way to Griffin Avenue in the residential portion of Garden City. At Chatham Parkway, we see a little bit of queuing between Quinney Lane and Junction Avenue.
- The crash history from 2017 to 2021, which is the most recent five consecutive years of data, shows the 12-mile corridor has had approximately 2,100 crashes. The map identifies the locations of each of those based on their severity. Of those 2,100 crashes, unfortunately, 3 did result in a fatality, and those are represented by the 3 red dots in the map. The good news is that of those 2,100 crashes, the overwhelming majority, about 92% are recognized or reported as property damage only, which is the least severe classification of a crash. The big takeaway is that although there is a high frequency of crashes, they tend to be relatively minor in nature. Speaking of frequency, like the non-motorized plan update, the heat map shows the location of crashes by frequency. The hotter or brighter colors tend to represent where crashes occur most often. As expected, they tend to occur most frequently at primary intersections

or interchanges like Pooler Parkway, the I-95 interchange, and Pine Barren Road. Notably, the segment between I-95 and Pine Barren Road had a crash rate of more than five times the statewide average. We know that crashes are a key issue on this corridor and something that we looked into very heavily as we developed our alternatives.

In summary, for existing conditions, we determined that access management strategies should be prioritized to help mitigate some of these crash trends that we're seeing. Then further capacity and safety at intersections like SR 307 and I-95 need to be investigated. In addition, the transit, bike and ped facilities should be addressed because there are large portions of the corridor that don't have many, or if any of these types of facilities today.

Here is a summary of the stakeholder engagement activities that we've conducted.

- Back in December, we spoke to the TCC and the MPO policy board, as well as our stakeholder advisory team to discuss the existing conditions.
- In May, we met with Faye and her team at Chatham Area Transit to correlate between their active studies and this one, just to make sure we're in alignment and talking to one another.
- Last week on Tuesday at the Pooler City Hall, we held our public information open house to present these findings in our concept layouts. The meeting went very well. The citizens generally are very appreciative of the proactive nature of this study and of this team to identify improvements and plan for the growth that we all know is coming. It went very well and was well received by the public.
- Last week, we presented these same findings to the TCC.
- We're culminating our stakeholder engagement with this presentation this morning.

Regarding the study recommendations, we've grouped them into two primary buckets: short-term, which is defined as zero to five years, and long-term, which is more than five years. In total, we've identified 8 short-term recommendations and 22 long-term recommendations.

For intersection-specific improvements, our primary and first priority is to convert the I-95 interchange from a diamond configuration to a diverging diamond or DDI. Other key improvements we've identified include auxiliary turn lanes at the intersections of Pine Barren Road and State Route 307. We also anticipate that the Bloomingdale Town Center driveway will meet signal warrants in the short term based upon adjacent development coming forth near the Jimmy DeLoach interchange.

For access control strategies, we are recommending corridor-wide signal retiming. The purpose will be to help adjacent signals coordinate so that they work as efficiently as they can with one another. Other improvements include a raised median within the Chatham Parkway vicinity, and from Quinney Lane to Junction Avenue. We're also encouraging all the jurisdictions to begin planning for a raised median throughout the 12-mile stretch.

As new developments come online, we're encouraging everyone to begin enforcing developments to implement innovative intersections. Those are intersections like an R-cut or restricted crossing U-turn, or right in right out driveway. The key is to prohibit one or more left turns because those often are higher contributors to crashes. Finally, we are recommending a transit expansion strategy in the short term. Most of the corridor is outside of the transit district, and therefore, alternative funding strategies may need to be identified to help CAT expand their service on US 80.

Ms. Tanya Milton asked, you mentioned that the left turns usually end up with crashes, what about the U-turns? Mr. Hunt replied they are typically not as problematic as they reduce the amount of conflict points. Typically, with a U-turn, you are only dealing with one decision as a driver. They are typically safer than a left turn because of the reduction in conflict points. Ms. Milton said the scary part is crossing the lanes when they come for a right turn but really want to make a U-turn. Hwy17 at Derrick is a road that has been recommended for the R-Cut where they can only make a right turn, then go and make a U-turn. If they make the right with two lanes, how do they get over? Mr. Hunt said in that instance, they would have to make a right turn out of Derrick and make a U-turn again to go the other direction. Typically, that is safer than making a left turn out of Derrick and crossing over four or more lanes to go the opposite direction. You are separating that decision, cutting it in half most of the time.

Mr. Kaigler asked, you mentioned diverging diamond at I-95, is the traffic backed up extensively right there now? Mr. Hunt said yes, frequently and particularly in the PM peak, approximately a mile in the westbound direction.

Mr. Les Fussell said, in your analysis and evaluation specifically on Hwy 80 and Pine Barren Rd, that intersection is now very congested. There are truck stops and truck traffic due to the warehouses, etc. Did you do any type of recommendation or evaluation that an on-off ramp be constructed at I-95 and the existing Pine Barren Road overpass to alleviate traffic such as the Amazon trucks and the Mitsubishi plant trucks and now the new warehouses going into that site? Mr. Hunt said it was outside of the scope of the Hwy 80 study. Because of all the developments that we know were coming, we were able to factor all of that into our traffic forecasting. The

recommendations that we're putting forth accommodate all of that growth. We also know that there is some redistribution of truck traffic today because of active construction. We're confident that the recommendation will appropriately accommodate future truck traffic as well, even after all those developments are in place. Specifically for a potential interchange south of 80, between 80 or at Pine Barren, we did not evaluate that in detail. Mr. Marsengill said there has been an IMR completed for the Pine Barren intersection or crossing of I-95. It was done years ago when Diamond Chrysler was looking at the site that Amazon currently occupies. The findings of that were that the ramps for an interchange at that location were too close to the I-95 interchange, and there was too much interaction between traffic that was exiting I-95 for I-16 and the Pine Barren interchange, so an IJR (interchange justification report) was done a number of years ago for that interchange. We analyzed the Amazon traffic as it was presented in their study, which shows that that traffic is seeking SR 307 and I-16. We didn't expand on the work that had been previously done. That's not to say that it doesn't need to be done at some point to be looked at again to see if Federal Highway's position might be different. Mr. Fussell said a recommendation to reevaluate would be worthwhile.

Mr. Tim Callanan asked if the traffic that tries to avoid the weigh station on I-16 has been addressed. Essentially you are artificially increasing the traffic on Hwy 80 with people trying to avoid I-16. Mr. Hunt said we know that is latent demand for that truck stop. We collected counts late last year. We know we're accounting for the existing and the future traffic, assuming that that truck stop stays in place. The recommendations we're making accommodate all of that traffic that we know about.

Mr. Hunt continued to say that long-term recommendations are more than five years in the future. Building off of the short-term recommendation for the DDI at I-95, we do anticipate there will be a need for additional capacity improvements between the short and long term. Other notable improvements - we do expect additional improvements to be made at Pine Barren Road and at Chatham Parkway. We are also recommending a new grade separation at the Dean Forest Road intersection which is a single point urban interchange, or SPUI. This is the same recommendation that we made as part of the recently adopted State Route 307 Corridor Study.

For access control, we're recommending a raised median throughout the entire 12-mile stretch. When we looked at and tried to prioritize where would that be most beneficial and impactful, we did so based upon existing crash trends and future forecasted traffic. Based on those two factors, the top priority would be from I-95 to Pine Barren Road. The second part would be from Pooler Parkway to I-95, and the third would be from Chatham Parkway to Burnside Boulevard in Garden City.

For bike and pedestrian facilities, they are in accordance with the non-motorized transportation plan. The non-motorized transportation plan identifies pedestrian focus areas, such as Downtown Bloomingdale, Old Town Pooler, or Residential Garden City. In that plan, it says that those areas would benefit from a shared use path on both sides of US 80. We have recommended that as a result. For areas outside of that, we are recommending a shared use path on one side of US 80 and a sidewalk on the other.

For transit, we're recommending an expansion of transit service along the corridor.

Mr. Hunt then showed a drawing of a raised median typical section. Today, US 80 tends to have a center running two-way left turn lane, right down the middle. Under this scenario, that would be replaced and widened with a 20-foot wide, typically raised median with curb and gutter on both sides. Resulting from that, there would need to be a little bit of widening on US 80, typically 3 to 5 feet on both sides, so not too much. On the left side of this typical section, we're showing a sidewalk, and on the right side we're showing a shared use path, which equates to the south side of US 80. This area generally represents a raised median section in Bloomingdale.

Mr. Kaigler said those turn lanes that you're going to eliminate with the raised median, in some areas you need that turn lane there for safety reasons. How are you going to address those? Mr. Hunt said at all 40 intersections mentioned, we've collected turning movement counts. We know how many cars are making turns today, and then we can project how many will be made in the future. All our recommendations take into account where those turns are occurring most frequently. For example, at Adams Road, we know that there are a lot of eastbound left turns coming into Adams. That's an example as to why we left that turn lane there. But for some of the lesser traveled roadways, those are opportunities to help access management and reduce some of those left turns from occurring.

Mr. Kaigler said in the SR 307 area, particularly in the afternoon, there is a lot of stacking going on.

Mr. Nick Palumbo asked will the shared use path be 10 foot, is that enough space for two wheelchairs to pass each other and turn around and will that be contiguous? Will I be able to get to Bloomingdale? That is the vision. I want to be able to walk to Bloomingdale from Savannah City Hall under this plan. Mr. Hunt said Yes. Typical GDOT standards call for a six-foot-wide grass strip, and that's to account for any landscaping relatively minimal or utilities. That's for the purposes of this study, that's what we recommended. When these projects actually go to

design, opportunities to widen that could be explored. The recommendations are that there should be a shared use facility from end to end, from Garden City all the way to Bloomingdale. Mr. Palumbo asked will your recommendations also include at each intersection, the possibility of mid-block crossings? Will the intersections also have activated pedestrian buttons? Mr. Hunt said we have identified some of the higher pedestrian crossings and have recommended that for those.

Mr. Hunt said at the I-95 interchange, we have four lanes in the westbound direction, whereas there are two today. Specifically on the southbound off ramp, we are recommending three southbound left turn lanes and two southbound right turn lanes. At Moore Avenue, we are recommending that intersection to be signalized. As part of that project, Moore Avenue could be extended to the south, to connect to Sand Drive to help extend the city's grid system. At the Pine Barren section, on the eastern part of Pooler, this is where traffic is the heaviest. We know it's going to continue to stay that way. We are recommending a six-lane section through this area. This one has enough traffic to warrant a six-lane section, three through lanes in each direction.

At Dean Forest Road, we recommend the single point urban interchange. The benefit of this configuration is that US 80 would be elevated up and over SR 307, separating those heavy through movements at the existing traffic signal. Connectivity to and from SR 307 would be via four ramps that then would meet at one single traffic signal underneath the bridge. The benefit of this configuration is it really allows for a tightening of the ramp spacing. At the northwest and the southwest quadrants, there are wetlands that are a factor. Our understanding is that there is a racetrack development proposed in the southeast quadrant. This interchange configuration really helps to minimize some of those impacts that we know are coming.

At Chatham Parkway area, a signal at Quinny Lane, an RCAT example at Kessler Avenue, and some minor adjustments at Chatham Parkway will help improve upon the existing intersection.

The survey ends at the end of August. We are still in the draft stage, so our final report is not due until the end of September.

[6. CAT Master Transit Plan](#)

Ms. Faye DiMassimo said the Transit Master Plan was approved by our board last month. We are now in the process of transitioning from the big vision document to the COA/TDP (Comprehensive Operational Analysis/ Transit Development Plan), which includes stops, shelters, routes, timing frequency, and all those pieces and parts of it. We also recently completed a Title VI equity analysis that analyzed all service modifications that have cumulatively occurred over the last several years.

The process that we went through is called Chatham Connects. It involved the CAT Board and partner agencies in setting goals, allocating funding, and guiding spending. The COA/TDP, a little bit shorter timeline, three to five years, really is focused on service restoration.

One thing important not only for our short-term strategy but for our longer-term strategies is there are two key pieces to what will be CAT's success in moving this forward.

- The first is workforce development. Being able to hire the operators and the associated personnel to be able to deliver all this. Operators - every transit system in the country has suffered with hiring and getting operators in place. We are very hopeful with the introduction of micro-transit, and its lack of needing a CDL, like we need for our regular fixed route buses that some of that will complement expansion of service. Nonetheless, workforce development and hiring operators is going to be key.
- The second piece, which is actually the most important one because it drives everything, is a reliable local funding and an increase in local funding. We operate with such great partnerships with the county, with the city, with other local jurisdictions, and with other partner organizations at the state, local, and federal level. We had an incredibly successful year last year through this year with competitive discretionary grants. Nonetheless, it will be challenging, if not impossible, to move forward the Master Transit Plan and to move forward the other work that we're doing to a successful place without answering the question, as a big community, all of Chatham County, "How do we want to fund CAT?" We have got a lot of different pieces and parts and right now we're a patchwork quilt of all of that, and we're grateful for all the support that we have. It's just going to be a necessary piece of rethinking that as we move forward.

We started back in fall of last year and went through a lot of analysis in terms of understanding the needs, evaluating existing conditions, and working with stakeholder groups. We had every kind of public engagement piece that you can imagine, whether it was stakeholder groups, focus groups, regular public meetings, virtual meetings, in-person meetings, surveys, you name it, we had all of it, as well as engaging with groups like this one, both at the TCC and the MPO, that are so critical to how this is being considered for the metro area and our regional partners as well.

Post-COVID CAT, the driver shortage is having a big impact on ridership. We got to have those operators in order to be able to provide the service in order to be able to regain our ridership. Our ridership right now is somewhere between 50% to 60% of pre-COVID levels. That puts us roughly on par with a lot of our peers around the country. Some are doing better, while some are doing worse. We're at that on par measure.

There are eight core bus routes that carry 80% of the riders. The fastest-growing areas are outside of some of our service area. We know all of the economic opportunity that is happening all around us right now, especially with our neighbors in Bryan County and the other areas of supportive businesses that are growing up around the Hyundai Meta plant.

Partners have always been key to CAT success. The communities that are most successful, the ones that are really moving forward are those that understand the value of partnerships and how to partner. CAT's most successful services, those with some of our highest routes are those that operate zero fare. Those are the DOT shuttle and ferry services. The DOT shuttle serves primarily the downtown area. This past year, for the first time ever, we expanded outside of the downtown core, and we now serve two west side neighborhoods, Carver Village and Cloverdale. We also serve all the way up to Victory. Those are expansions of that service that we've put in place, and with a real eye towards stronger connectivity, but also getting people to and from jobs in the necessary services that they need to get to. In addition to that, we also have zero fare services with our ferries, our marine services.

As we are rolling out the new micro-transit, those things will actually go into operation likely around March. You're going to have two micro transit zones on the west side. That will operate regular fare type service just like the rest of our service. You'll have one micro-transit zone in east Savannah, and that's really just right where CAT central is in our CAT neighborhood. That will also be serving the tiny village where the veterans are. That will be the prototype, and the demonstration pilot project there will be that one. Micro-transit zone will be fare free. It'll be a limited and targeted expansion of that zero-fare service.

Operating costs are rising faster than revenues, and operating costs are the ones that we most need local funds to support. Those are not the ones you get federal grants for. Federal grants are mostly directed at capital needs. Historic underinvestment in capital, though, means that investments are needed.

Just like all parts of our transportation system, some maintenance and those kinds of things have not been paid as much attention to and especially in transit. Capital investments that we're really future thinking have been neglected for a bit. We've already talked about the driver shortages having a big impact on ridership and talked about where we are in comparison in our recovery from pre-COVID/pre-pandemic levels. Those eight core bus routes that carry 80% of all the riders. The transition from fixed route service to micro-transit where it makes sense. Transit systems across the country are having to rethink. There was already a softening in transit systems in operations, even before COVID. Certainly, COVID changed a lot of things, including transit. Even before that, the growth in Uber and Lyft and on-demand ridership was already starting to be reflected in some softening of the ridership strength of some transit systems, particularly in places the size of ours. The notion of how we want to invest, particularly in those eight core fixed routes, we want to make them as strong as they can possibly be, but there may be some other places where we begin to transition a little bit away from that into a micro-transit service because that's going to be the best, the most efficient, the most successful way to provide that transit service.

Small investments in passenger facilities can make a big difference. We hear this all the time, and I know you see it when you ride down the roads, and you see there may be a shelter, there may not be a shelter. There may be a bench, there may not be a bench. There may just be a lollipop sign. There may be some other kind of sign. There may be lighting, there may not be lighting. One of the things that we have just started - as a matter of fact, we have the kickoff tomorrow - is a comprehensive survey of every single bus passenger amenity that we have. There are 1,700 stops in Chatham County, and we will be doing surveys of all of them, a condition assessment of all of them, and we'll begin to prioritize how we bring those things up to standard and how we start to think about things like that are super shelters or mobility hubs within our system that also help support the operations of some of those strongest routes. Just know that we understand every passenger deserves to have a respectful, dignified, safe place to wait on their reliable trip that is coming from CAT.

The fastest growing areas are outside of CAT's service areas. We've got a region that is growing, and especially with the new Hyundai plant and all the spinoff industry from that. We've got a lot of demand that's growing all around us. I am pleased to say that we have been meeting with Hyundai staff regularly, and we have another meeting coming up next week. We are starting to near some conclusions around what are the kinds of services that they need, how much of it do they need, where do they want them, when do they want them, and so forth. CAT is standing ready to be a part of the solutions. There will be lots of different tools in the toolkit that will need to be brought to bear: additional highway capacity, better signalization, other kinds of transportation network improvements, and transit will be a part of that as well.

Partnerships have created some of CAT's most successful services such as the Belles Ferry service and the DOT shuttles mentioned before. Those are very successful services that have been built on strong community partnerships. We're also working with employers and with the schools, community colleges, and universities to strengthen those partnerships and those services as well.

In terms of goals, priorities, and values, the Master Transit Plan goals were built upon the CAT board of directors' strategic priorities that were set in our very first strategic planning meeting over a year ago to ensure that we were looking at how we can expand service, how we can improve reliability and connections, the passenger experience, reducing travel time and always with an eye towards equity. The community priorities, we heard loud and clear. Lot of places, there is unreliable and infrequent service. We need to increase our transit service levels and improve those bus stops that I just mentioned a moment ago. We need to improve school transportation options. The schools are struggling just like we are with finding operators and getting kids to schools. In addition to that, especially for some of our high school students, being able to take advantage of those opportunities at Savannah Tech, Savannah State University, Georgia Southern-Armstrong University to be able to look at dual degree programs. We want to be sure we're a part of making sure that everybody has the opportunity to fully realize their potential and their dreams. Centering investments in equity, making sure that we are advancing everyone, and particularly those with the deepest needs within our community, and ensuring that we are prioritizing those communities that have been disproportionately burdened by current and past decisions in transportation. Prioritizing connection to services and destinations that help people, especially those in communities that may be disadvantaged to access opportunities like education, jobs, healthcare, things that are essential to a healthy life.

Evaluating programmatic strategies and looking at each of the things that we're considering, we ask "How does it increase access to jobs? How does it increase access to affordable and sustainable mobility options? How do we increase our presence in the community in a way that we're ensuring that this is a long-term commitment that we are making to accomplishing and meeting those needs?" The investment framework has a short, medium, and long-term strategy. We have prioritized transit investment strategy for the next 10 years or so, although the plan itself goes out to 2050. I would call those out years more aspirational and visionary, and the first 10 years very intentional in terms of as what we know now about both our needs, our opportunities, and how are we going to meet those. This is a living document, like all plans. We will be aligning with the MPO's transportation plans so that our dates coincide with the ones that are necessary overall so that this can always be the transit element part of that. Short-term investments are ones that are funded and being funded, and midterm will be a little opportunistic. We're going to be always aggressively looking at those grant opportunities and looking at them for best fit. We don't apply for everything; we just apply for the things that make sense. That also goes back to the fact that we must have local match in order to advance most of these grants. Then longer-term investments that require additional funding, both capital and operating, how do we make sure that we're positioning well for that? The strategy is designed to achieve equitable outcomes, looking at how fixed bus route and micro-transit come together as the real backbone, or the fabric of the system, are complemented with paratransit services that serve those that are seniors and differently-abled within the community, making sure that we're focusing on getting people to jobs, to education, to health care, those essential services and the bus stop and facilities, amenities programming.

Short term, we're looking at an expanded fixed route bus service and we're continuing the DOT shuttle or looking at portions of the DOT shuttle expansion that makes sense and working directly with the city and others on that. Bringing the bus routes back to a 30-minute service - a lot of our service right now is one-hour service, which doesn't often meet the needs of the community, so getting to a 30-minute service window is really important. Then we need to figure out what will be our most used route and how we improve upon that. Starting with weekdays and Saturdays, adding back in Sunday service. We got the smart grant funds this year. That was one of those rare, rare, rare opportunities to get 100% funding. That will go live in March. Our performance on that, we hope this will make us highly competitive for a second round of that funding that will be focused on implementation for those that were funded in the first round. Investing in bus stops and passenger amenities, and then forming the partnerships. We know that Hyundai is very interested in vanpools and commuter express, so those are both of the primary service models that we are looking at right now.

Midterm, we are looking at continued investment in fixed routes and our frequent service corridors - Abercorn, Waters, MLK and Augusta. I should also back up for a minute and say in the short term, one of the projects that we're working on with GDOT right now is transit signal prioritization, a partnership with GDOT, the City of Savannah, and CAT on Abercorn and Waters, two of our highest demand routes that will not only improve the on time performance of transit service in those corridors, it will also smooth overall traffic flow in those corridors so it'll be a benefit to all. Operating by the midterm by 2028-2030, we will be beginning to operate most routes on a 30-minute all day service, being in the weekdays and weekends, expanding micro transit, continuing investments and passenger amenities. That midterm is really a continuation of all that good work, that foundational work that's been started in the short term. Looking at a commuter express service, we haven't started it earlier with some of the demands that are out there now.

In the longer term, getting to the 15-minute corridors, looking at new bus service perhaps to the Islands area, depending on whether the appetite and the desire for that has developed by the end, a full network of micro transit zones may be considered.

Micro-transit is the Uber and Lyft in transit, as it operates the same way. There's an app. You call up the trip, you tell the trip where to pick you up and where you need to go within the zone. It can also connect you to a fixed route if you're making a longer trip. The customization and the independence of going where you want to go, when you want to go, that's not necessarily a part of always of what has been traditional transit is. That's what really is going to make micro transit very successful. Then enhanced commuter express bus routes, as the economic prosperity that we are seeing in this region continues to grow.

On the marine services, you can see the short-term and longer-term spotlight goals for that. We have two new hybrid ferries that we'll be taking delivery up in the spring. We get pictures every Friday of their advancement, and they're actually starting to look like ferry vessels now. At first, it was just looking like a lot of metal all over the place and we're excited to see them starting to really take shape. We are looking to put a third in the queue behind that. That'll give us four vessels, three, that will be new hybrid ferries and a fourth, that is still running. We have one that still has about 10 years of life left on it so we'll be continuing to working with and taking advantage of that.

Regarding restoring the ferry service hours, we have a new ferry maintenance facility that is actually out to bid right now along with a new dock on the west side right there at Plant Riverside. We hope to have that bid awarded and have round broken on both of those projects before the end of the year. There, you see in the midterm potential for ferry expansion. We've got a lot of growth that's occurring regionally, but there's a lot of growth occurring on Hutchison Island as well, that would likely enjoy some of this and need some of this additional service.

We do think Micro-transit is a tool in the toolkit that is really going to enable us to become a modern transit system that really meets the needs of an area our size and with the complexity of our system. It's interesting because Savannah is considered a bit of a small or midsize system, and I suppose that size of a city as well, but we live big. The demands, especially with the amount of just visitors with economic growth, with the growth in our community all around us means that these kinds of investments are going to be important.

Access to transit with a spotlight on equitable service, you can see how we are targeting the population within a half a mile of transit service, and particularly focusing that on the communities that have had some of the least accessibility. The high school connections which we also mentioned earlier in the Master Transit Plan, we worked to align a lot of our fixed route services with the high schools so that those fixed routes can serve to rather immediately help the high school students with some of their transportation needs and demands. This was the same with college and university students. We are actually working on a proposal right now that would do a semester long proposal to support and give any student in the county that chance to try CAT out with the hope that that probe also provides a foundation for bringing back the U-Pass Program and some of those kinds of things with the colleges and universities in particular.

Achieving the vision over time, you can see how we've got this bucketed out. We're going to focus on fixing what we have first, and then focusing on those improvements that will be most deeply felt in the community immediately and provide that strongest connectivity. Then we are looking at those more visionary and aspirational pieces. CAT's on the right path. We did very well in grant funding. In the past 14 months or a little longer, CAT has seen about \$14 million in competitive discretionary funding, versus the five years before that we had seen seven. In just a little over a year, we were able to really be competitive in that space. There's a lot of money out there right now and that's part of it, but part of it is putting forward great projects and doing it with the kinds of things in mind that make you an attractive partnership proposition.

We are growing. As mentioned before, if CAT is going to be able to meet the mobility needs in the future, there are two key pieces - local funding and workforce development. In achieving the goals of the Master Transit Plan, you can see where it talks-- some of these numbers might sound big but we also have like I said, we are maybe a little bit smaller community, but we live big. We're going to need to double in size to achieve the Master Transit Plan vision. That's one of the reasons why regional transit system is also a part of the discussion piece in here. State and federal grants can help that especially on the capital side, but more local and regional funding is needed. Now this year one place that we were also really successful was with GDI and through the state with the Georgia Transit Trust Funds. We were able to secure funds both that were allocation-based funds, formula funds, as well as individual awards. There's that discussion that will a new governance structure, a regional transit authority be needed? That's a conversation that the CAT Board and community leadership with the chairman of the Chatham County Commission and the mayors and so forth of the cities will be leading that discussion together with a community collaboration to have very open, very transparent conversations about what does that look like and how do we move forward over time? It's not right here, but it's out there and it's something we want to put on the radar screen.

Again, regarding short-term funding opportunities, you can see we've identified in the federal, state, local, and then project specific, what are our short-term most important? This is the roadmap for what are the things that we really need to move on now in the short term in order to achieve these visions. You see, in the medium term, you start to see other pieces of those funding opportunities be turned on in an effort to continue to advance the plan. Then, the same in the longer-term funding opportunities. There is no doubt that the federal landscape, and even the state landscape may change over this period of time. We're going to be constantly on top of that to make sure that we're taking advantage of it and delivering the very best transit system that we can for you in Chatham County and the region. With that, that is all of my comments and I'm glad to answer any questions you might have. I know all of you, I believe, in some fashion or another, participated in this. Some of you served on stakeholders, some of you commented through the MPO process. Some of you showed up for public meetings or open houses. I want to give you my deepest thanks because this is your plan too. It's everyone's plan, and it means you're committed to the success of CAT and we're proud. Thank you.

[7. FY 2024-2027 TIP Development](#)

Ms. Wykoda Wang said there have been some delays in the TIP development. It was originally scheduled to be adopted in August but got delayed because the revenue updates from GDOT were not available as well as some information from CAT. The updated revenue projections for highway improvements were received in July but were less than previous information sent in March. Staff will start to develop the financial plan next week and hopefully get that done by the end of August. There will be a 30-day public review and comment period, with a targeted October adoption date.

[8. Urban Flooding Model Study Update](#)

Ms. Anna McQuarrie said since June when she took over as Project Manager of this study, we've received the deliverable for the Storm Water Management Model (SWMM), which we are going to do a demo today. Dr. Santiago-Collazo submitted this deliverable and was in charge of it. If you have questions about the demo, he can help answer any questions.

The second part of this deliverable, the hydrographs, which are outcomes of the SWMM, are expected to be delivered at the end of the month, August 31. Tasks 2.2 to 4 are expected closer to October. That'll include social vulnerability metrics, financial stewardship, and the project prioritization tool. The final deliverables will be submitted by October 31st, and final presentations of findings will be at our October meeting. These deliverables are on the website for the Urban Flooding Model Study. If you go to the study page, there is a link to the US EPA website where you're going to download the software to be able to view the models.

SWMM is from the EPA, and it's used for planning analysis and design related to stormwater runoff combined in sanitary sewers and other drainage systems. It was developed to help support local, state, and national stormwater management objectives to reduce runoff through infiltration and retention and help reduce discharges that cause impairment of water bodies. SWMM has been used in thousands of sewer and stormwater studies throughout the world.

Some applications specific to this one are going to be designed in sizing of drainage system, components for flood control, sizing of retention facilities and their appurtenances for flood control and water quality protection, potentially floodplain mapping of natural channel systems and designing control strategies for minimizing any issues.

Once you download the SWMM, the software from EPA's website, it's free and its open source. Then, you would go to the website and download the files.

There are six different drainage basins. While this is not a flood map, it can give an approximation of where flooding will occur. Its use is to see what the water flow will be and the depth of the manholes based on specific flood events. It can tell us the capacity of a manhole and where it's likely to flood and the area that will be expected to flood from overflow. The real focus is to show us information about the infrastructure. For planning purposes, it can help us identify where our stormwater infrastructure needs are. For this specific drainage basin, you can see here you've got little rain clouds, rain gauges. This model includes 10 and 25-year storm events, meaning on average, that rainfall event is going to happen once in 10 years. That can be a typical return period engineers use to design a stormwater system.

You can click on the different rain gauges to give you that information. There are outfall nodes/junctions, conduits, links, and pipes. The nodes will show an outflow area, for example, to the Savannah River. The hashed areas are the watershed where water will fall and go to the pipe. That's surface runoff. Ultimately, those results can show four different combinations.

The hydrographs can show a multitude of flooding models, such as a 10-year storm with sea level rise, 25-year storm with sea level rise, or a 10-year storm without sea level rise, and a 25-year storm without sea level rise. They also included land cover in this model, but it's in a developed area, so land cover is not really expected to change. This is on the CORE MPO website on the flooding dynamic modeling for optimized planning of CORE MPO transportation infrastructure systems. You can download all of this, and it has that link to the EPA website, where you can download the software, and it has the manual.

[9. MOU, Membership Dues, Restructuring, Bylaws](#)

Ms. Wykoda Wang said the CORE MPO Board has approved the updated Metropolitan Planning Area (MPA) boundary. The next step would be updating the MOU and Bylaws. Appendix A of the MOU is the MPA boundary and Appendix B is the membership dues fee structure. A workshop regarding the fee structure was conducted. The next step is to revise the MOU to finalize the language, and then get signatures by all the participating agencies. Then we will finalize our bylaws, and forward everything to GDOT. The GDOT Commissioner will then sign the MOU and forward everything to the governor's office. We hope to get signatures from all of you no later than the middle of November so that we can forward everything to GDOT.

The updates to the MOU are highlighted in red in the draft.

- The boundary will be all of Chatham County, a portion of Effingham County south of SR 119, and Bryan County outside of Ft Stewart.
- Rincon, Pembroke, Guyton, Springfield and Bryan County will be new signatory entities.
- We are trying to consolidate the ACAT and CAC committees into a more focused committee that has their own agenda for meetings. They will be focused on public involvement, Title VI and equity planning.
- We are establishing a new Bicycle and Pedestrian Advisory Committee to keep tracking of all bike/ped/trail projects, to see whether they have been implemented or not. If they haven't been implemented, what are the highest priorities or what are the grant opportunities that we can pursue. They will have their own designated agenda as well.
- We are adding language on Title VI and EJ planning to the roles and responsibilities of MPC.
- We are updating language on the TIP development cycle.

These would be the proposed changes. We would like to get your comments on them.

Another part of the comment that we would need from you is regarding the membership dues fee structure. Appendix B outlines the proposed methodology to split the dues. We did give you a presentation on that at the workshop. Please review the methodology and provide feedback to us.

What we presented to you at the workshop was just a methodology for demonstration purposes. The amount was based on the FY 2024 UPWP. Normally the UPWP number is the staff budget. The total MPO budget actually also includes the overhead cost. In short, of the total MPO budget, the UPWP number is about 45% and the overhead cost is about 55%. I did recalculate the fees based on the total FY 2024 MPO budget. I have the numbers, and they are currently being reviewed by Melanie and Pam, our finance department, because they want to make sure it makes more sense before I send it to you. I just want to let you know that I do have that information available. What we want you to review is just to look at this methodology and see whether it still makes sense.

We propose that each government entity still has a base amount of \$1,000. For Bryan County, Effingham County and Chatham County, we want you to let us know how you want to split the dues. For Bryan County, the representative from Richmond Hill mentioned that they want to have a meeting with Bryan County to see how they split the membership dues. Chatham County currently pays 25% of the municipalities' fees, and the municipalities pay 75%. Please take a look at this. Are you still okay with this approach? For Effingham County, the County Manager mentioned that the county might pay all of the county's share of the dues, but do you want to have a meeting with Rincon and other municipalities to decide how you split the fees? We need to include the language on how to split the membership dues into Appendix B. The MOU is the official document, so please take a look at this and send us your decisions.

For the modal representatives, currently we are using 70th percentile. During the presentation at the workshop, I showed you what the numbers will look like for two scenarios – 70th percentile and 65 percentile. You can just take a look at that and let us know what you think.

Another thing we are going to work on is the Bylaws update. The Bylaws will have more detailed information about how each committee is structured, how often they meet, and how they conduct the meetings. We are still working on that.

After we get your input, staff will try to incorporate them first, then we will go to the working group. The working group will go through all of this information. When the working group feels that it's okay to present it to you, we probably will schedule a workshop with you so that we can go over all of this. If we all agree on the information, we will finalize the language in the MOU and bylaws, and then we will put it on the agenda in October for adoption.

Alderman Palumbo asked a question about the membership dues for model representatives – are CAT, Savannah Airport Commission and Georgia Ports Authority paying the same amount at the 70th percentile? We want to make sure that we structure it in such a way that everybody pays their fair share, but we don't want to overburden CAT as they don't have the same fiscal capacities as GPA who is doing great and the Airport who is doing just fine. Ms. Wang replied that the presented information is based on the current MOU. Since we are updating the MOU, the fee structure can be updated. We need suggestions and input from our members. Currently GPA does not pay into the membership dues, and we are working with them to change that.

Ms. DiMassimo would like to talk about this with the MPO. Ms. Wilson said that we are working with GPA on this. If they pay, other members' dues will be reduced. We are also aware that CAT continues to look for funding. We did look at having a different percentage for the formula.

Ms. Wang said that staff would send the draft MPO to all MPO members for review and input after the meeting. Once Ms. Wilson is OK with the numbers, staff will send the fee calculations as well. We can have an overall workshop with all members so that we are in the same room to talk about this. If needed, we can also schedule individual meetings or work sessions.

A question was asked about the timeline for when the revised numbers will be available. Ms. Wilson said that she is reviewing the information and hope to have this done within the next week and a half or so. We need to finalize the MOU and get it approved no later than mid-November considering the upcoming holidays and meeting schedules of the member agencies.

Another question was asked about the workshop – is it going to be all encompassing, including the fee structure and the bylaws? Ms. Wang replied yes. We want to make sure everybody is OK everything before we adopt it.

Information Reports (verbal)

[10. GDOT Project Status Update Report](#)

Ms. Katie Proctor provided the preconstruction status report.

- PI# 0019219, Spur at Talmage Memorial Bridge - They're finalizing the scheduled developments.
- The safety improvements on SR 204 from SR 21 to Rio Road - There's a PCRFP in progress to shift the schedule. Next major milestone is PFPR, anticipated in September. LET will be shifted to FY 2026.
- Safety improvements on I-16/Chatham Parkway - Move to April 2024 LET schedule.
- The bridge replacement over Back River and Widening on State Route 404 spur from northeast of Savannah Harbor Back River - the concept was approved and now they're working on the PFPR.
- Bull River and Lazaretto Bridges Replacements are continuing toward PFPR, waiting on the environmental tech studies and working on the draft environmental doc.
- Roundabout at Hodge Field Road - The second concept report was submitted and continuing toward PFPR.

Regarding the construction report, this submittal date indicates consistent progress on projects. PI# 521855 received the NTP in July and we're now awaiting a start date.

[11. Chatham County Project Status Update Report](#)

Ms. Deana Brooks said for the Garrard Avenue improvements, we held our preliminary utility relocation meeting and our constructability review meetings in July.

For the Green Island Road Trail, that one got NTP in July for that contract.

For the SR 204 Access Study, we are currently working on the PFA. State Route 25 and President Street at Truman are still negotiating scope and fee.

The local construction projects include the traffic signal at Johnny Mercer and Lyman Hall. Hopefully it will start soon. We are currently waiting for the signed contract to come back. Clearing is being done for Quacco Rd, and the NTP was given. Willow Lakes Rd improvements is a resurfacing project for Willow Lakes in that subdivision.

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

Mr. Joseph Shearouse presented the City of Savannah Project Status update report.

- Delesseps Avenue widening from Waters Avenues to Skidaway Road - storm drainage improvements and water and sewer relocations are underway. You may have noticed that we've had some closures. Right now it's between Waters and Cedar where they're relocating those utilities. They will progress from west to east, from Waters over towards Skidaway.
- Regarding I-516 at Project DeRenne, the city's approved the updated ROW cost estimation, still proposed for FY 2025, and the consultant is putting together a proposal for the updated environmental justice documents.
- Truman Linear Park Trail Phase 2B was put out to bid but did not get any responses. It'll be rebid or reposted within the next 60 days.
- Middleground Road from Montgomery Cross to Science Drive - we are working on responses to the GDOT comments from the draft RFP.

[13. Savannah Hilton Head International Airport Project Status Update Report](#)

Mr. Jim Aiello said the airport has two quick projects going on. We have a bunch more coming into work. Regarding the security checkpoint, the steel is up. The decking is going on. The roofs are going on. It's moving pretty good. If you've gone through the airport, you've seen a lot of construction out there for the security checkpoint expansion. The other project going on, Demo Air Cargo, constructing a taxi lane - as we speak, that project should wrap up in October. Two major \$6 million and \$22 million projects going on. It's going pretty good now.

[14. Chatham Area Transit Project Status Update Report](#)

Ms. Ambria Berksteiner presented the Chatham Area Transit Project Status Update.

Regarding the ITS and Clever Devices project, there's no status changes on that from our previous update. One vessel remains without the installation of this device system, and that's the Susie King Taylor ferry.

Regarding diesel bus replacements, we have gotten the buses. The buses are now in service, so that project is complete.

Regarding the maintenance facility and Ferry Dock project, we are still waiting on the completion of appraisals and the review of the appraisals. The funds have been released, and our status right now is obligated on that. Also, we are in need of an FHWA flex letter. Currently, we're collecting the information to complete our application in TRAMS.

Regarding the Hybrid Electric Ferry Replacement, at the end of May 26, the draft application was developed and sent over to GDOT. On the 23rd of June, we received the latest correspondence that stated that GDOT was waiting for FTA to receive guidance for our application.

For the electric bus replacement, we have grants for four EV buses, and we're currently determining the matching funds for each grant before issuing them for our board of approval. That's what we're waiting on.

Regarding the Areas of Persistent Poverty grant, that study will conclude the potential to connect emerging job centers and areas with high levels of racial inequality, or persistent poverty. Currently, we are beginning the application process for that.

For the American Rescue Plan and Route Restoration Analysis, the project status on that is obligated as well. Funds were awarded in May of 2022 with 100% federal match.

Regarding the Master Transit Plan, which we got a preview of earlier, our board voted on it in July, and it was adopted.

[15. LATS-SCDOT Project Status Update Report](#)

Report attached to agenda.

[16. TIP Funding Tracking Report](#)

Report attached to agenda.

VI. Other Public Comments (limit to 3 minutes)

No public comments

VII. Notices

[17. Grant Opportunities](#)

Ms. Wykoda Wang said that we got a lot of notices of funding opportunities from US DOT, FHWA and FTA. Many of our local agencies are eligible. We include all of grant opportunities we are aware of here for our member agencies to check. If you decide to apply for some of the grant funds and need assistance from the MPO, please let us know.

[18. Next CORE MPO Board Meeting November 1, 2023 at 10:00am](#)

VIII. Adjournment

There being no further business, the August 23, 2023 CORE MPO Board meeting was 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.