



Noting that some amendments to the 2030 Long Range Transportation Plan (LRTP) were on the agenda, Mr. Levy then made a motion that the projects that should be amended to the LRTP are:

- 1) Truman Pkwy. extended as expressway to I-95;
- 2) Truman Pkwy. extended northward with second bridge over Savannah River to Hutchinson Island;
- 3) Study added for how traffic will be handled if Truman Pkwy. Phase 5 dumps traffic onto SR 204.

Ms. Jane Love informed the committee that the idea for the second bridge over Savannah River was already amended into the unfunded part of the 2030 LRTP in 2005 as part of the Connecting Savannah Action Plan. Mr. Levy said he hadn't seen it.

Also, regarding the study of Truman Pkwy connection to SR 204, Ms. Love said that the CORE MPO has already placed some of their sub-allocation of funds from the American Recovery and Reinvestment Act (ARRA) on a study of how the corridor should handle the combination of local traffic and freeway traffic. The motion was amended to omit the request for the study.

CAC Action: The recommendation for amendments to the 2030 LRTP for extension of Truman Pkwy. as an expressway to I-95 and for Truman Pkwy. northward extension with a second bridge over the Savannah River carried.

## **I. Approval of Agenda**

**CAC Action: the motion to approve the agenda for the June 18, 2009 Citizens Advisory Committee meeting carried with none opposed.**

## **II. Action Items**

### **A. Approval of the April 23, 2009 Citizens Advisory Committee Meeting Minutes**

It was moved and seconded to approve the April 23, 2009 Citizens Advisory Committee Meeting Minutes.

**CAC Action: the motion to approve the April 23, 2009 Citizens Advisory Committee Meeting Minutes carried with none opposed.**

### **B. Endorsement of the FY 2010 Unified Planning Work Program (UPWP)**

Ms. Love reminded everyone that this is the document that shows the activities that MPO staff will be handling over the next fiscal year and the budget for those activities. She said that the Committee had endorsed a draft of the FY 2010 UPWP at their April meeting. However, the CORE MPO Board did not take action on the UPWP in April because staff was waiting for comments from federal agencies. Staff has since received those comments and addressed them in the document. In the meantime, staff also became aware of new

information on the amount of highway planning and transit planning funds that the MPO will be able to charge against for FY 2010; highway planning funding decreased slightly and transit planning funds increased slightly. The affected budget tables in the document now reflect those changes. Because of the various changes since April, staff has brought the UPWP back to all the Committees this month and recommends endorsement.

It was moved and seconded to endorse the FY 2010 Unified Planning Work Program.

**CAC Action: the motion to endorse the FY 2010 Unified Planning Work Program carried with none opposed.**

**C. Endorsement of the requested amendments to the 2030 Long Range Transportation Plan**

- 1. New rail tie-in to the Georgia Ports Authority Mason Intermodal Container Transfer Facility**
- 2. Amendments to PI 522870, PI 0002922, PI 0008840 and PI 0009314 (all projects related to SR 204)**
- 3. Addition of Interstate 3 to the illustrative projects listing**

Regarding the amendment for a rail tie-in, Ms. Love said that Georgia Ports Authority had requested this amendment because they wish to use the remainder of their federal earmark on this project to build a rail access from existing track into the south side of the Intermodal Terminal. The Port will also provide some additional funds to cover the cost. A separate project, the SR 307 overpass at the railroad, which is already in the LRTP, makes this southern access feasible. Freight efficiency will be improved. Because of the overpass project, the rail tie-in project will not create delays for trucks, automobiles, bicyclists or pedestrians. The majority of the property needed for the tie-in already belongs to the Port, with small segments currently owned by Georgia Power and Georgia Department of Transportation (GDOT). Because the project would bring its own funds into the LRTP, money does not need to be shifted off of any other projects in order to amend the tie-in into the Plan. Staff recommends endorsement of the amendment.

Regarding the amendment for projects along SR 204, Mr. Michael Adams explained the amendment concerns changes in the project descriptions associated with the four PI numbers. Project PI #522870 is currently described as a widening of SR 204 from King George Blvd to Rio Rd. Along with that project is PI #000840 which currently is the advanced right of way for the aforementioned widening project. PI #0002922 is currently described as the widening of SR 204 from Rio Rd. to Truman Pkwy V. PI# 0009314 is currently a corridor study. The proposed changes are as follows:

- PI #0009314 – change the scope of the corridor study to run from I-95 to Wilshire Blvd
- PI #522870 – change this to an interchange project at SR 204 & King George Blvd. and not a widening project
- PI #0008840 – would remain as right of way purchase project for PI #522870
- PI #0002922 – change to operational improvements on SR 204 from Forest River Bridge to Wilshire Blvd.

Mr. Levy asked why the other three projects are necessary if the corridor study encompasses the whole corridor. Mr. Adams explained that plans and money are in place for the three projects. Ms. Love commented that these three projects are operational short-term remedies for this area. The corridor study is more long-term.

It was moved and seconded to endorse the proposed description changes of the four projects (PI #522870, PI #0002922, PI #0008840 and PI #0009314) related to SR 204.

**CAC Action: the motion to endorse the proposed description changes of the four projects (PI #522870, PI #0002922, PI #0008840 and PI #0009314) related to SR 204 did not carry, by a vote of 6 against and 4 in favor.**

Regarding the amendment for Interstate 3, Ms. Love reported that the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) earmarked funds for the Federal Highway Administration to do a study of a possible new Interstate 3 running from Savannah to Knoxville via Augusta. This amendment would add the interstate to the illustrative project list in the 2030 Long Range Transportation Plan. There is no money to fund an interstate; it is strictly a study at this time.

It was moved and seconded to endorse the amendment to include Interstate 3 in the illustrative projects listing of the 2030 Long Range Transportation Plan.

Mr. Jack Knops expressed his ambivalence about this project. Mr. Joe Steffen asked Mr. Abbott if he would accept an amendment to his motion to include rail as an option for the corridor. Mr. Abbott accepted this amendment to the motion. The motion is now to endorse the addition of a highway or rail corridor from Savannah to Knoxville in the illustrative projects listing of the 2030 Long Range Transportation Plan.

Ms. Beth Kinstler spoke against the study for a new interstate, arguing that such a project would be unnecessary. There are already two ways to get from Savannah to Knoxville via interstate highways, plus the option of taking back roads.

**CAC Action: the motion to endorse addition of a highway or rail corridor from Savannah to Knoxville in the illustrative projects listing of the 2030 Long Range Transportation Plan, with 3 opposed.**

Mr. Steffen moved that this committee endorse support for a high-speed rail project between Savannah and Atlanta in the LRTP. The motion was seconded.

It was noted that at the April meeting this committee endorsed a resolution supporting high-speed rail. Mr. Steffan stated that this motion recommends demonstrating support through the Long Range Transportation Plan.

**CAC Action: the motion to endorse support for a high-speed rail project between Savannah and Atlanta in the LRTP carried with none opposed.**

Mr. Levy opened the public hearing for any comments on these amendments to the 2030 Long Range Transportation Plan. There being no public comments, the public hearing was closed.

- D. Amendments to the FY 2008-2011 Transportation Improvement Program**
  - 1. Addition of CAT Transit Center project**
  - 2. Addition of new rail tie-in to the GPA Mason Intermodal Container Transfer Facility**
  - 3. Additional action on ARRA funding to provide for illustrative contingency projects**
  - 4. Requested amendments for SR 307 Widening and US 80 Interchange at Jimmy DeLoach Pkwy.**

Regarding the amendment to add the CAT Transit Center, Ms. Wykoda Wang explained that CAT is going to apply for a competitive discretionary grant. CAT is making the request for this amendment just in case inclusion in the TIP is a requirement for the grant.

She further explained that this is for funding construction. The application that CAT is making is competitive, and it is not certain that CAT will get this funding.

It was moved and seconded to endorse including the CAT Transit Center into the FY 2008-2011 Transportation Improvement Program.

**CAC Action: the motion to endorse including the CAT Transit Center into the FY 2008-2011 Transportation Improvement Program carried with none opposed.**

Regarding the amendment for the rail tie-in, Ms. Love had explained during the LRTP amendment item that, if the Committee endorsed the LRTP amendment, it would then consider this amendment to the TIP in order to allow the project to start in FY 2010. It was moved and seconded to endorse including the new rail tie-in to the GPA Mason Intermodal Container Transfer Facility into the FY 2008-2011 Transportation Improvement Program.

**CAC Action: the motion to endorse including the new rail tie-in to the GPA Mason Intermodal Container Transfer Facility into the FY 2008-2011 Transportation Improvement Program carried with none opposed.**

Regarding the amendment for ARRA contingency projects, Ms. Wang explained that the MPO would like to establish a list of extra projects eligible for stimulus funding that could be used to replace any of the original stimulus designated projects, if any of the original projects are not ready in time. However, staff has recently received the suggestion from GDOT Intermodal Division that the MPO allocate some ARRA funding to the Statewide Rail Plan. Staff is reconsidering which projects to propose as back-up projects to the adopted ARRA list. Thus no action is required at this time.

Regarding the amendment for SR 307 widening and US 80 at Jimmy DeLoach Pkwy. interchange, Ms. Wang said that staff withdraws this item from consideration at this

meeting because of questions that came up today at the Technical Coordinating Committee meeting. The proposed amendment may appear on a future agenda.

Mr. Levy opened the public hearing for comments on any of these proposed amendments. There being no comments, the public hearing was closed.

**E. Endorsement of the MPO priorities for development of the FY 2010-2013 Transportation Improvement Program**

Ms. Wang explained that in the development process for the new FY 2010-2013 Transportation Improvement Program the MPO is discussing how to prioritize projects and specifically how to define what projects would be first priority, second priority, etc. Also, they are reviewing if projects should keep their current priority status in the new program.

Ms. Wang noted that this topic is being re-visited because they found they had more time for public comment. The first meeting was in March and today is another public hearing opportunity.

Ms. Wang explained that some first priority projects in the current TIP are not progressing. The MPO is considering whether they should remain first priority or not.

The committee recommended the following priority changes for the FY 2010 – 2013 TIP:

It was moved and seconded to recommend removing PI #571060 (Skidaway Rd widening) from the TIP.

**CAC Action: the motion to recommend removing PI #571060 (Skidaway Rd widening) from the TIP carried with none opposed.**

It was moved and seconded to recommend removing PI #550560 (Whitefield Ave widening) from the TIP. It was noted by Mr. Abbott and Ms. Wang that right-of-way is already being acquired on this project.

**CAC Action: the motion to recommend removing PI #550560 (Whitefield Ave widening) from the TIP carried with none opposed.**

It was moved and seconded to make the Truman Parkway V the “very first” priority.

**CAC Action: the motion to recommend making the Truman Parkway V the “very first” priority carried with none opposed.**

It was moved and seconded to recommend making the Skidaway Narrows Bridge replacement a first priority and that a future four-laning of the causeway with a second 2-lane bridge is supported.

**CAC Action: the motion to recommend making the Skidaway Narrows Bridge replacement a first priority and that a future four-laning of the causeway with a second 2-lane bridge is supported carried with one opposed.**

It was moved and seconded to recommend moving 4-laning US 80 and the two bridges to Tybee Island (Bull River Bridge, Lazaretto Creek Bridge) to a first priority project. The motion was amended to include designated cycling lanes and pedestrian facilities.

**CAC Action: the amended motion to recommend moving 4-laning US 80 and the two bridges to Tybee Island (Bull River Bridge, Lazaretto Creek Bridge), including designated cycling lanes and pedestrian facilities, to a first priority project carried with one opposed.**

Mr. Steffen offered the observation that this committee is advisory in nature. Its purpose is to communicate the will of the people by putting forward projects that the committee believes are important to do regardless of whether work has been progressing on a project.

Mr. Levy opened the public hearing for public comments. There being no public comments, the hearing was closed.

### **III. Status Reports**

#### **A. Development of the CORE Connections 2035 Long Range Transportation Plan**

Mr. Steve Coté from Reynolds, Smith & Hills made the presentation. The 2035 Long Range Transportation Plan is being developed in two phases. The first phase is the Framework Plan which will include all the necessary information to meet state and federal requirements and will be adopted by September. The second phase is the Mobility Plan. This phase draws on more resources, includes more detail and allows for a great deal of community participation. The second phase will be completed by December 2011.

Mr. Coté outlined the major elements of the plan. He is currently working on needs and finances. He went on to highlight outreach activities. A second round of stakeholder and public meetings are scheduled for July with several opportunities for comments on the Draft Plan in August. Mr. Coté shared the results from the outreach meetings and the seven goals that were developed from these outreach meetings. There are two new goals in the 2035 Plan, compared to 2030 Plan – Security and Intergovernmental Coordination. The next step is the July stakeholder and public meetings.

Mr. Steffen asked if there had been any input suggesting light rail downtown and to the airport. Mr. Coté said the suggestions for transit access downtown and to the airport had been for streetcar downtown and some kind of express service to airport, not light rail specifically. He will add Mr. Steffen's comment to the report.

---

Mr. Mark Wilkes explained that the Mobility Plan phase of the 2035 LRTP will address streetcar and fixed guideway transit, and will have more detail, particularly in the description of the various projects and modes.

**IV. Other Business**

No other business at this time.

**V. Other Public Comments**

No other public comments at this time.

**VI. Adjournment**

There being no other business to come before the Committee, the June 18, 2009 Citizens Advisory Committee was adjourned. The next regular meeting will be on August 20, 2009.

Respectfully submitted,

Jane Love  
Transportation Planner