



## CORE MPO Technical Coordinating Committee

Minutes  
April 20, 2023 at 2:00 pm

### April 20, 2023 Technical Coordinating Committee Meeting (TCC)

<b>Voting Members</b>	<b>Representing</b>	<b>Present</b>
Charles Ackridge	City of Bloomingdale	
Les Fussell	City of Richmond Hill	X
Deanna Brooks	Chatham County Engineering	
Caila Brown	Bike Walk Savannah	X
Robby Byrd	City of Pooler	
Robert Caudill	GDOT – Planning	X
Jim Aiello	Savannah Airport Commission	X
Troy Pittman	GDOT – District Five	
Scott Robider	City of Garden City	
Trent Long	City of Port Wentworth	X
Don Masisack	Coastal Regional Commission	
Peter Gulbranson	City of Tybee Island	X
Ambria Berksteiner	Chatham Area Transit	X
Melanie Wilson	MPC Executive Director	X
Randy Weitman	Georgia Ports Authority	
Wykoda Wang	CORE MPO	X
Stephen Henry	City of Savannah	
Teresa Concannon	Effingham County	X
Robert Milie	Town of Thunderbolt	
Vacant	Town of Vernonburg	
<b>Voting Alternate</b>	<b>Representing</b>	
Michelle Strickland	City of Savannah	X
Katie Proctor	GDOT District 5	X
Pamela Bernard	Chatham County	X
<b>Others</b>	<b>Representing</b>	
Asia Hernton	CORE MPO	X
Joseph Longo	FHWA	X

Scott Pippin	University of Georgia	X
Matt Bilske	University of Georgia	X
Omar Senati Martinez	City of Port Wentworth (Asst. City Manager)	X
Tom McDonald	City of Savannah-Flood Plain	X
Heath Lloyd	City of Savannah	X
Felix Santiago	University of Georgia	X
Caitlin Chamberlin	MPC	X
Christy Lovett	GDOT	X
Michael Blakely	Chatham County Engineering	X
Jackie Jackson	Chatham County	X
Denise Grabowski	Symbiosis	X
A. Hankerson	City of Savannah	X
Faye DiMassimo	Chatham Area Transit	X
Casey Langford	GDOT	X
Pamela Oglesby	ACAT/ADA Board	X

## I. Approval of Agenda

Mr. Les Fussell motioned to approve the agenda; seconded by Ms. Michele Strickland. The motion passed with none opposed.

## II. Action Items

### [1. Approval of the February 16, 2023 TCC Meeting minutes](#)

Ms. Michele Strickland motioned to approve the February 16, 2023 meeting minutes; seconded by Ms. Teresa Concannon. The motion passed with none opposed.

### [2. FY 2023 UPWP Amendment](#)

Ms. Wykoda Wang stated that the Unified Planning Work Program is the staff work program and includes the planning studies in the program for informational purposes. CAT received the SMART grant and would like to start the planning activity before the end of the fiscal year 2023 and continue into 2024, which is why both the FY 2023 UPWP and FY 2024 UPWP require amendments.

Ms. Wang explained that there is a transit section in the UPWP and that is where the study or planning activity will be listed. CAT received about \$1.2 million for the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant funds. It is 100% Federally funded, so no local match is required. CAT will use the funds to find the methodology on how to implement the micro-transit project. It's not the actual implementation; it is to find out how to do the implementation. If it's a capital project or an operating project, it would need to be included in the TIP. If it's a planning study, it needs to be included in the UPWP. Ms. Wang showed the highlighted language in the FY 2023 UPWP's transit planning section and asked for endorsement of the amendment.

Mr. Les Fussell wanted to clarify if the TCC needed to vote two separate times for each item. Ms. Wykoda Wang said yes.

Ms. Melanie Wilson motioned for the TCC to endorse the proposed FY 2023 UPWP amendment. Ms. Michelle Strickland seconded the motion. Mr. Les Fussell opened the TCC to a vote. The vote was unanimous, and the endorsement passed.

### 3. FY 2024 UPWP Amendment

Ms. Wang stated that this amendment was related to the SMART grant and is in the fiscal year 2024. She clarified that the FY 2023 UPWP was developed by her predecessor whereas she developed the FY 2024 UPWP, therefore, the format is a little bit different. She noted that the information included in the FY 2024 UPWP transit section is slightly separated. She added language indicating that CAT will start the planning process in fiscal year 2023 and continue into 2024 with the SMART grant funding. Also listed is separate financial information for transit projects. She stated that this project is included in the updated financial table, which also lists the AOPP- and ARP-funded projects.

Mr. Les Fussell asked if anyone had any questions. Hearing none, he asked for a motion to endorse the proposed FY 2024 UPWP amendment.

Ms. Michelle Strickland moved to endorse the proposed FY 2024 UPWP amendment. Ms. Melanie Wilson Seconded the motion. Mr. Les Fussell opened the TCC to a vote. The vote was unanimous, and the endorsement passed.

### 4. April 2023 Updates to FY 2021 - 2024 TIP

Ms. Wykoda Wang stated that CORE MPO received TIP update requests from both GDOT and CAT. Two of the project updates proposed by GDOT will be amendments, while others will be administrative modifications, but she will process them all together. CAT's amendments are to do with the addition of two new projects. Ms. Wang then went over the details of the updates.

- The first GDOT amendment request is for the Talmadge Bridge project. This project is currently set to start construction in FY 2025 which is outside of the 2021 – 2024 TIP. The request to move the construction phase to FY 2024 is adding a project phase to the TIP, thus requiring an amendment. The cost estimate for the construction phase is about \$175 Million.
- The request for the US 17/Back River Bridge project would be considered an administrative modification since it's just a change in funding source for the construction phase from Y001 to Y800. The cost estimate remains unchanged at about \$2 million.
- The other GDOT amendment request is for the Lazaretto Creek Bridge Replacement - the right of way (ROW) phase will shift from FY 2023 to FY 2024, and the construction (CST) phase will shift from FY 2023 to long range (out of the current TIP). The cost estimates for both phases remain unchanged, but the CST funding source will be updated from HB 170 (state funds) to Y800/State.
- CAT received some newly awarded funds and would like to add those to the TIP.
  - One is the earmark funds that will be used for Bells Ferry construction. The federal portion (earmark funds) is \$1.8 million. GDOT and CAT are working together to get the state portion of \$3 million. The local portion is \$3.15 million. Ms. Wang explained that TIP amendments don't generally get processed until the funds are received. Her understanding is this TIP amendment is based on the assumption that the state funding is certainly available, but just hasn't been received yet. If there are any changes later, another amendment can be brought before the MPO Board and advisory committees, but this amendment comes with the assumption that the state funding will be available.
  - The other is the earmark funds for the Paratransit maintenance facilities. The federal portion (earmark funds) that CAT got is about \$2.25 million, and CAT will come up with a local match of about \$6.2 million. There was some comment yesterday from CAC regarding the total project cost, which is around \$9 million.
- Besides the updates listed above, Ms. Wang noted that she had added the GDOT PI numbers to the new projects that were processed in the December 2022 TIP amendments.

Mr. Les Fussell asked if anyone had any questions. Hearing none, he requested a motion for the TCC to endorse the proposed TIP updates.

Ms. Teresa Concannon made a motion to endorse the proposed TIP updates. Ms. Pamela Bernard seconded the motion. Mr. Les Fussell opened the TCC to a vote. The vote was unanimous, and the endorsement passed.

### 5. FY 2024 - 2027 TIP Development and Project Prioritization

Ms. Wykoda Wang stated that since there is only one year left in the current TIP, it is time for the MPO to adopt a new TIP before fiscal year 2024 ends. GDOT sent the MPO the revenue projections and the proposed projects list for FY 2024 – 2027, which was discussed at the GDOT/CORE MPO/local sponsors coordination meeting last

week. The development process for the new TIP has already started. According to the Participation Plan, there needs to be at least one public meeting to establish the TIP priorities. The public meeting will be held in conjunction with the CORE MPO Board meeting. The TCC needs to review all of the information since the committee is charged with the prioritization of the project proposals and financial balancing for MPO-controlled funds. She is going to present the prioritization approach first, and then there might have to be another meeting for financial balancing.

Ms. Wang stated for TIP prioritization, the TCC can endorse a priority list or methodology. She is proposing that there will just be a set of rules regarding prioritization so that there can be some flexibility.

- The TIP is a subset of the MTP. All MTP projects have already gone through a two-screening prioritization process. The Cost Band One projects correspond with what the TIP includes. Thus, the Cost Band One projects will be considered TIP priorities.
- Some of the projects programmed in the TIP would apply for the MPO-controlled funds - Y230, Y301 or HIP funds. There is a ranking system for each of these funding sources. For Y230 and Y301 funds, the last round of Call for Projects and project prioritization was done last year. The rankings will be used as the basis to allocate available funds, but specific allocations will be dependent on other factors such as projects' development status and financial balances.
- There will be another "pot of money" that will be available called the Carbon Reduction Program and which the guidelines are still under development and won't be available until September. CORE MPO will conduct a Call for Projects for the program funds in later 2023 through a competitive process. The projects to be awarded these funds will be considered TIP priorities and will be amended into FY 2024 – 2027 TIP.
- The TIP includes maintenance and operational improvement projects in the lump sum category which correspond to the Maintenance and Operational Improvement set asides in the MTP. Normally GDOT identifies those projects as the needs arise. The State Transportation Board approves those lists, so their authority should be respected.
- The multimodal TIP includes some bike/ped/trail projects from the Non-Motorized Transportation Plan which has a prioritization process. The priority bicycle, sidewalk or trail projects for TIP consideration are those that are consistent with the Non-Motorized Transportation Plan, have a dedicated local sponsor with local match funding commitment, and have gone through the Call for Projects process.
- The TIP includes transit improvements as well. CAT sets transit priorities based on their evaluation of the transit service needs, state of good repair, and transit asset management as documented in the Master Transit Plan, Transit Development Plan, and the Transit Asset Management Plan. CAT has identified the transit priorities for the TIP.

Ms. Wang showed the financial balances for Y230 and Y301 funds after last week's GDOT/CORE MPO/local sponsors coordination meeting. She received projects' information from GDOT and Chatham County but still needs information for the City of Savannah projects.

Mr. Les Fussell asked for a motion to endorse the 2024 – 2027 TIP development and Project Prioritization approach.

Ms. Wilson motioned to endorse the FY 2024 - 2027 TIP Development and Project Prioritization approach. Ms. Pamela Bernard Seconded the motion. Mr. Les Fussell opened the TCC to a vote. The vote was unanimous, and the motion passed.

## **II. Other Business**

Mr. Les Fussell stated he was informed that Jasmine Champion had resigned from the MPC.

Ms. Wykoda Wang stated she left the MPC about two weeks ago.

Ms. Melanie Wilson said Jasmine was swept up by the Feds. She said on a positive note that there are two new employees starting soon. One has a lot of experience in MPO's work at different levels and used to work for her in Augusta. The other is a recent graduate from the University of Georgia's Planning and Urban Design program, who is very interested in the Urban Flooding Model and will be taking the lead on that.

Ms. Wilson stated that she had the opportunity to talk to the Secretary when he was at the CAT's SMART Grant Press Conference about getting additional funds to move to the next stage for the Urban Flooding Model study, and he was very excited about that.

Ms. Pamela Bernard asked, will the new position be MPO or MPC?

Ms. Wilson stated that the new graduate will be spending 60% of her time working on MPO work and the rest of her time spent working on the other side she is interested in as well. Ms. Wilson stated she feels it's important to cross-train employees.

Mr. Les Fussell thanked Ms. Wilson for the update and asked if there was any other business. Hearing none, he moved on to Status reports.

#### **IV. Status Reports**

##### **6. 2050 MTP Update**

Ms. Wykoda Wang stated since the last meeting, staff had been focusing on the socio-economic data development. Staff are still working on the 2050 SE data, and recently submitted revised data to GDOT and got additional comments about two days ago. The next step is to address all the comments and have the 2050 SE data finalized.

The other part for the 2050 MTP Update is some of the contributing plans are moving along, including the Freight Plan, Non-Motorized Transportation Plan, the City of Pooler's US 80 Corridor Study, CAT's Master Transit Plan and Transit Development Plan, and Chatham County's several new studies. There are status updates on those later.

##### **7. CORE MPO Regional Freight Plan Update**

Ms. Wykoda Wang stated that the development of the Regional Freight Transportation Plan is on schedule, and she is very satisfied with the deliverables of the consultants.

CORE MPO hosted a virtual/in-person public meeting on March 6<sup>th</sup>, where at least 20 people attended and asked a lot of good questions. The meeting recording is posted on the CORE MPO website.

We have finished Tasks 1-5 for the freight needs assessments and all of the deliverables are online. The consultants are currently working on the freight related recommendations in land use, infrastructure improvements, and policy recommendations. To assist this effort, staff have been collecting GIS files for TSPLOST projects. She stated that she tried to contact David Anderson to provide the GIS layer for the Chatham County TSPLOST projects but hasn't heard back. Ms. Pamela Bernard commented that she would try to follow up with David Anderson on that.

There is going to be a big public meeting held in June in conjunction with the EDFAC committee meeting, so the members will see the recommendations at that meeting. She believes the Steering Committee will have a preview of what those recommendations are.

Mr. Les Fussell asked if there were any questions. Hearing none, TCC moved on to the next agenda item.

##### **8. Urban Flooding Model Study Update**

Ms. Wykoda Wang asked for Caitlin Chamberlain to come forward and present the Update.

Ms. Caitlin Chamberlain introduced herself as the Senior Historic Preservation Planner and Interim Project Manager for the Urban Flooding Model Study and presented the status update.

- Stakeholder and Steering committee members have been identified by both UGA and CORE MPO staff to assist in the development of the flood model.
- A website has been developed.
- Project Managers participate in monthly meetings.
- For Task One, UGA has submitted the Project Management Plan.
- For Task Two, stormwater infrastructure data was collected and QAQC'd.
- Stormwater data has been organized and migrated into ESRI GIS format.
- 2019 Georgia Lidar-delivered DEM was acquired.
- USACE South Atlantic Coastal Study ADCIRC storm surge and inputs acquired.
- Conducted ADCIRC storm surge simulation.
- CORE MPO received and shared Critical Infrastructure Data for each county in the MPO planning area. This data will help develop vulnerability map analysis.
- There will be a Steering Committee meeting in conjunction with the TCC meeting today, and the consultant will give a presentation.

- The study is expected to be completed this August.

Ms. Caitlin stated if there are no questions, she will turn it over to the consulting team. Mr. Les Fussell asked for any questions; hearing none, he called up the presenters. As the presenters were coming up, Ms. Melanie Wilson stated that the MPC is very fortunate to have Caitlin, who has previously worked on a similar project in the historic area of Ellicott City.

Mr. Matthew Bilskie introduced himself as the Assistant Professor at the University of Georgia, the College of Engineering. He will be joined by Ed DiTommaso, Scott Pippin and Felix Santiago-Collazo to give this presentation. As a refresher, he presented the slide on the Project Team and the project's goal which is to develop a Project Prioritization Tool (PPT) along with Road Vulnerability Assessment, to assist in the optimizing and planning of new and existing infrastructure of Coastal and Urban Resiliency, in terms of stormwater and flooding. He then asked for Dr. Collazo to present.

Dr. Felix Santiago-Collazo stated that when they first started this project, they had too much data for the type of modeling that they aimed for. So, they have been working on reverse engineering to make the complex situation simpler, while still providing a solution. Currently they have 3 urban drainage sheds in downtown Savannah. They are aiming to move towards where there is a lot of storm water infrastructure, since that is the main core of the system. He stated that they are going to hold a one-hour session for questions and go into more details at a later date. The stormwater model itself simplifies the system, basins, and pipeline. He explained how during their tests they assessed how the system is working under current conditions and how it will work, for example in 2100, after including sea level rise and anthropogenic changes. They are on track with the main goal and are about 60% complete and should have the study done by the deadline. He stated they just have too much information but are missing things such as invert elevation of pipes and the manhole elevations, so they are using high-end techniques to try to search and finish which is the most related elevation in order to have an accurate description of the system. He said there are quite a few more details and he would be happy to talk about them after the meeting. He then asked Mr. Bilskie to speak on the next section of the presentation.

Mr. Matthew Bilskie stated that he was going to focus on the coastal side and the storm surge driven flooding. He presented an image of Coastal Georgia, showing detailed topography and bathymetry of the area. He stated that with this model they can simulate a representative hurricane, that would essentially be 1% annual exceedance probability flood, i.e., the 100-year flood due to the coastal storm surge. He went on to speak about the 2019 LiDAR as well as the road center lines for the area. In the study, they took each of the road segments and assigned an elevation to them and broke those down by color. They took that 1% annual exceedance probability and showed the flooding extent and depth across the map. The red was an area of high vulnerability of flooding above 1%. Over 348 miles of road was in red. Then he showed a slide with dynamic sea level rise where 630 miles of road segments were inundated with water for that event.

The next presenter, Mr. Ed DiTommaso, explained his job is to basically take all that information and try to make it simpler for everyone to understand. He has created an online tool where people will be able to extract useful information quickly. It is currently in the initial stages of development, but what you can see is a breakdown of all the streets based on GDOT classification and simplify that just looking at arterials versus collectors versus local roads. Under different scenarios they ran for the highest astronomical tide, based on different years. The three different maps that were shown were from 2050, 2075, and 2100. The maps are going to be interactive so you can look at local roads, certain jurisdictions, or the city in all different kinds of scenarios. For example, you can click on a particular street in Tybee, and it shows the vulnerability based on each of those years. The segment of the road that is 1800 feet long under the 2020 current scenario will be 15% underwater based on high tide. The second thing they started to pull in was the depth above the road, which are models that he just showed on the slides. They have been simplified to high, moderate, and low vulnerability. He stated as they continue to move through the process, they can get all the data and compile it and continue to build the online tool.

The last presenter, Mr. Scott Pippin, stated that for this project they had to do a lot of work on the technical end with modeling, data and all those things. The next step is really trying to start with community engagement so that they can identify priorities and find solutions. They are kicking off the stakeholder engagement with this meeting. That process is seeking to identify what are the priority areas, neighborhoods, and other community assets, and what are other plans and priorities they need to be aware of. He stated that they are going to have at least two broad community engagement meetings to talk to members of the public that are affected by some of these challenges and complement that with individual interviews with experts and stakeholders, beginning with members of the TCC. He would love to set up conversations with each of TCC members to discuss those plans. He encouraged the TCC members to stick around after the meeting to discuss the process.

## 9. Update on CAT Master Transit Plan

Ms. Faye DiMassimo introduced herself as the CEO of the Chatham Area Transit Authority (CAT). She stated that the Master Transit Plan has been underway for nearly a year, and it is an essential component of the overall transportation planning for this region. The Master Transit Plan will provide necessary technical analysis and policy foundation to advance the connection between the transit infrastructure and the economic activity, getting people to all the places that they need or want to go. She then introduced Denise Grabowski to present.

Ms. Denise Grabowski stated the Master Transit Plan is a very exciting initiative for Chatham Area Transit and for our community. CAT has worked diligently to reach out to diverse stakeholders, including our youth, because CAT wants to make sure that they're talking not only to the leaders of today, but also the leaders of tomorrow.

Within Chatham Connects, there are three transit studies: Transit Service Plan (COA and TDP), Master Transit Plan and the ZEB Plan. The Master Transit Plan is going to be the focus of today's presentation. There are going to be a series of community engagements in May. These pop-up sessions will be where CAT can talk more with members of the community about the Master Transit Plan. There will also be an open house for community leaders to address any questions.

The first thing CAT looked at was what the current state of the system is. COVID had had a significant impact on all of us and certainly had major impacts on CAT. Ridership dropped to 50% and is still working on a rebound to pre-pandemic levels. There is a driver shortage, but CAT is working very hard to hire more drivers. There are 8 core routes that carry about 80% of riders for CAT. Keeping record of this allows CAT to look at their system and identify ways to improve and ask questions like "How can we provide more efficient and effective service for those areas?". CAT knows there are some challenges they have to address and knows some small investments can make a big difference.

CAT held a number of focus groups meetings at the beginning of the year where they heard over and over again was the condition of some of the stops really impacted their impression. Thus, CAT realizes the importance of not only providing comfort on the bus or any CAT vehicle, but also while you are waiting, and improvements can be as little as \$15,000 and can start to make a big difference.

With the growth of areas outside the transit district, CAT is looking to provide transportation to reach areas such as the new Hyundai plant.

CAT has 6 project goals grouped into 3 categories: transit service, capital investments, and policies and programs. "Fix it first" is one thing heard constantly from focus groups so there is development of a steering committee to bring back the robust level to CAT. For on demand service, micro transit is one of the things CAT wants to implement. People are cautious to use services like Uber and Lyft because drivers are strangers and not certified, whereas CAT drivers will be CAT employees, in marked cars, in a CAT uniform, and in most cases, you will be riding with someone else. This might take you door to door or take you to a fixed route or a combination. Many people aren't aware that DOT and the Ferry are part of the CAT System, so we want to ensure we are sharing the good news of what CAT is doing. Some of the medium-term strategies are continuing to expand bus service. With the job center there are opportunities to be able to meet those needs through strategies like bus rapid transit, expanding micro transit, etc.

Ms. Caila Brown stated she was excited to see some new information as well as part of the bus stop improvement. Is CAT looking at working with municipalities to expand sidewalk access to the bus stops? She stated a lot of people she heard from see the bus stops but can't physically get to that stop, and she knows that some of the underperforming routes may be running parallel to a route that has sidewalk access.

Ms. Grabowski responded that CAT is working with the City of Savannah staff on coordination on site plan reviews and those kinds of things to accomplish just that.

Mr. Fussell asked for any more questions. Hearing none, he moved on to the next agenda item.

## 10. US 80 Corridor Study Status Update

Ms. Wykoda Wang asked if anyone from Pooler was online. Since no one from Pooler was present, Ms. Wang indicated that the status report is attached to the agenda.

Mr. Les Fussell stated he didn't see any significant changes and advised everyone to review the report on the agenda.



## 11. CORE MPO Planning Area Boundary Update

Ms. Asia Hernton gave the CORE MPO Metropolitan Planning Area (MPA) Boundary update. She explained that the proposed MPA boundary is based off the 2020 census data, which revised the Savannah Urban Area, including more areas surrounding Savannah. Part of the MPA boundary revision is based on areas that are expected to be urbanized in the next 20 years.

For the process, CORE MPO staff met with the Working Group and decided where the boundary should lie. Then the MPO staff met with Effingham and Bryan County staff and officials for their opinions. And we will be presenting the boundary to the MPO Board and advisory committees.

The rules for the MPA boundary expansion are based on current and future population density, impervious surfaces, and simple boundaries. The 2020 Census data is used to determine areas that have a population of 500 people per square mile, so the analysis showed dense areas in Bryan and Effingham Counties. CORE MPO wanted to pay attention to job centers since these have a huge impact on transportation and future development. Roadways and simple boundaries (county line, rivers, etc.) were used to define the boundary lines.

Some highlights: there is major expansion into Bryan and Effingham. All of Rincon and Pembroke are included as well as portions of Springfield and Guyton. Fort Stewart will not be included and served as a boarder. SR 119 is going to be the border for the boundary expanding into Effingham County, so some portions of Guyton and Springfield won't be included. There will be a large growth for the CORE MPO in Effingham and Bryan, making the total of almost 400,000 people within the MPA boundary.

## 12. Non-Motorized Transportation Plan Update

Ms. Asia Hernton stated staff and Ms. Caila Brown have plotted out a proposed regional bike network. The goal of the network is to connect all three counties in the CORE MPO area with continuous bike ways. They are specifically long-distance networks that can act as a foundation for smaller networks to branch off from. This would connect some major existing and planned bikeways such as Tide to Town and East Coast Greenway. Staff will receive input from the Steering Committee meetings in the future and decide what bike network they should go with.

CORE MPO staff has also been analyzing bike lane designs that can be adapted in the Savannah Area. They have been trying to examine what type of buffers create a safe distance between the cyclists and driver and what kind of physical barrier works best in the area. They have also been looking into multi-use paths as an alternative to having separate sidewalks and cycle lanes.

The next step is going to be exploring the signage and sidewalks. The other piece of the plan is the Sidewalk and Crosswalks for walking infrastructure, so staff will be searching for signage that makes intersection crossing safer.

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

### 13. GDOT Project Status Update Report

Ms. Katie Proctor gave the GDOT Status Report.

#### Preconstruction

- SR 25 @ Savannah River in Port Wentworth – Final plan submission
- SR 25 @ Middle River in Port Wentworth – Final plan Submission
- SR 204 From SR 21 to Rio Road – Proceed for preliminary design in March and kick off will be this week.
- I-16 @ Chatham Parkway – Remains in Let, Holding for June 23<sup>rd</sup>.
- US 17 @ Back River - Concept awaiting approval.
- US 17 FM NE of Savannah Harbor Pkwy to Back Road – Concept awaiting approval.
- US 80 @ Bull River – Awaiting Environment Studies in September, Authorize Right of Way, then Process the PCRF
- US 80 @ Lazaretto Creek – Awaiting Environmental Study
- I-516 to Victory drive – Scheduled to Re-Let
- SR 30 @ Hodgenville Road – Concept Approval

#### Construction projects

- Island Express Way @ Wilmington River – 64% Complete
- SR 21 @ SR 30 Intersection Improvement and turning Lane – 89% Complete



- I-16 from I-95 to I-516 – 58% Complete
- I-16 @ SR 307 DDI – 76% Complete
- Widening and Reconstruction to construct 4 lanes on US 80/I-516 (Brampton Rd Conn) Beg at SR 21/SR 25 & ext. S of SR 21 – 23% Complete
- Cable Barrier Upgrade on I-95/SR 405 Beginning at Pooler Parkway (CS565) and Extending to Jimmy Deloach Parkway (CS 2223) – Expected to finish Summer 2023
- 2 Lane Roadway on Effingham Parkway beginning at SR 30 and extending to Blue Jay Rd. Construction of 6 Bridges and Approaches – 18% Complete
- I-16 W to I-95 S bridge- completed March 2023
- I-16 E to I-95 N – Expected to open in the second quarter

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

No one was present to speak. Report attached to the agenda.

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

Ms. Michele Strickland presented the City of Savannah Project Status Update report.

- DeLesseps Ave. Widening from Waters Ave. to Skidaway Road – Dry utility relocations are almost complete. Underground work should commence in the next few weeks.
- I-516 @ DeRenne Ave – ROW cost estimation and additional Environmental Justice outreach are being prepared by the consultant for submittal to GDOT and FHWA.
- Truman Linear Park Tail Phase 2B – The Property acquisition phase lacks only the transfer of a County-owned parcel to be complete. As soon as transfer is received, GDOT is prepared to finalize ROW on project.

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

Mr. Jim Aiello gave the Savannah Hilton Head International Airport Project Update report.

- Security Checkpoint Expansion – The TAS Checkpoint expansion will expand the three existing lanes to six lanes. Work began on October 10, 2020, and projected completion date is April of 2024.
- Demo Air Cargo, Taxi line, Construction Apron – Redevelop the southeast quadrant of the Airport. Project to be completed by late fall to early winter of 2023. Phase 1 work is approximately 90% complete.

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

No one was present for the update. Report attached to the agenda.

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

Ms. Ambria Berksteiner gave the CAT's project status report.

- (2) Ferry Purchase Construction - Contract awarded. Expect to issue NTP 2/23.
- Paratransit Vehicles (M230) - Purchase order for 10 EV buses issued. Expected delivery time is April 2023. Requested a quote on 10 Para-transit Vans.
- (3) Diesel Bus Replacement (Z230) - In-process. Bus order placed in December 2021 for (3) 35 ft. buses. The estimated completion date is June 2023.
- Intelligent Transportation System (ITS)-Clever Devices (5339/Z230/M301) - Hardware installed on ferry vessels in September; the final phase completion date postponed until maintenance on the ferries are completed.
- Ferry Boat Maintenance Facility & Ferry Dock (5307h) - Completion of remaining appraisals and review appraisals and submission to FTA. Awaiting FTA release of funds.
- Electric Bus Replacement (Z230) and LoNo (5339c) - Grants for four EV buses. Currently determining matching funds for each grant before issuing for Board approval.
- Transit Development Plan & Comprehensive Operations Analysis - Funds awarded and executed in May 2022. Ongoing effort coordinated with the Master Transit Plan. Focused on near - term recommendations for the three CAT services – CAT buses, Belles Ferry, and CAT Mobility (ADA paratransit service).
- Areas of Persistent Poverty (AOPP) Grant - Funds awarded in FTA's AoPP Program on June 23rd, 2022; Study advancing in FY 2023 with integration in planning and analysis study efforts. The study will conclude the potential to connect emerging job centers and areas with high levels of racial inequity or persistent poverty.
- American Rescue Plan (ARP) Route Restoration Analysis - Funds awarded in July 2022 at 100% Federal match. Expected completion at end of FY 2023. The project will allow CAT to provide accessibility to

under-served communities with service across jurisdictions. Performed in conjunction with other planning and analysis efforts.

- Master Transit Plan and Implementation Strategy update (attached) - Anticipated completion summer 2023. Market Analysis, State of the System, outreach and focus groups.

#### [19.TIP Funding Tracking Report](#)

Attached to the Agenda.

#### **VI. Other Public Comments**

No public Comment

#### **VII. Notices**

##### [20. Next CORE MPO TCC Committee Meeting June 22, 2023, at 2:00pm](#)

Mr. Les Fussell will be out, but the Vice Chair will fill in.

#### **VIII. Adjournment**

There being no further business, the April 20, 2023 TCC 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.