



CORE MPO Citizens Advisory Committee

December 8, 2022 at 5:30pm
Minutes

December 8, 2022 Citizens Advisory Committee (CAC) Meeting

Voting Members	Representing	Present
Anthony (Tony) Abbott	Chatham County	X
Dr. Daniel Brantley	Chatham County	X
Vacant	Chatham County	
A'riel Johnson	Savannah	
Armand Turner	Savannah	X
Yolandra Shipp	Savannah	
Vacant	Pooler	
Vacant	Garden City	
Brett Bennett	Effingham County	
Vacant	Port Wentworth	
Vacant	Richmond Hill	
Bill Grainger	Bloomingdale	
Robert Milie	Thunderbolt	
Vacant	Tybee Island	
Vacant	Vernonburg	
Others	Representing	Present
Julie Yawn	MPC/IT	X
Wykoda Wang	CORE MPO	X
Asia Hernton	CORE MPO	X
Jasmine Champion	CORE MPO	X
Sally Helm	CORE MPO / MPC	X
Chase R.	Member of the Public	X

I. Approval of Agenda

Mr. Armand Turner motioned to approve the agenda; seconded by Mr. Tony Abbott. The motion passed with none opposed.

II. Action Items

[1. Approval of the October 20, 2022 Meeting minutes](#)

Mr. Armand Turner motioned to approve the October 20, 2022 meeting minutes; seconded by Mr. Tony Abbott. The motion passed with none opposed.

2. Election of Chair and Vice Chairpersons

Mr. Tony Abbott nominated Mr. Armand Turner for Chairman. There being no other nominations, Mr. Armand Turner was unanimously voted as Chairman for the CAC committee.

Dr. Daniel Brantley nominated himself for Vicechair. There being no other nominations, Dr. Brantley was unanimously voted as the Vicechair for the CAC committee.

3. Draft FY 2024 UPWP

Ms. Wykoda Wang said in December, staff is asking the committee to review the preliminary draft and provide comments, then endorse to send it to FHWA, FTA and GDOT for review. FHWA/FTA/GDOT will have a 30-day review period. In February we will be adopting the revised UPWP that incorporates the comments from the federal and state agencies.

For FY 2024 UPWP, staff consolidated the tasks. There are now only 6 tasks - Administration, Public Involvement, Data Collection and Analysis, System Planning and Operations, Transit Planning, and Special Studies. The Freight Plan, MTP, Congestion Management Process, and TIP are all included under System Planning and Operations. Transit Planning has its own task. Special Studies would only list the consultant projects.

For next year's emphasis areas, we are updating the 2050 MTP. That will be a focus area. Next year we will develop the revenue projections and the project prioritizations, incorporate the study recommendations, and develop the prioritized project list. Staff will update the Congestion Management Process as well. The CMP recommendations will be incorporated into the 2050 MTP. Jasmine will be the project manager. We will start looking at this in January. The Freight Plan Update and Urban Flooding Model Study will be finishing up as well. We are hoping to have the FY 2024-2027 TIP adopted in June of next year. In FY 2024 we will do the maintenance of the TIP through amendments and administrative modifications. We are continuing to address certification review recommendations, as well as monitoring and implementing the new funding legislation, Infrastructure Investment and Jobs Act (IIJA).

Normally the funding source to fund the MPO operations would be the formula PL funds and the Section 5303 funds. FY 2024, the total PL formula funds is approximately \$436,000. For Section 5303, there is approximately \$176,000. These are the funds to support the MPO operation. If we manage the Special Studies or coordinate with them, staff activities will be covered under System Planning and Operations. All of those study recommendations will feed into the 2050 Plan and eventually the TIP. The 2050 MTP is multi model, so staff activities will be included in the transit section as well. Transit has a TIP as well. The short-range planning would be Transit Development Plans and other transit studies which we coordinate with CAT. The total MPO budget is approximately \$765,000.

There are several transit studies that are ongoing. Those will continue in FY 2024, including the Transit Development Plan and the Master Transit Plan. CAT is doing the ARP funded study with American Rescue Plan funds and AOPP funded study. Those will continue into FY 2024 as well.

For the Highway portion, there are different funding sources. The discretionary PL funds are used for the Regional Freight Transportation Plan and Urban Flooding Model Study. The expected completion date would be October 31st. There are several other funding sources. One is CRRSSA for the US 80 Corridor Study that will go into FY 2024. There will be several studies starting in late FY 2023 and intensive development will start in FY 2024. Chatham County will conduct the US 17 Corridor Study, SR 204 Access Study, and the President Street Railroad Crossing Elimination Study. Those studies were awarded Y230 funds during the Call for Projects. The TIP amendments will be processed at this meeting. When the studies are programmed in the TIP, GDOT and FHWA will authorize those funds, then the County can begin the RFP process.

The Funded Studies section in the UPWP will include the Freight Plan Update, Urban Flooding Model Study, US 80 Corridor Study, SR 204 Access Study, SR 25/US 17 Corridor Study, and President Street Railroad Crossing Elimination Study.

Mr. Tony Abbott motioned to endorse the Draft FY 2024 UPWP; seconded by Mr. Armand Turner. The motion passed with none opposed.

4. 2045 MTP Amendments

Ms. Wykoda Wang said GDOT requested to add the Talmadge Memorial Bridge project into the TIP. The project was not included into the 2045 MTP, therefore, we need to amend the 2045 MTP. The first step was authorizing the MPO staff to do further analysis and come up with recommendations which was done in August. In October more information was received from GDOT on the project. In November GDOT sent the revised schedule and

cost estimate. The PE phase will be in FY 2023 with a total cost estimate of \$14 million. The construction phase was moved from FY 2023 to FY 2025 with a cost estimate of \$175 million. For any project to be included in the Long-Range Plan, we need to make sure inclusion of that does not include kicking out other projects that are already in the plan. Because of the new funding legislation, IJJA, there are some additional funds available. GDOT suggested that we make adjustments with the assumption indicating that additional revenues will be available. That will allow the project to be included into the MTP and the TIP without impacting other projects. GDOT indicated they do have the money to program this project. Staff will change the assumption of the revenue projection for the 2045 MTP indicating that the IJJA funds and additional state revenues will be able to cover the project, therefore allowing all other projects to stay in the plan.

Staff is asking the TCC committee to endorse inclusion of the project into the 2045 MTP so the PE phase can be included into the TIP. We are still in the 15-day public comment period. There have been no comments received at this time.

Mr. Abbott asked if Georgia Ports Authority (GPA) is “kicking in” any money. Ms. Wang said, currently, no. The funding that GDOT is showing is Y001 (federal dollars plus state match funds). Eventually this project will benefit the Port. The ships are getting bigger, and they would not be able to get under the bridge. Mr. Abbott said the Port itself is a huge economic driver, they make a lot of money, and they get a lot of money from the State. He thinks GPA needs to take a big funding share of this bridge project since they direct benefit from the bridge, as all the dollars will directly benefit the Port. As opposed to the entire network of transportation, it benefits different parts of the County. He wants to go on record saying “they don’t get any money ahead of anybody else in the current cost band”. Ms. Wang said she agreed with Mr. Abbott. She indicated at the last meeting that GPA does need to come up with a portion of the funding to do the study. Mr. Abbott said GPA needs to come up with some money to do the project. Ms. Wang said currently, they have not decided how to deal with this project. That is why we are trying to program, at least, the PE funds. We want them to start the research and surveying to go ahead and kick-off the study. Exact details, we do not know yet. The \$175 million is a rough estimate. Mr. Abbott said a “healthy portion” needs to come from the Port. Dr. Brantley said we want to do this, but we want the Port to do their part as well.

Mr. Tony Abbott motioned to endorse the 2045 MTP Amendments with the reservations that were expressed by the committee; seconded by Mr. Armand Turner. The motion passed with none opposed.

[5. DECEMBER AMENDMENTS TO FY 2021-2024 TIP](#)

Ms. Jasmine Champion said there were 16 items presented for amendments to the TIP.

- Truman Linear Park Trail-Phase 2B – update CST cost estimate for FY 2023.
- SR 404 SPUR @ Talmadge Memorial Bridge – add PE phase to FY 2023.
- Chevis Road Improvement project – shifting of funding for ROW phase.
- Garrard Avenue Improvement project – shifting funding for ROW from FY 2023 to FY 2024 and Construction phase from FY 2024 to FY 2025. Amend newly awarded Y230 funds for the project to go to the ROW phase.
- City of Savannah Traffic Control Center – remove the Y230 funds for construction in FY 2023 and replace with all local funds.
- I-95 @ Airways Avenue – add awarded new Y230 funds to FY 2023 for PE phase.
- SR 26/US80 Bridge over Bull River – add awarded Y230 funds to FY 2023 for ROW phase.
- SR 204 Access Study – add PE phase in FY 2023.
- SR 25 Corridor Study – add PE phase in FY 2023.
- President Street Railroad Crossing Elimination Study – add PE phase in FY 2023.
- Chatham Area Transit State of Good Repair Fleet Replacement – Construction in FY 2024.
- Ivey and Linwood Sidewalks – add PE, Utility, Construction in FY 2024.
- Green Island multipurpose trail – add awarded Y301 funds for FY 2023 PE phase.
- Tide to Town/Midleground Rd – add awarded Y301 fund to FY 2023 for PE phase.
- Various Transit projects – add AOPP and ARP funded studies to FY 2023 in the Transit Section.

Staff is requesting endorsement for the December amendments to the FY 2021-2024 TIP. Ms. Wang said for the Truman Linear Park Trail Phase 2B project, we are still trying to get an updated cost estimate from the City of Savannah. Current cost estimate is approximately \$4 million for the construction phase. The City of Savannah received earmark funds, \$3million. The total available revenue for this project is close to \$7 million. The earmark funds will be used first which would release some Y301 funds for use by other projects. Chatham County applied for the statewide Y301 funding for Green Island Trail project. If the statewide money is awarded, that would release even more funding.

Mr. Tony Abbott asked “what is the Green Island Multi-Purpose Trail? Is that on Green Island which there is no bridge? It is not accessible except by boat.” Ms. Champion said it is Green Island Road. This is a connectivity project. Currently pedestrians or bicyclist that use this path will be battling the motorist on the road.

Mr. Armand Turner motioned to endorse the December Amendments to the FY 2021-2024 TIP; seconded by Mr. Tony Abbott. The motion passed with none opposed.

III. Status Reports

[6. 2050 Metropolitan Transportation Plan Update Draft Goals and Objectives](#)

Ms. Asia Hernton said for the Moving Forward Together plan, public input is important. That is what we use to update the goals and objectives. There are specific survey results we want to highlight. As of November 21st, we received 409 responses. Those responses are what we used to update the draft goals and objectives. The survey responses are still being accepted. The survey was available in four languages and covered a variety of transportation topics such as roadways, bikes, pedestrians, public transportation, equity, and resilience. In general respondents want to maintain and repair our roadways, infrastructure, and facilities. There is significant interest in local rail service and public transportation. Most respondents still want bike lanes that are protected by a barrier or a greenway that supports multi modes of non-motorized transportation. 67% of respondents prioritized increasing green and nature-based infrastructure in transportation projects to reduce flooding and heat stress and improve the health of the environment. 74% of respondents prioritized identifying and targeting high need population areas where transit investment should be prioritized.

Revised Goals and objectives (comments added)

Safety and Security

- Added more language regarding resilience and flooding on the roadways.

Access and Connectivity (comments added)

- Ensure bicycle and pedestrian infrastructure in state of good repair.
- Prioritize transit investment in high-need population areas.
- Separate bike lanes and pedestrian infrastructure from roadways where necessary,

System & Environmental Preservation (comments added)

- Maintain and improve our existing roads, transportation infrastructure, and facilities.

There was a heavier interest in maintaining what we already have rather than building something new.

Dr. Brantley asked have there been any more responses from the gaps that were mentioned at the last meeting. Ms. Hernton said we talked with a representative from the Harambee House and discussed strategies on canvassing in those environmental justice communities and doing further outreach. Dr. Brantley asked when the survey was over. Ms. Hernton said the survey will remain open until 2024, to allow more participants. Mr. Turner said 409 responses is a great start. He does like the updates on the access and connectivity and the language used.

[7. Non-Motorized Transportation Plan and Thoroughfare Plan Research and Data](#)

Ms. Asia Hernton said the FHWA, in conjunction with Dutch planning organizations, released a series of documents explaining how the Netherlands developed its bike and pedestrian networks. The FHWA also compiled research that detailed strategies that can be implemented to make roadways safer. The information from these reports can help inform the CORE MPO's Non-Motorized Transportation Plan and Thoroughfare Plan. Some of the highlights from those documents were:

Prioritize Seamless and Efficient Bike movement - minimizing stops for cyclists by having less signal and signage. Instead, slow speed limits down in areas where bikes share the roadway with motor vehicles. This makes the riding experience smoother, which will increase ridership. This is why the Dutch place has a higher emphasis on cycle tracks rather than shared lanes.

Trust in Users and in Adaptability of the Transportation System- less strict separation of bike and pedestrians. Dutch trusts people to move safely on non-motor networks, even if they were mopeds and e-bikes on the road. In order to achieve this, speeds on shared roads had to be slowed.

Designs Influence Travel Behavior – while Americans are more focused on rule enforcement, Dutch are more focused on creating infrastructure that makes people naturally change their behavior, such as visual narrowing or roadways that make people want to drive slower.

Prioritize Network Connectivity- do not build bicycle paths to nowhere, Bike infrastructure should connect with other forms of transportation, such as transit and pedestrian networks.

Experimentation is key- In order to determine the most effective infrastructure and strategies, small scale, real-world transportation tests were conducted. This allowed planners and engineers to see what worked could work on a wide scale. They are able to see in real time what works.

Cycling priorities in the Netherlands

- Cohesion- the bikeways are continuous and designed in a consistent way.
- Attractiveness – Bikeways are scenic and well maintained.
- Safe- Bikeways are well lit and go through well populated areas.
- Comfortable - Using the bikeways is not a stressful experience.

The Netherlands do not necessarily try to make all roads complete streets. They have a separate philosophy, in some cases, bikeways need to be completely separated from motorways, either with a greenway or a bikeway that is separated physically with some type of barrier. We do not want to make a high capacity and high-speed road a complete street. If bicyclists are sharing the road, the speeds for the motorway need to be very slow. The small-scale transportation tests were used to see what did and did not work. The most successful test can be then applied on a wider scale. A variety of disciplines, such as Geography, Economics, Anthropology, and more, were involved in the planning process.

FHWA compiled research showing what some of the safest bike and pedestrian infrastructure we can include.

- Bike lanes can reduce crashes up to 49%
- High-Visibility crosswalks reduce pedestrian injury crashes up to 40%.
- Rectangular Rapid Flashing Beacons can increase motorist yielding rates up to 98%.
- Sidewalks can reduce pedestrian involved crashes from 65-89%
- Letting pedestrians enter the crosswalk 3-7 seconds before vehicles are given a green light reduces pedestrian-vehicle crashes by 13%.

There is a grant opportunity available, Innovative Grants Request for Proposals FFY2024 Initial Proposal. Programs that are eligible for funding are listed below.

- Motorcycle safety education
- Occupant protection
- Teen Traffic Safety
- Adult Traffic Safety
- Law Enforcement Programs
- Administrative Judges
- Minority Highway Safety
- Non-Motorized Safety Grants
- Older Drivers and Passengers
- Evaluation Program

There are a number of organizations that are eligible to apply. Examples would be County Health Departments, High Schools, EMS, Police Departments, Churches, and Non-Profits. There is a wide net of organizations that are eligible.

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

Ms. Wykoda Wang said the consultants have conducted 10 one-on-one interviews with stakeholders. There are several deliverables posted on the website.

Task 2 – Freight Needs Assessment and Analysis, most of the deliverable are available for review. FHWA has already sent comments regarding these. The only task that remains to be delivered is the Freight Network Congestion, Bottleneck, Safety and Security Issues. Truck Parking and Truck restrictions - the truck parking supply has been identified, and consultants are working on the truck parking demand. Tasks 2.1 to 2.7 will feed into Task 2.8, which is the summary.

The Land Use assessment analysis, economic development market assessment for freight, environmental and community impact scan have all been started. The consultants will give a presentation in February. From March until the end of the study, we will focus on the recommendations for the Land Use and Infrastructure.

[9. Urban Flooding Model](#)

Ms. Jasmine Champion said the UGA consultant team had a status meeting in November. One of the things highlighted was that the team is requesting Critical Infrastructure GIS data. Staff has reached out to surrounding jurisdictions for this information. This information is needed for the road vulnerability assessment. The consultants will present at the February meetings.

IV. Agency Reports

[Attached under Notices.](#)

V. Other Business

VI. Other Public Comments (limit to 3 minutes)

VII. Notices

[10. Next CORE MPO CAC meeting February 16, 2023 at 5:30pm](#)

[11. GDOT Project Status Report](#)

Report attached to agenda.

[12. LATS Project Status Report](#)

Report attached to agenda.

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

Report attached to agenda.

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

Report attached to agenda.

[15. Savannah HH International Airport Project Status Update Report](#)

Report attached to agenda.

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

Report attached to agenda.

[17. TIP Tracking Status Update](#)

Report attached to agenda.

VIII. Adjournment.

There being no further business, the December 8, 2022 CAC 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.