



CORE MPO Board

MPC Mendonsa Hearing Room -- 10:00 a.m.
 110 E. State St., Savannah
 Minutes

**June 26, 2019 Meeting Minutes of the CORE
 MPO Board**

<u>Voting Members</u>	<u>Representing</u>	<u>Present</u>
James Aberson	Advisory Committee on Accessible Transportation	X
Russ Carpenter	City of Richmond Hill	
Wesley Corbitt	Effingham County Commission	
Bill Durrence	City of Savannah	X
Joseph Ervin	Metropolitan Planning Commission	X
Ron Feldner	City of Garden City	X
George Fidler	Savannah Airport Commission	X
Michael O'Halloran	Chatham Area Transit Board of Directors	X
Shawn Gillen	City of Tybee Island	X
Beth E. Goette	Town of Thunderbolt	
James Hungerpillar	Town of Vernonberg	
Michael Brown	Chatham Area Transit Authority	X
Mike Lamb	City of Pooler	
Heath Lloyd	City of Savannah	X
Tom McQueen	Georgia Department of Transportation	X
Christopher Middleton	Citizens Advisory Committee	
Gary Norton	City of Port Wentworth	
Ben Rozier	City of Bloomingdale	
Al Scott	Chatham County Commission	X
Dr. Estella Shabazz	City of Savannah	X
Lee Smith	Chatham County	
Pamela Bernard	Economic Development & Freight Advisory Committee	X
Vacant	Chatham County	
<u>Others</u>	<u>Representing</u>	
Byron Cowart	GDOT-District5	X
Ginnie Kozak	Lowcountry Area MPO	X
Jeff Ricketson	Liberty County MPO	X
Jeremy Mitchler	Chatham County	
Dionne Adams	Chatham Area Transit	X
Beverly Dumas	Chatham Area Transit	X
Aiden Quirke	Chatham Area Transit	X
Richard Fangmann	POND	X
Melanie Wilson	MPC	X
Pamela Everett	MPC	X
Stephanie Rossi	CORE MPO/MPC	X
Wykoda Wang	CORE MPO/MPC	X
Mark Wilkes	CORE MPO/MPC	X
James Small	CORE MPO/MPC	X

I. Approval of Agenda

Mr. Joseph Ervin motioned to approve the June 26, 2019 CORE MPO meeting agenda; seconded by Mr. Bill Durrence. The motion was passed with none opposed.

II. Committee Reports (verbal)

ACAT

Mr. James Aberson spoke on behalf of ACAT. The committee met on Monday, June 24, 2019, and voted to endorse the Draft Financially Constrained Mobility 2045 Project Lists and FY 2018 - 2021 TIP amendments. Mr. Aberson would like to thank the MPO Board for voting to add Dr. Frank LaLa to the ACAT as a representative of the deaf community. Unfortunately, Dr. LaLa was unable to attend the last meeting because ACAT was unable to secure a sign language interpreter. The MPO falls under Title II of the Americans with Disabilities Act which requires us to provide effective communication to any citizen who desires to attend our meetings and participate in our programs. There is a shortage of sign language interpreters in the area, potentially exposing us to liability. Mr. Aberson suggested that we begin to implement sign language programs in our local universities. Mr. Aberson strongly requested that the MPO reach out to these entities and find a way to get sign language programs involved with the institution. Mr. Aberson also suggested that we begin to coordinate among County and City governments to develop a pool of available sign language interpreters.

Mr. Bill Durrence stated that due to the time limit restrictions of sign language interpreters, he would like to suggest considering the use of stenographers whose transcriptions will feed into digital monitors. This will allow the hearing impaired to read what is being said. Mr. Aberson stated that they have considered this and video relay interpreting.

CAC

Ms. Wykoda Wang spoke on behalf of the CAC. The committee met on Thursday, June 20, 2019 and voted to endorse the Draft Financially Constrained Mobility 2045 Project Lists and FY 2018 - 2021 TIP amendments.

TCC and EDFAC

Ms. Pamela Bernard spoke on behalf of the TCC and EDFAC. The Technical Coordinating Committee met on Thursday, June 20, 2019. The TCC voted to endorse the Draft Financially Constrained Mobility 2045 Project Lists and FY 2018 - 2021 TIP amendments. The Economic Development and Freight Advisory Committee (EDFAC) met on the same day and endorsed the DRAFT Financially Constrained Mobility 2045 project lists. This was the last scheduled EDFAC meeting for this year.

Executive Director Report

Mr. Mark Wilkes gave the Executive Director report. The MPO staff and the EDFAC chairman will be in dialogue to determine a schedule for future EDFAC meetings. Staff feels it will be most suitable for the group to meet while we are developing the TIP, special studies, or congestion management process updates. Today the MPO board will be given the status of the 2045 Metropolitan Transportation Plan update and asked to approve the Draft project lists. We will have progress reports for the I-95/Airways Ave and I-16/Little Neck Rd interchange studies that began last year. TIP amendments for end of year adjustments for CAT Transit funds and administrative modifications will be presented.

III. Action Items

1.Approval of April 24, 2019 CORE MPO meeting minutes

📎 [MPO April 24 Minutes.pdf](#)

Mr. Joseph Ervin motioned to approve the April 24, 2019 meeting minutes; seconded by Mr. Ron Feldner. The motion was passed with none opposed.

2.Approval of the DRAFT Financially Constrained Mobility 2045 Project List

📎 [June 2019 Project List Staff ReportMPO.pdf](#)

Ms. Stephanie Rossi presented the Draft Financially Constrained Mobility 2045 Project Lists. Staff is requesting the CORE MPO Board to approve the Draft financially constrained project lists. Staff will present

the final lists and the full 2045 Metropolitan Transportation Plan for adoption in August.

The financially constrained 2045 MTP highway project list was presented to the MPO board and advisory committees in April for initial review. No major changes have been made to this list between April and June. Staff presented the map and the spreadsheet previously. All projects currently under development in the TIP are included in the 2045 Plan. Other projects included in the 2045 MTP were identified through advisory committees, travel demand modeling results, needs identified through planning studies, and projects in the 2040 MTP with high prioritization scores. Some projects that are a part of the financially constrained highway project list were not mapped, including those in the set-aside categories. From the anticipated highway revenues in the 2045 Plan, four policy-based set-asides are defined. Those are Maintenance, Non-motorized Improvements, Operational Improvements, and Transit Improvements (bus replacement). The projects in the set-aside categories are not specifically identified, so they cannot be mapped now.

Today, staff is presenting both the highway project list and the transit project list. The other financially constrained project list for the 2045 MTP is for transit projects. These transit projects have been identified as priorities by Chatham Area Transit and for the Chatham County SPLOST funding, and will be funded by the 2045 MTP Transit Anticipated Revenues from FTA and local sources. To clarify, one of the set-aside categories from the highway project list is Transit Improvements. Thus, the total Transit Funds will be \$221 million from the transit revenue projection plus \$18 million from the highway revenue set-aside.

Mr. Bill Durrence motioned to endorse the DRAFT Financially Constrained Mobility 2045 Project Lists; seconded by Mr. James Aberson. The motion was passed with none opposed.

[3. Amendments to FY 2018 - 2021 TIP](#)

📎 [FY 2018-2021 TIP Update Staff Report June 2019.pdf](#)

Ms. Wykoda Wang presented the FY 2018 - 2021 TIP Amendments.

Near the end of the fiscal year, staff reviewed all projects and phases programmed in the TIP to determine project status. For Highway projects, all but 3 projects are on schedule and have funds authorized. Two of these three projects not on schedule are:

- The I-16 Widening project - Right-of-Way is programmed in 2019 but the funds are being moved to 2020. The funds will not be authorized by June 30th of this year.
- The US-80 Bridge Replacement to Tybee Island project - Right-of-Way is programmed in 2019, and those funds are being moved to 2020.

The changes for these two projects have been processed as TIP administrative modifications and are included as an information item on the agenda.

The June 2019 TIP amendments are all for transit projects. For the Transit programmed funds, only the FTA Section 5307 funding obligation for FY 2018 - 2019 is completed. TIP amendments need to be made to other transit projects, including the following.

- FTA Section 5307(h) Program - 2019 funds will be moved to 2020.
- FTA Section 5337 Program - funding for FY 2018 - 2019 have not been obligated and will be moved to 2020.
- FTA Section 5339 Program - the FY 2018 vehicle purchase funds have been obligated and will not change. Only a portion of the facility enhancement funds and none of the ITS funds in FY 2018 – 2019 have been obligated. The non-obligated FY 2018 – 2019 funds will be moved to FY 2020. All FY 2020 funds will be used for ITS. Following that, the FY 2021 funds will be used for facility enhancements and vehicle purchase.
- FTA Section 5339 C Program - FY 2019 funds have not been obligated and will be moved to FY 2020.
- FHWA Ferry Boat Program Formula Funds - FY 2018 - 2019 funds have not been obligated and will be moved to 2020.

After the TIP amendments are adopted, CAT needs to prepare for the funding application in the FTA system and we will look to FTA for approval and have the funding obligation.

In addition, new programs have been added to the transit section of the TIP.

- M301 Funding Flexed to FTA - The M301 funds were originally programmed in the Highway

section for the bikeshare program. It was decided that the funds would be used for ITS development. These funds have been authorized by GDOT/FHWA and flexed to FTA.

- M230 Funding Flexed to FTA - CAT was awarded some M230 funding in previous years for transit vehicle purchases. The funds were programmed in FY 2015 – 2018 and have been authorized by GDOT/FHWA and flexed to FTA.
- Z230 Funding Flexed to FTA - CAT was awarded some Z230 funds in FY 2019 for transit vehicle purchases and infrastructure maintenance and improvements as well as some Z230 funds for ITS implementation. These funds have been authorized by GDOT/FHWA and flexed to FTA.

These flexed funds need to be included in the transit section of the TIP. CAT has prepared the applications and are waiting for the adoption of the TIP amendments. The applications can be submitted to FTA after the TIP amendments are adopted.

The public hearing was opened and closed with no comments from the public.

Mr. Shawn Gillen asked for an explanation concerning the Lazeretto Creek and Bull River Bridge Project Administrative Modification status. Ms. Wykoda Wang stated that the Right-of-Way authorization, with local funds, would not happen in FY 2019. Also, the funding has increased slightly.

A 15-day public comment period for the proposed TIP amendments started on June 12 and will end on June 26. Currently, staff has not received any written comments.

Mr. James Aberson motioned to endorse the proposed FY 2018 – 2021 TIP amendments; seconded by Mr. Bill Durrence. The motion was passed with none opposed.

IV. Other Business

NONE

V. Status Reports

[4. 2045 Metropolitan Transportation Plan Update](#)

[June 2019 MTP Update Staff Report.pdf](#)

Ms. Stephanie Rossie presented the 2045 Metropolitan Transportation Plan Update. Besides the financially constrained project lists that have been presented in the previous agenda item, we are now in the public comment period for the 2045 MTP which started on June 17th and would end on July 16th. The draft plan is out for review and posted on the CORE MPO website.

The first step in the process is to send the DRAFT plan to GDOT, FTA, and FHWA for a 30-day review. Staff received comments back on May 30th. Most of the comments were concerning structure and flow of the document. Staff satisfied all content requirements by addressing the GDOT/FHWA/FTA comments on the report and advertised in local newspapers and via email blast for the public comment period for the revised DRAFT Plan.

Staff has been working on public outreach and have scheduled community open house meetings throughout the month of June. MPO staff has presented to Gulfstream staff, Richmond Hill City Council, the Coastal Georgia Indicators Coalition, the Effingham Transportation Advisory Board, and the West Side Community Neighborhood Association. After the public comment period ends, staff will review, summarize, and address the comments. These comments will be shared at the August meeting. Staff created an interactive map that outlines project information.

The draft plan includes 7 sections and an appendix.

- Section 1 is an overview of the document.
- Section 2 includes the regional goals that were adopted in October 2018 and the performance measures used in the performance-based planning process.
- Section 3 covers the regional transportation network. It illustrates the different modes of transportation we have in the region and what we do operationally.
- Section 4 reviews public engagement, illustrating what has been done to spur engagement and what has been covered at the community open house meetings.
- Section 5 covers the project selection process and includes the technical analysis, modeling review, and the TCC working group project prioritization process.

- Section 6 outlines the financial plan and project recommendations including cost estimates, inflation factors, revenue projections, and forecast. This section also includes the vision project list information.
- Section 7 includes the impact analysis and mitigation factors. This includes Environmental Justice information and various mitigation factors as they relate to transportation projects.
- The appendix includes more information about projects that is not outlined in the 7 sections - information concerning performance-based planning, information related to contributing studies and plans, greater detail on the financial plans, technical modeling analysis, level of service maps, and public outreach information including all 300+ comments received thus far.

Staff will go before the TCC and CAC on August 1 and before the ACAT on August 5 requesting endorsements of the 2045 Metropolitan Transportation Plan, and before the CORE MPO Board on August 7th requesting the adoption of the 2045 Metropolitan Transportation Plan.

[5.I-95 / Airways Avenue Interchange Study](#)

Mr. Mark Wilkes stated that the MPO received competitive planning funding awards in the Fall of 2017 for the interchange studies. Both the I-95/Airways Avenue and I-16/Little Neck Road Interchange study are being carried out to meet the requirements of an Interchange Modification Report (IMR). FHWA requires an IMR for changes in access to the interstate system. Pending the studies' successful completion at the end of the year, both studies will illustrate the preferred interchange alternatives for each project. The recommended preferred alternatives will be presented to the MPO board in October.

Mr. Richard Fangmann with POND Consulting gave an update on the I-95 / Airways Avenue Interchange Study. The purpose of the project is to improve access, and support tourism and economic growth. POND intends to host public stakeholder meetings and present to the Savannah Airport Commission and MPO Board. POND conducted a crash analysis of Pooler Parkway and Airways Avenue. As congestion continues to rise, crash rates continue to rise also. In addition to crash rates, POND is studying traffic counts in the area. Traffic counting was delayed due to the previous airplane crash and hurricane. The current traffic counts reflect higher volumes on the two South facing ramps, and the highest number of crashes at Benton Blvd. This interchange has higher volumes in existing conditions than the I-16/Little Neck Rd interchange has in 2050.

Mr. Richard Fangmann presented a few alternatives.

- Traditional Widening: This alternative will widen the bridge and ramps by extending the existing improvements already made by GDOT and creating triple left turn lanes and widening the bridge to the North and South. POND is recommending 3 lanes East and West bound and adding more left and right turns. The estimated construction cost is \$12 million. This is a long-term solution allowing us to utilize the existing bridge. This is more expensive than a diverging diamond and requires more build time.
- Diverging Diamond: With a diverging diamond, this alternative will utilize the existing bridge and add more capacity to the interchange without requiring major widening and improvements. This alternative removes left turning movements from the signalized intersections and allows more capacity and efficiency while using the existing lanes. This is a relatively lower cost option with a cost estimate of \$9.6 million. This is the least expensive option and can be implemented relatively quickly. This is a low-cost improvement, not a long-term solution because it lacks bridge widening and lane additions.
- Single Point Urban Interchange: This would remove the two East and West intersections and combine them creating one intersection in the middle. Much of the existing bridge will be utilized but most of the interchange will have to be rebuilt, including new ramps and widening the bridge by nearly double. Widening the bridge will add 3 through lanes in each direction. This will accommodate most of the ramps which will be above much of the interstate. This is an efficient long-term solution allowing more capacity and improving spacing with the commercial intersections near the interchange. This alternative is expensive with an estimated total cost of roughly \$36 million and will add a lot of disruption during construction.
- Directional Ramps: This will provide free flow access to the East in-and-out of the airport and Gulfstream facilities. There will be a South bound flyover that avoids the intersection and allows

access to the East. This will remove all turning movements from the intersection. It will utilize the existing bridge and allow 3 through lanes. This provides ample free flow movement providing access to and from the east. This will require extensive construction. This alternative is very expensive with much of the cost associated with the flyover ramps. Utility cost is higher due to the utilities present on the bridge and the complicated construction. The estimated cost of this alternative is roughly \$44 million with a contingency of roughly 20%-25%. This is considered a long-term solution that will allow direct access to the airport and Gulfstream.

POND staff is beginning to complete the detailed analysis. They are currently refining interchange concepts and cost estimates, scheduling public meetings, and preparing to meet with stakeholders to evaluate alternatives and present a recommended alternative. The final report will be in a format suitable for FHWA.

Mr. Tom McQueen stated that the true project cost starts with design and preliminary engineering. That can be 5%-10% of construction cost. There should be a greater focus on safety considering detrimental impacts of a traffic fatality on the main line. Safety impacts should be included in the pros and cons of the proposed alternatives. Mr. Fangmann stated that this will be included in the updated report. Mr. Wilkes stated that this is an interactive process with GDOT. Mr. Fangmann stated that POND staff will work closely with MPO and GDOT staff to ensure the performance metrics are agreed upon by all parties involved.

[6.I-16 / Little Neck Road Interchange Study](#)

The I-16/Little Neck Road Interchange Study is being sponsored by Chatham County. Mr. David Pickworth of VHB Consulting presented on the purpose of and status update on the study. VHB is reviewing existing travel data, crash analysis, and using the existing CORE MPO travel demand model. They are evaluating where trips are coming and going today and well into the future. VHB has conducted environmental surveys and looked at the pavement conditions and bridge ratings on the current structure.

There is substantial growth on the North end of Bloomingdale Rd. This is the Jimmy DeLoach Parkway extension. There is also a lot of growth to and from the West towards Macon, Ga. It is expected to be 380% growth from today to the year 2050. The truck percentage of traffic coming off Jimmy DeLoach Parkway is roughly 22%. Economic growth and expansion in the surrounding areas were studied verifying that the MPO model took economic growth into consideration.

Mr. Matt Thompson presented the three alternatives for the project.

- Conventional Diamond: Dual lefts have been added off the East bound off ramp and dual lefts to get on to the East bound to Savannah. The cost is roughly \$24 million with construction cost and utility relocations. This alternative will have 4.1 acres of wetland impact.
- Diverging Diamond: A through left lane was added down to the East bound on ramp, creating 2 southbound left lanes getting on the interchange. One free flow right turn lane was added to the West bound off ramp. This was done to prevent right turn lanes to turn on red on the diverging diamond. The cost for this alternative is roughly \$26 million. This alternative will require a wider bridge and expanded footprint. It will have 4.42 acres of wetland impact due to the additional free flow lane. The community impact is minimal due to the lack of development in the area.
- Partial Clover Leaf Interchange: Due to the large amount of southbound left turns going East bound in the mornings, this interchange removes that conflict point. It does present some issues with driver expectation. The cost for this alternative is roughly \$25 million. At 6.1 acres, this alternative has a larger wetland impact due to the increased size of the loop. The alternative calls for a 30-mph design speed. If the speed is increased to 35-mph, it will require a larger loop and have a greater impact on the wetlands possibly requiring a greater wetland impact permit.

In making these recommendations, VHB staff assumed that the bridge will be replaced over I-16. The sufficiency rating is not that low, but it does have vertical clearance issues that are not up to standards. All ramps will be replaced as well. With the anticipated amount of truck traffic, the existing ramps will be inefficient.

VHB staff will be taking comments and will include them in the alternatives screening and produce an

alternatives document. From that, they will determine the recommended alternative, conduct an environmental screening and detailed cost analysis for the recommended alternative, and create the final report. VHB staff will schedule the public meetings where the alternatives will be presented to the public. This is expected to be completed in August.

Mr. James Abernethy asked the board if the proposed commercial park would be developed on Old River Rd or Little Neck Rd, and what is the potential impact on the area. Chairman Al Scott stated that the development is on Old River Rd., prohibits warehousing and is slated for manufacturing. Mr. Thompson stated that there is not a lot of direct connectivity between Old River Rd or Little Neck Rd to where there would be a lot of truck traffic.

[7. FY 2019 UPWP Administrative Modifications](#)

📎 [FY 2019 UPWP administrative modifications staff report.pdf](#)

Ms. Wykoda Wang stated that staff needs to satisfy administrative requirements to close out the FY 2019 contracts for Highway Planning and Transit Planning funds. Budget adjustments were done for the FY 2019 UPWP. Funds were reallocated across the funding categories without changing the total. Budget adjustments to the PL funds were made in May and June, and budget adjustments were made to the TR funds in April. The final amounts have been updated. When GDOT conducts the contract closeout they will reference the information provided. This information is being presented to the CORE MPO Board for transparency.

[8. FY 2020 UPWP Administrative Modifications](#)

📎 [FY 2020 UPWP administrative modifications staff report.pdf](#)

Ms. Wykoda Wang stated that the CORE MPO must operate under new contracts for FY 2020. The Highway Planning funds are fine, but administrative modifications must be made to the Transit Planning funds. When the CORE MPO Board adopted the FY 2020 UPWP in February, \$27,000 of discretionary Section 5303 funds were documented but not included in the funding summary table because at that time those funds were at the funding application stage.

When the UPWP was adopted, GDOT had not approved these funds. Now that GDOT has awarded these funds, we must make an administrative modification to include them in the FY 2020 UPWP funding summary table and the funding table for Task 4.2. These funds will be used for CAT projects, including licensing, tools, and data purchases. GDOT will use the updated financial information as the basis to develop the FY 2020 Transit Planning contract.

[9. Updates to the Participation Plan and Title VI Plan](#)

📎 [Title VI Update Status Report June 2019.pdf](#)

📎 [CORE MPO TitleVI Plan Consistent with GDOT Template May2019.pdf](#)

📎 [CORE MPO Participation Plan May2019.pdf](#)

📎 [CORE MPO Language Assistance Plan May2019.pdf](#)

📎 [CORE MPO Environmental Justice Plan May2019.pdf](#)

Ms. Wykoda Wang stated that this item is in response to the GDOT Intermodal requirement to update the Title VI Plan every three years and to revise the Title VI Plan to be consistent with the new template developed by GDOT. The item is presented here for information and invitation for comments on the revised Title VI Plan, Participation Plan, Language Assistance Plan, and Environmental Justice Plan. The Title VI Plan and Participation Plans focus on non-discrimination and how MPO staff conduct meetings, workshops, and interact with the public. The Environmental Justice Plan focuses on how staff address the needs of the low income and minority populations. The goal of these plans is to ensure all populations (including Title VI and EJ populations) are adequately represented and properly considered in CORE MPO's transportation planning process. Details on the specific updates to these plans will be presented at the August meeting. Changes have been highlighted in red text in the plans. The 45-day public comment period for the Participation Plan and Title VI updates started on Monday, June 17, 2019 and would end at the end of July. Staff will come before the CORE MPO Board in August with further information.

Dr. Estella Shabazz asked when the conversion document will be complete. Ms. Wang stated that after the MPO Board adopts the plans and all comments have been addressed, staff will finalize the plans and send them to GDOT intermodal. GDOT will send a concurrence letter when they have accepted the plans. At that point, the plans will be considered final. This will be done in August.

VI. Information Reports (verbal)

GDOT

Mr. Byron Cowart, Planning and Programming Engineer for GDOT District 5, presented the GDOT/Chatham County Projects. Mr. Tom McQueen inquired about the improvements being done at SR 204 from SR 21 to Rio Rd. Mr. Cowart stated that there are pedestrian improvements at several locations. This was programmed due to the results of a road safety audit.

Chatham County

Ms. Pamela Bernard, Senior Transportation Engineer for Chatham County, presented the status report for the Chatham County Roadway Improvement Program.

City of Savannah

Mr. Heath Lloyd, Chief Development Officer for the City of Savannah, presented development initiatives for the City. The DeRenne Ave. project is in the preliminary phase. They are actively acquiring Right-of-Way for the DeLesseps Ave. project with 103 offers being made. The Gwinnett St. Right-of-Way acquisition is ongoing with construction plans being modified to accommodate arena construction. The Truman Linear Park Trail project public information open house meeting is scheduled for August 1, 2019. Utility coordination for this project will begin once the City approves the layout.

Garden City

Mr. Ron Feldner stated that they hosted GDOT on June 6th for the I-95/I-16 Interchange and I-16 Widening open house. There has been news of possibly the SR 307 interchange being considered for study. There are a lot of improvements coming to the West Chatham area.

Tybee Island

Mr. Shawn Gillen stated that they will be completing their paving project. The passing lanes have been removed from Hwy-80.

Chatham Area Transit

Mr. Aiden Quirke stated that the ITS project is in the RFP process and should be under contract within the next month. CAT has a new Chairman of the board and interim CEO.

Airport Commission

Mr. George Fiddler stated the airport is working with Customs and Border Protection to complete the international arrivals terminal and are currently working with customs and border protection to install the inline baggage screening system. They are expecting the 4th machine to arrive in mid-July. They have completed the plans to add 4 more gates to accommodate the additional growth, and due to the increased construction, they are expanding the terminal apron to accommodate over-night parking.

Low Country MPO (South Carolina)

Ms. Ginnie Kozak, Planning Director of the Low Country Area MPO, stated that the "final" construction cost is \$25 million higher than what has been allocated for the US 17 Widening project. This will be paid for by the Low Country Area MPO. SCDOT has asked the COG and the MPO to get \$25 million for the annual guide share allocations from the Federal Government, pending approval. With funding approved, the contract will be Let in 2020.

No report from...
Effingham County
Richmond Hill
Pooler
Port Wentworth
Tybee Island
Bloomingdale
Thunderbolt
Vernonburg
Georgia Ports Authority
Hinesville

VII. Other Public Comments (limit to 3 minutes)

NONE

VIII. Announcements

[10. Next CORE MPO Board Meeting: Wednesday August 7, 2019 at 10:00 a.m. in the Chatham County Commission Chamber: 124 Bull St.](#)

IX. Other Non-Agenda Information for Reference

[11. Administrative Modification to add the 2019 System Performance Report to the Total Mobility 2040 Metropolitan Transportation Plan and FY 2018-2021 TIP](#)

☞ [Total Mobility 2040 System Performance Report May 2019.pdf](#)

[12. June 2019 Administrative Modifications to FY 2018 - 2021 TIP](#)

☞ [TIP Administrative Modification 6-11-2019.pdf](#)

X. Adjournment

There being no further business, the June 26, 2019 meeting of the CORE MPO Board 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.