



## CHATHAM URBAN TRANSPORTATION STUDY

### POLICY COMMITTEE MEETING SUMMARY

**April 26, 2006**

**10:00 A.M.**

#### Voting Members

Russ Abolt  
Michael Brown  
LTC Carl Coffman  
Patric S. Graham  
Glen Jones  
William W. Hubbard  
James Hungerpillar  
Otis Johnson  
Tom Lamar  
Mike Lamb  
Pete Liakakis  
Harold Linnenkohl  
Stephen R. Lufburrow  
Doug J. Marchand  
Lee Mundell  
Carl Palmer  
Jason Buelterman  
Ana Maria Thomas  
Andy Quinney  
Representative  
Wayne Tipton  
Eric R. Winger

#### Representing

Chatham County  
City of Savannah  
Hunter Army Airfield  
Savannah Airport Commission  
City of Port Wentworth  
Savannah Area Chamber of Commerce  
Town of Vernonburg  
City of Savannah  
Chairman, ACAT  
City of Pooler  
Chairman Chatham County Commission  
GDOT  
Chairman, MPC  
Georgia Ports Authority  
Chairman, CAC  
Chatham Area Transit Authority  
City of Tybee Island  
Town of Thunderbolt  
City of Garden City  
CAT Board of Directors  
City of Bloomingdale  
Savannah Economic Development  
Authority (SEDA)

#### Present

X  
X  
  
  
  
X  
  
X  
  
  
  
X  
X  
  
X  
X

#### Voting Member Alternates

George Fidler, P.E.  
Matthew Fowler  
Trip Tollison  
Randy Weitman, P.E.  
Robert Williams  
Ed Young

#### Representing

Savannah Airport Commission  
GDOT Atlanta  
Savannah Area Chamber of Commerce  
Georgia Ports Authority  
Thunderbolt  
City of Port Wentworth

#### Present

X  
X  
  
  
  
X

---

<u>Others Present</u>	<u>Representing</u>	<u>Present</u>
Allan Black, P.E.	Chatham County	X
Al Bungard, P.E.	Chatham County	X
Jack Knops	Preserving Savannah Neighborhoods	X
Jane Love	MPO Staff	X
Keith Melton	GDOT – Atlanta	X
Charlotte Pfeiffer	Port Wentworth	X
Teresa Scott	GDOT – Jesup	X
Radney Simpson	GDOT – Atlanta	X
Alania Stewart	GDOT	X
Thomas Thomson, P.E., AICP	MPC Executive Director	X
Wykoda Wang	MPO Staff	X
Mike Weiner, P. E.	City of Savannah	X
Mark Wilkes, P.E., AICP	MPO Staff	X
Ardis Wood	Preserving Savannah Neighborhoods	X

### Call to Order

Mr. Pete Liakakis called the April 26, 2006 Policy Committee Meeting to order.

#### I. Approval of Agenda

It was **moved** and **seconded** to approve the agenda.

**Policy Committee Action: The motion to approve the agenda carried with none opposed.**

#### II. Committee Reports (verbal)

##### A. Advisory Committee on Accessible Transportation

Mr. Tom Lamar reported that, at the April ACAT meeting, the committee endorsed the FY2007 Unified Planning Work Program, the FY 2006-08 TIP Amendment to include Grange Rd, and the FY 2007-2010 TIP local priorities. The committee also adapted revised Bylaws for ACAT. Mr. Lamar thanked Mr. Liakakis for coming to ACAT meetings. It makes a difference when someone from the city and county shows up, and it encourages the members to know that they have a listening ear. Mr. Lamar also stated that it was reported at the April meeting that the Teleride resources are stretched. People in the outlying areas may not be served and this is becoming our fastest growing population that needs access to Teleride. He also reported the necessity for more aggressive action on curb cuts (ramps). The committee was encouraged by the progress CAT is making on bus shelters, but expressed concerns about CAT and Teleride drivers

---

using cell phones while driving. Mr. Abolt asked that he expand on the Teleride and CAT issues so that Carl can follow up.

### **B. Citizens Advisory Committee**

Mr. Lee Mundell reported that the April meeting for the CAC was a working session on ways to improve the effectiveness of the committee. The committee doesn't view itself as very effective. The staff provided information on the purpose and bylaws of the CAC, and Mr. Thomson and Mr. McMillan facilitated a discussion. It was clear from this meeting that each committee member comes with specific issues and a specific constituency, but unclear as to how effective this committee is, depending on the definition of "effectiveness".

Mr. Mundell reported that the CAC would like to recommend that the Diamond Causeway bridge project be placed at the top of the agenda with regard to function and safety. The second issue the CAC would like to present concerns the timing of traffic lights at I-95 and SR 21 which seems to cause great commuter traffic back-up. Mr. Abolt said that the state can handle that right away, and Ms. Scott from GDOT agreed. Mr. Thomson will note that GDOT said they can correct this and will report on the progress and completion at a future meeting.

Mr. Liakakis noted that the CAC is an important advisory committee and that it is a function of all the advisory committees that they come together and report at the Policy Committee meeting.

Mr. Hungerpillar asked how the Diamond Causeway bridge can be pushed up the agenda for action. Mr. Thomson said this would be covered in detail later on in the meeting.

### **C. Technical Coordinating Committee Report**

Mr. Thomson reported that most of the TCC actions would be covered in the priorities section of the agenda. The TCC went through the first cut of allocation for funding for the priorities from GDOT. They had other questions about funding and projects and have deferred further action until the GDOT can get all the questions answered. The TCC has received recommendations to move Whitfield Ave. from 2<sup>nd</sup> tier to 1<sup>st</sup> tier since that project must be in place before the bridge project. Mr. Wilkes reported on the detailed briefing from McGee Partners on the SR 204 project. Work is just beginning on the environmental document, but the committee looks forward to more briefings as the project progresses.

### III. Action Items

#### A. Approval of the February 22, 2006 Policy Committee Meeting Minutes

It was **moved** and **seconded** to approve the February 22, 2006 Policy Committee meeting minutes.

**Policy Committee Action: The motion to approve the February 22, 2006 Policy Committee meeting minutes carried with none opposed.**

#### B. Approval of FY 2007 Unified Planning Work Program

Mr. Wilkes explained that this is the MPO staff's work plan for coming year of 2007 that begins July 1. The overall budget and most of the program remains the same as presented at the last meeting. Key changes were made after reviewing comments made by the federal transit administration, federal highway administration, and Chatham Area Transit. With the passage of SAFETEA-LU the MPO needs to make the long range plan compliant by June of next year in order to continue to take planning actions. The MPO met with federal officials and found that the existing LRTP is already in compliance with about half of the new SAFETEA-LU requirements. The MPO needs to: 1) revisit the consultation process; 2) add Federally funded pedestrian and bicycle projects to the Annual Listing of Obligated Projects; and 3) include discussion of potential environmental mitigation activities. He does not believe that the MPO staff will have any problems accomplishing this update in the coming year.

Another major project is the congestion management system (CMS). The last CMS was in 2003. This is an update of that CMS. We want to contract out the CMS update next year (2007).

It was **moved** and **seconded** to approve the FY 2007 Unified Planning Work Program.

**Policy Committee Action: The motion to approve the FY 2007 Unified Planning Work Program carried with none opposed.**

At this time Mr. Wilkes introduced Jane Love, Transportation Planner, and Barbara Settzo, who will be taking minutes at these meetings.

#### C. Amendment to FY 2006-2008 TIP to include preliminary engineering for Grange Rd

Ms. Wang reported that on April 7, 2006 the MPO received a request from GDOT to make a major amendment to the 2006-2008 TIP. This amendment is the widening of Grange Rd from two to three lanes for approximately 1.5 miles. The funding is \$600,000 for PE and

---

is L050 funds. Since this is a major amendment the MPO needed to satisfy the 15-day public comment period. This was done through publication in Savannah Morning News, notification of other media, and posting it on our web site. Today is the last day of the 15-day period for public comment. No comments have been received. At the TCC meeting last week it was voted to endorse the amendment.

It was **moved** and **seconded** to approve the amendment to FY 2006-2008 TIP to include preliminary engineering for Grange Rd.

**Policy Committee Action: The motion to approve the amendment to FY 2006-2008 TIP to include preliminary engineering for Grange Rd carried with none opposed.**

**D. Approval of FY 2007-2010 Local Transportation Improvement Priorities**

Mr. Thomson opened with a general introduction to explain the new process for prioritizing. He believes Savannah has been lacking at this level of priority setting, a strong technical evaluation of projects to present to the PC so they can make their priority decisions. In a few years the Hwy National Trust Fund will be going into the negative. This makes setting priorities even more important.

MPO staff started the process with the Long Range plan update last time with priority 1 (1A, 1B, 1C), priority 2, priority 3. They assumed that if we already spent money on a project it meant it was a priority so these projects were kept in the priority plan. 1A projects had construction funded, 1B projects had right-of-way funded, and 1C projects had some level of engineering or concept planning authorization. They have kept things that were already in the pipeline on the list.

Three concepts to remember about priority projects:

- 1) A priority project is important regardless of production schedule.
- 2) Production schedule determines when the priority project can be programmed.  
Different stages move you to the goal.  
MPO will watch the schedule of each project and push where needed
- 3) Financial constraints – ready to construct but the funding not available

How fast the project can be produced and matched with the required funding is the key to completing the priority project.

We want to establish a culture where this body comes together and sets local priorities and then presents to GDOT a comprehensive plan. This would replace the current “project de jour” approach which tends to deflect attention from projects underway in favor of the newest project requested. If a projects slips in the schedule, it has to be re-submitted and this causes disruption in the flow of a project. If we prioritize well and understand the production schedule we can improve.

---

What about transit? Pedestrians, bicycles, etc. all need to be rolled into this priority process. Currently we are not covering that very well, but it will be rolled into the prioritization method.

Mr. Thomson then presented the list of First Priority Projects, stating that these were projects where money has already been spent. He recommends keeping this list short and not adding much to it since this current list represents 15-20 years worth of available funding. Construction funded projects are off the list because they are funded, but they need to be part of the first tier.

Mr. Palmer asked if there were funds that come to the MPO for the MPO to use at their discretion in addition to funds that are at the discretion of the state. Mr. Thomson confirmed that there were such funds, coded as L23 – Urban Attributable Funds where the MPO has the authority to designate the uses. Then there are urban funds that are more collaborative where the GDOT has authority, such as interstates, bridges, resurfacing. Transit is largely discretionary funds and there is a whole new process for this money.

Mr. Palmer asked if transit is an eligible expense in terms of projects. Mr. Thomson said that we can flex some funds and use them for transit. Mr. Fowler noted that some funds do not need to be flexed, but can be allocated for expenses. STP funds can be used for capital expenditures such as buses. When Mr. Palmer asked if brick and mortar facilities were included, Mr. Fowler confirmed that brick and mortar facilities were also eligible.

Mr. Wilkes reviewed the revised staff report and read the priorities for recording into the minutes as follows:

First Priority Projects:

- PI# 522870: SR 204/Abercorn widening from King George Blvd. to Rio Rd.
- PI# 0002922: SR 204/Abercorn widening from Rio Rd. to Truman Pkwy. Phase V
- PI# 550550: SR 204 Spur/Diamond Cwy. widening from Ferguson Ave. to McWhorter Dr.
- PI# 0002921: Truman Pkwy. Phase V construction
- PI# 0007400: update of the Congestion Management System (CMS)
- PI# 0007401: update of 2030 Long Range Transportation Plan
- PI# 550560: Whitfield Ave. widening from Old Whitfield Rd. to Ferguson Ave.

Second Priority Projects:

- PI# 532750: SR 204/Abercorn intersection improvement at Tibet Ave.
- PI# 0002923: Bay St. widening from I-516 to Bay St. Viaduct
- PI# 0007402: Gwinnett St. widening from Stiles Ave. to I-16
- PI# 0007128: CR 787/Islands Expressway @ Wilmington River/Bascule Bridge
- PI# 522790: Jimmy DeLoach Pkwy. extension from US 80 to I-16
- PI# 522860: President St. widening from General McIntosh Blvd. to Truman Pkwy.
- PI# 522880: SR 21 widening from Smith Ave. to SR 307/Dean Forest Rd.
- PI# 0000345: SR 307 overpass over new Port Authority rail line
- PI# 0001075: Truman Pkwy. interchange lighting

---

This list has been under development over the course of two TIP developments. This is now the proposed list after taking into consideration the feedback from GDOT.

Mr. Wilkes stated that this public hearing which is about to begin here today is the public hearing which is stipulated as a necessary part of the process for formulating the TIP.

Mr. Liakakis opened the meeting to the public.

Mr. Wilkes read a letter from Fred Williams dated April 20, 2006 and addressed to Mr. Abolt. It read as follows:

Dear Mr. Abolt,

I am writing you to urge the County to put a priority on the Benton Boulevard Extension Project. In the recent weeks I have had several employees who use the Highway 21 corridor complain about the traffic on Highway 21. They have been late to work because of the enormous amount of traffic on Highway 21. Benton Boulevard needs to be extended to Highway 30, however, I believe even the short extension of Benton Boulevard to Montieth Would alleviate some of the congestion on Highway 21.

Thank you for your time and consideration of this matter.

Sincerely,  
Fred Williams Homebuilder, Inc.  
Fred Williams, President

Mr. Wilkes also presented a written listing from CAT. Ms. Wang explained that the TIP includes highway priorities and transit priorities. The following list is a listing of the transit priority requests from CAT that they wish to incorporate into the TIP for 2007:

Passenger Amenities – Funding for shelters, benches, signage, and other passenger amenities are included in this line item. The development of enhanced transfer stops to include bike racks is anticipated.

Facility Renovations – This line item provides funds for CAT's property expansion and for needed facility modifications in order to improve CAT's facility layout. These facility modifications and improvements will improve CAT's safety and efficiency.

Bus and Bus-related Facilities – This line item will be used to purchase replacement vehicles with related equipment through leasing and purchase. Funding buses will have a positive impact on providing transportation to persons with disabilities, as all buses will be lift-equipped.

Job Access – This line item provides funds to support CAT's existing program and additional programs stated in the grant application. This will enable CAT to

---

continue its commitment to provide various forms of transportation to the community.

Intelligent Transportation System – Geographical Information System (GIS), Automatic Vehicle Locator (AVL), other management information systems, and Operational Technology Improvements.

Transit Station – This line item will be used for construction and related costs for a downtown transit station.

Tool and Equipment – Purchase of new and replacement tools and equipment for the shop.

Water Ferry – Funding for water ferries facilities and equipment

Ms. Ardis Wood from *Preserving Savannah Neighborhoods* spoke about the issue of commuting and how it impacts our development of roads. She is concerned that we are planning our future commuting needs based on current commuting trends. The cost is too high to continue to transport people from one place to another as we do now. Finances, safety, quality of life, and the character of our city are being compromised by maintaining our current emphasis on cars and highways. We need to give more support to public transit solutions (more effective and comfortable transportation, park & ride, etc.) even though this will not be easy.

Mr. Liakakis responded that they have been in discussion with the CAT board about adding additional routes, the park and ride option, and the roll out of a new marketing campaign soon, all which should encourage people to ride the bus, not just for commuting but to use public transit to go shopping and other activities. This will reduce pollution and save individuals and the community money.

She commented that she doesn't want the County and City to make it easier and easier for the public to keep using all these cars. She sees them as the antiques of the future. We can't afford them for all the ways previously mentioned.

Mr. Michael Brown asked if, by adopting this proposed list, the funding of other projects that were previously approved would be reduced. Mr. Thomson responded that the Skidaway Rd. project is in the current TIP and it will not be affected. But other things in the pipeline that are not as important as things on the 1<sup>st</sup> and 2<sup>nd</sup> priority list up for approval today may be affected. Skidaway staying on track is subject to the production schedule which may affect this particular project.

Mr. Brown wanted to know if the priority list helps drive the production schedule. Mr. Thomson agreed, but stated that the production schedule tends to have a life of its own once it gets started and obstacles arise.



Mr. Brown asked about the widening of Whitfield and the Diamond Causeway bridge. Diamond Causeway is about \$45,000,000 for the bridge. Old Whitfield to Ferguson (approach to the bridge) is about \$9,000,000. At a past meeting it was agreed that the bridge project was a safety issue but did not have capacity problems of normal traffic. He believes there are other places with greater congestion/safety issues that should be a higher priority. Why can't the widening of Whitfield from Old Whitefield to Ferguson be a priority two project instead of priority one?

Mr. Thomson replied that if you build a 4-lane bridge then the connection back to the Truman should be 4-lane. The state believes the road should be widened before the bridge is built. As a safety issue, it could be suggested that a 4-lane elevated bridge would solve the problems of accidents. It has also been suggested that the first phase could be a separate 2-lane bridge and still operate the existing bridge. But it is thought that building a 4-lane bridge now is more cost effective.

Mr. Brown agreed about the safety for the island residents, but he feels that the biggest safety threat we face in a major evacuation is at Victory and Ogeechee Rd. That road serves people from Tybee, Thunderbolt, and other major areas of the city. It is a major evacuation route, especially if we have a major rainstorm in advance of the winds, this entire corridor would be unusable – flooded and inaccessible. He values the Skidaway Island project, but questions what this approval of priorities does to the Victory-Ogeechee project. If he's going to vote for these priorities he must be assured that the Victory-Ogeechee and Skidaway Rd. projects will proceed.

Mr. Liakakis agreed with the severity of the problems at Victory-Ogeechee corridor, but noted that there are other routes that can be used as a detour. Those on Skidaway Island have no option for leaving the island when the bridge breaks down or when an accident blocks the only existing roadway. There are very few places in the entire state of GA where you have 10,000 peoples' lives at risk in the event of a major storm. He has been to see the federal people to try to get a separate appropriation for the bridge alone. It would help considerably if we get this special appropriation earmarked for the bridge. He would also like to see the Victory-Ogeechee project pushed forward.

Mr. Brown also sees President St. as a safety project worthy of attention since there is no tidal relief.

Mr. Brown would argue that safety – evacuation safety or accident/injury safety – be a high priority. That said, he believes that, in order for the PC to support projects #550550 and #550560 staff should inform the committee of any time or money delays on previously approved projects, and secondly go back and look at all of our projects and rate them according to safety. If we do this, the Skidaway Narrows, Victory-Ogeechee and President St. may rise to the top.

---

Mr. Liakakis asked if \$60,000,000 is the cost of the two projects in total. Mr. Thomson said it is about \$70,000,000.

Al Bungard stepped up to clarify. He said that the original estimate for Diamond Causeway was \$45,000,000 but based on GDOT's method of covering increased cost of materials, the County is adding 50 – 100% to previous estimates. So he then raised the estimate for the Diamond Causeway project, which includes the bridge, to \$65,000,000. He coordinates production with GDOT. He is now getting ready for the preliminary field plan review for Whitfield Ave, and right-of-way plans should be approved soon. Those funds will come in an earlier fiscal year. We're looking to start construction in 2007-2008. Diamond Causeway design has been taken over by the state. Once the environmental documents are approved, then you can construct it in phases. There are two environmental documents as agreed by the Federal Highway Administration. The environmental document for Whitefield stipulates that it will be done before Diamond Causeway, and the environmental document for Diamond Causeway stipulates that Whitefield Ave must be done first. This comes from the federal highway administration.

Mr. Mundell asked why the bridge, which is a greater safety issue than the widening can't come first. He asked why we were fixing the traffic issue (widening) before the safety issue (the bridge.)

Mr. Bungard stated that a project that took traffic from a 4-lane highway (the bridge) and dumped it into a 2-lane highway on Whitefield would not be approved. It's problematic to dump the traffic from a 4-lane bridge into a 2-lane highway.

Mr. Thomson summarized what he has heard from this discussion. Safety appears to be an important criterion to the committee, and he will make safety of greater importance as the staff reviews projects. He suggested that any motion made include three items: 1.) that projects funded in the TIP window last year still be funded in this new TIP, i.e. Skidaway Rd project, 2.) that the Victory/Ogeechee project be listed in the first or second priority list, and 3.) that the transit issues brought to this meeting today be reviewed by staff for priorities and communicated on with GDOT.

Mr. Bungard mentioned that production schedules are difficult to control. Skidaway is in the current TIP for construction but there is no way to meet that time frame since there is still a great deal of work to do. Design criteria changed while environmental document was being done. This delays things. We need to take some of these projects and divide them into smaller pieces because it is easier to find smaller amounts of money. Split the Skidaway project north of DeRenne or north of Eisenhower. His right-of-way costs have increased. His production schedule has been driven by SPLOST projects and the environmental process.

Mr. Thomson said that top projects in the current TIP are funded first with available funding by GDOT before they go on to the first and second priorities. If the project isn't ready and it can't be funded, it is still a priority project.

---

It was **moved** to approve the FY 2007-2010 TIP Local Project Priorities as presented. Mr. Brown would like to amend the motion to include three provisions: 1.) that the MPO staff give a report to the committee noting specifically how this list of priorities will delay or reduce funding for previously adopted priority projects, 2.) that the MPO staff should review all the projects for safety/evacuation justification and give this information to the committee, and 3.) that the MPO staff follow up with what we will do with the transit priorities brought to today's meeting that are not included in the new TIP.

Discussion followed. Mr. Palmer expressed concern that this list of transit priorities would be taken as a final draft when he was under the impression it was just a draft or guide for further development. Mr. Thomson assured him that the policy action today would be used as a guide by those allocating funding. To enter it in the final TIP and request funding would require a regular project list. Mr. Palmer wants the opportunity to refine this list of projects and be specific about the transit requests. This list can be used as a guide for urban funding and TIP funding.

The maker of the motion agreed to Mr. Brown's amendment. The amended motion was **seconded**.

**Policy Committee Action: The motion to approve the FY 2007-2010 Transportation Improvement Program (TIP) Local Project Priorities with the following stipulations : 1.) that the MPO staff give a report to the committee noting specifically how this list of priorities will delay or reduce funding for previously adopted priority projects, 2.) that the MPO staff should review all the projects for safety/evacuation justification and give this information to the committee, and 3.) that the MPO staff follow up with what we will do with the transit priorities brought to today's meeting that are not included in the new TIP, carried with none opposed.**

At this point in the meeting Chairman Liakakis introduced Ed Young, Mayor Pro Tem, representing Port Wentworth in the absence of Mayor Glen Jones.

Chairman Liakakis closed the public meeting portion of the meeting. Mr. Thomson commented that today's discussion was very helpful to the staff.

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

##### **A. Task Order Transportation Studies**

Mr. Thomson reported that the MPC approved the contract with Reynolds, Smith & Hills (RS&H) as transportation task order consultant. The first task order will focus on the development in the southwest area of Chatham County, particularly the Hampstead area. Issues to be addressed may include roadway inter-connectivity among developments, capacity issues of arterials/collectors, options for funding, needed preservation of rights-of-way improvements, and development of processes to evaluate the transportation impacts

---

of development. The goal is to figure out how to have a public/private partnership to build infrastructure in that area.

### **B. Connecting Savannah Follow-Up Activities**

Mr. Thomson reported that Mr. Brown will brief the Savannah City Council. Then the RFPs will be advertised and he will report as the project goes forward. With Jane Love's arrival, one of her first projects will be to work with the hospitals on a ride share program in conjunction with Mr. Palmer. Mr. Brown believes that as we go forward with Connecting Savannah that we need to do a community-wide approach to alternatives to roadway improvements. We must do everything possible, be it transit, ride share, or pedestrian amenities, and we must lead from here. We cannot afford to put it off. He would like to include this in the Connecting Savannah activity. Mr. Brown asked the CAC to act as a mediator between citizens and this committee. There will always be objections and disagreement about project priorities. The CAC needs to tell citizens things they don't want to hear and needs to do the same with this committee. We need this in order to affect these changes that the public wants.

### **C. Transportation Amenities Plan**

Mr. Wilkes reported that contract negotiations with Glatting Jackson Kercher Anglin Lopez Rinehart, Inc. have been completed. He is expecting the signed contract any day and then will issue a notice to proceed.

### **D. Benton Blvd. Transportation Issues**

Mr. Thomson informed the committee that there hasn't been a great deal of progress. They are trying to schedule a meeting with the property owners in the area. He has proposed a multiple funding source to get this project moving sooner, as citizens have requested. A side issue is the planning by Effingham County for building Effingham Pkway. The idea is to connect it with the extension of Benton Blvd. We are now being consulted about their plan and its progress. Our concern is whether this is the best place for a highway of this size to be coming into Chatham County, as a major commuter route. Our staff will be asking that alternative routes be considered, or that Effingham County ensure that this route be planned to provide adequate connections to roads that we are planning in Chatham County. GDOT is taking over the management of the Effingham Pkway. project. A GDOT representative confirmed that GDOT will have oversight on this project.

### **E. GDOT Interstate Improvement Study**

Mr. Radney Simpson stated that there were no significant changes since the last report. As the consultant continues in the fact gathering, the analysis will continue, the public will be briefed and this committee will be advised.

---

**V. Agency Reports (verbal)**

**A. Federal Highway Administration**

There was no report offered.

**B. Federal Transit Administration**

There was no report offered.

At this point, Chairman Liakakis noted the importance of having these representatives here in case of an important issue that is before this committee. He would like the reps to be reminded of the meeting by a phone call. Mr. Wilkes stated that these representatives are already on the MPO call list, but that often staff must leave a message and receive no response. Chairman Liakakis then requested that agency representatives be invited to report at the meeting only if relevant to discussions.

**C. Georgia Department of Transportation**

Ms. Teresa Scott reported briefly on progress of the US 17 project. The bonding company is negotiating with a local contractor. Mr. Liakakis would like to be able to make the bonding companies move faster. He asked Ms. Scott to check with the legal department to see if there is a time requirement in the contract against which we can hold the bonding company to for action.

**D. Chatham County**

Mr. Black asked if there were any questions on the One Percent Sales Tax Project Report that he distributed. There were no questions.

**E. City of Savannah**

Mr. Weiner reviewed the key projects.

Henry and Anderson - new traffic signals are 90% complete. Extension granted on the handicap ramps.

Gwinnett St. reconstruction - the consultant will develop a phase one environmental study

Gwinnett St. widening – official concept meeting in April

MLK traffic signal in front of SCAD facility was operational this month

LaRoche Ave. widening – consultant revised plan to save some of the important trees in front of SSU

(New project) Reconstruction of Anderson west of Skidaway Rd. – realignment of curb. Just awarded a contract for design.

DeRenne Ave. corridor – Dept. has done 154 surveys to evaluate the traffic signal re-timing. There has been an improvement of 2 miles per hour.

**F. Chatham Area Transit Authority**

Mr. Palmer reported on progress of the Transit Center project. They are now looking at joint development possibilities. They are assessing their requirements and find they are having to scale back to some degree. They are now looking at existing structures in addition to building sites. They do have one or two potential sites that they are evaluating.

**G. Georgia Ports Authority**

There was no report offered.

**H. Savannah-Hilton Head International Airport**

Mr. George Fidler reported that there is a joint project to install 5 new signals, including at the ramps at I-95 and Crossroads Pkwy. This should be completed by the end of the year. Terminal expansion is underway. They are adding five new gates. In June they will start construction on a new 750 car parking garage directly across from the terminal. This should take 14 months. The new SW quadrant access road is now open to the public. The Gulfstream roadway improvement project is a joint project which is on-going. The target for completion is June 2007. Mr. Liakakis mentioned that this Gulfstream project is a top priority of Governor Purdue. The original county funding allocation was insufficient but Atlanta assured the county that there would be funding.

**VI. Adjournment**

There being no other business to come before the Policy Committee, the April 26, 2006 meeting was adjourned.

Respectfully submitted

Mark Wilkes, P. E., AICP  
Director of Transportation Planning