



## CORE MPO Board

Meeting Minutes  
February 23, 2022 10:00am

### February 23, 2022 CORE MPO Board Meeting

<b>Voting Members</b>	<b>Representing</b>	<b>Present</b>
Pamela Oglesby	Advisory Committee on Accessible Transportation	X
Mark Ott	City of Richmond Hill	
Tim Callanan	Effingham County Commission	
Nick Palumbo	City of Savannah	X
Joseph Welch	Metropolitan Planning Commission	X
Scott Robider	City of Garden City	
Mark Denmark	Savannah Airport Commission	X
Deidrick Cody	Chatham Area Transit Board of Directors	X
Shawn Gillen	City of Tybee Island	X
Beth E. Goette	Town of Thunderbolt	
James Hungerpiller	Town of Vernonberg	
Faye DiMassimo	Chatham Area Transit Authority	X
Tom Hutcherson	City of Pooler	X
Mayor Van Johnson	City of Savannah	X
Radney Simpson	Georgia Department of Transportation	
Daniel Brantley	Citizens Advisory Committee	
Gary Norton	City of Port Wentworth	
Ben Rozier	City of Bloomingdale	
Chester Ellis	Chatham County Commission	
Dr. Estella Shabazz	City of Savannah	X
Lee Smith	Chatham County	X
Jamie McCurry	Georgia Port Authority	X
Pamela Bernard	Economic Development & Freight Advisory Committee	X
Tanya Milton	Chatham County	X
<b>Voting Alternates</b>	<b>Representing</b>	
Eric Larson	Effingham County	X
Robert Milie	Town of Thunderbolt	X
Les Fussell	City of Richmond Hill	X
Ned Green	Georgia Department of Transportation	X
<b>Others</b>	<b>Representing</b>	
James Aiello	Savannah Airport Commission	X
Katie Proctor	GDOT	X
Michael Connolly	Chatham Area Transit	X
Aviance Webb	FTA	X
Tom Caiafa	GDOT	X
Stephanie Cutter	Chatham Area Transit	X
Chris Marsengill	Kimley-Horn	X
Shalonda Roundtree	Chatham Area Transit	X

Barry Stanton	City of Savannah	X
Nick Deffley	City of Savannah	X
Rhodes Hunt	Kimley-Horn	X
Jo Smith	City of Port Wentworth	X
Ann-Marie Day	FHWA	X
Heath Lloyd	City of Savannah	X
Asia Hernton	CORE MPO/MPC	X
Sally Helm	CORE MPO/MPC	X
Deanna Brooks	Chatham County	X
Allen Blake	Chatham County	X
Mark Wilkes	CORE MPO/MPC	X
Stephanie Rossi	Low County MPO	X
Beverly Dumas	Chatham Area Transit	X
Joyce Eckford	Chatham Area Transit	X
Patricia Harris	Public	X
Kerrie Bieber	Public	X
Jeff Ricketson	Thunderbolt Consultants	X
Jessica Mathis	Public	X
Melanie Wilson	MPC	X
Alicia Hunter	CORE MPO/MPC	X
Julie Yawn	IT/MPC	X

## I. Approval of Agenda

CAT submitted an application to the February 23, 2022 agenda, The Federal Metropolitan Planning Fund Application.

Alderman Nick Palumbo motioned to approve the February 23, 2022 agenda with the addition of CAT's submittal; seconded by County Manager, Lee Smith. The motion passed with none opposed.

## II. Committee Reports (verbal)

**ACAT** – No report, committee meets February 28, 2022.

**CAC**- Ms. Alicia Hunter said the committee met February 17, 2022 and endorsed all action items.

**TCC**- Mr. Mark Wilkes said the committee met February 17, 2022 and endorsed all action items

**Executive Director's Report**- Ms. Melanie Wilson said Mark Wilkes attended the TRB conference, there will be an overview and update at the next MPO meeting. There will be new updates coming per new rules from Federal Highway.

## III. Action Items

### 1. [Approval of the December 15, 2021 CORE MPO Board Meeting Minutes](#)

Dr. Estella Shabazz motioned to approve the December 15, 2021 CORE MPO Board meeting minutes; seconded by County Manager, Lee Smith. The motion passed with none opposed.

### 2. [Title VI Plan Updates](#)

Ms. Asia Hernton said there have been three important additions to the Title VI Plan. Staff has added the new GDOT concurrence letter, Chinese/Vietnamese complaint forms and notices to the public. We will also be adding the meeting minutes from this Board meeting to the plan as well. The TCC and CAC committees both have given endorsement for the updates. Staff will ask ACAT for endorsement at their upcoming meeting on the 28<sup>th</sup>.

Staff is asking for approval of the updates to the Title VI Plan.

Dr. Estella Shabazz motioned to approve the Title VI Plan Updates; seconded by County Manager, Lee Smith. The motion passed with none opposed.

### [3. February 2022 Amendments to FY 2021 -2024 TIP](#)

Ms. Alicia Hunter said the TIP is the MPO's short-range programming document. The MPO received one TIP amendment request from January from the Savannah Airport Commission. This request was to add a scoping phase in FY 2022 for the I-95 @ Airways Avenue Pooler Parkway Interchange.

Staff is asking for the Board to adopt the February 2022 TIP amendments.

Mr. Tom Caiafa said GDOT has received the PI number for this. PI #0018402

Vice Chairman, Mayor Van Johnson, opened public hearing for the February 2022 Amendments to the FY 2021-2024 TIP.

Jessica Mathis said she is a consumer of CAT paratransit. Is any of this going towards paratransit and how much is going toward keeping drivers and getting new buses? Paratransit is in dire need of drivers. I need to be able to get to and from work. I have been working with several different disability agencies in the community and we are all concerned.

County Manager, Lee Smith, asked if the executive assistant director of CAT could get in contact with Ms. Mathis regarding these concerns. Vice Chair, Mayor Johnson agreed, and asked for the comments be forwarded to the Board as well.

Vice Chair, Mayor Johnson, closed the public hearing.

Dr. Estella Shabazz motioned to adopt the February 2022 Amendments to FY 2021-2024 TIP. The motion passed with none opposed.

### [4. Approval of the FY 2023 UPWP](#)

Mr. Mark Wilkes said the UPWP is the CORE MPO's proposed staff work program for FY 2023 which begins July 1<sup>st</sup> of 2022 and runs through June 30 2023. It details the staff work program and budget in carrying out the 3C's transportation process. MPO staff works primarily under two federal planning grants that come by formula allocation. The PL grant from the Federal Highway Administration and the FTA Section 5303 grant. Both grants require 20% local match. GDOT provides half of the local match for the Section 5303 grant. These funds can only be used for planning.

The draft 2023 UPWP was developed with the assumption that total estimated funding for FY 2023 will be the same as for FY 2022, approximately \$628,000. Additional funding is expected in the future due to reauthorization, but most of the additional funding is tied to approval of the federal budget. At present, we are operating under a continuing resolution that continues the funding levels of the FAST Act.

In addition to formula funds, the MPO has access to discretionary PL funds, which are unspent formula PL funds from MPOs around the state other than Atlanta. Whenever a Georgia MPO other than Atlanta does not use all of its formula PL funds in a given year, those funds are pooled by GDOT. There is a competitive process each Spring and Fall for MPOs to apply for these funds. To be eligible, plans and studies for which we apply for funding must be in the MPO's UPWP. The applications for the Discretionary PL funds are prescreened by GDOT and Federal Highway Administration staff to determine eligibility. The applications deemed eligible by GDOT and FHWA are then reviewed and ultimately approved by the PL funds review committee. 20% local match is required for these funds and are provided by the project sponsor.

There is also a small amount of FTA Section 5303 funding available each year after the bulk of the 5303 funds are allocated by formula. These funds must be requested at the time of our initial grant application, which for FY 2023 was last Fall.

FY 2018 Discretionary PL funds were awarded to CORE MPO for

- Airport Interchange
- I-16 Little Neck Rd Study

FY 2020 Discretionary FTA Section 5303 funds awarded to CORE MPO for

- CAT – purchase of software for scheduling and planning

FY 2021 Discretionary PL awards

- SR 21 Access Management Study
- SR 307 Corridor Study

FY 2022 Discretionary PL awards

- MPO Freight Plan Update
- Urban Flooding Model and Planning Tools

The UPWP development process began in April when the proposed 2023 transit planning tasks were approved in last years work program. A Call for Plans and Studies was issued in September of 2021. At that time, there were four requests from Chatham Area Transit. Those are included in the Special Studies section of the plan as illustrative, not currently funded. The MPO staff developed the draft UPWP between the October meetings and early November 2021. The FTA 5303 Section grant application was completed in November of 2021. The first draft of the FY 2023 UPWP was reviewed by the MPO Board and advisory committees in December, the draft was then submitted to Federal Highway Administration and GDOT for review and comments. MPO staff received comments back in January, all comments are addressed throughout the document and included in appendix C for review. FY 2023 staff work priorities

- 2050 MTP Update
- Congestion Management Process update
- MPO Freight Plan update
- Urban and Regional Flooding Model and Tools
- 2020 Census Urban Area Delineation MPO reapportionment.

Staff is asking for approval of the draft of the FY 2023 UPWP.

Mr. Lee Smith, County Manager, asked if CAT agreed with the four special studies that are in the unfunded section.

- Bus Stop amenities study
- Mobility Hub study
- Bus Rapid Transit Feasibility study
- Transit Oriented Development study

Mr. Smith said the County has funds from SPLOST, on the County side, that can be used for studies. With the Short and Long-term plan that CAT's Executive Director is starting to work on, these are necessary. If we need to expedite, we are prepared to do this. Ms. Faye DiMassimo, CAT's Executive Director, said these studies are very important. They must be a part of an over-arching vision and description of a Master Plan. A discussion of the funding opportunities and partnerships is essential. We need to think of these in context of this Master Plan which is critically important. Ms. Wilson said participation in the SDS, Service Delivery Strategy, is important. There are areas within the County that need to look at what their options would be.

Mr. Shawn Gillen motioned to approve the FY 2023 UPWP; seconded by Ms. Pamela Bernard. The motion passed with none opposed.

#### **IV. Other Business**

#### **V. Status Reports**

## 5. SR 307 Status Report

Mr. Chris Marsengill said the corridor is approximately 8.5 miles long, it begins at SR 25 Ogeechee Rd and ends at SR 25 Ocean Highway, at the main gate of GA. Port Authority, Garden City terminal. The corridor was divided into six segments.

Stakeholder Engagement, we have had five focus group meetings, Initial SAC meeting, Community Corridor Assessment/Needs Identification meeting, MPO Board PIOH briefing, PIOH/Online Survey, MPO TCC Project Status presentation etc. Overall, our needs are to reduce conflicts between cars, trains, and freight trucks on the corridor, improve intersections to better accommodate freight movement, implement access management strategy to reduce crash frequency, and implement transit, pedestrian, and bicycle accommodations. From the TCC, we did receive a question regarding the safety of bicycle accommodations, specifically the section that is more industrial in nature, North of I-16. There is a higher volume of truck traffic in that area. Any accommodations proposed, must address potential safety concerns, and must be designed with those factors in mind. We received a comment from Bike Walk Savannah, this SR 307 Corridor is the only North – South Corridor in that area. They are interested in seeing some type of affordable transportation option implemented.

We went back and reviewed the CORE MPO's Non-Motorized Transportation Plan. This corridor is included in the CORE MPO's Non-Motorized Plan for bikes and pedestrians.

We divided our recommendation into two categories, Short-term (0-5 yrs) and Long-term (5+ yrs).

### Short-term Recommendations

- Intersection improvements – Distribution Drive signalization, SR 26/US80/Louisville Rd Auxiliary Lanes, Corridor signal retiming. There are right turn lanes on two of the approaches at the SR 26 US 80 intersection, however, there are non on the opposite approaches. Increase number of left turn lanes, there is a need to build dual turn lanes to fully build the intersection out.
- Access control to improve safety and operations- Plan for raised median throughout corridor, Implement innovative intersections.
- Transit expansion strategy – SR 307 currently is not within the transit district. A study needs to be conducted from a transit perspective, documenting the demand identified for transit.

### Long-term Recommendations

#### Intersection and grade separations

- SR 26/US 80/ Louisville Rd over SR 307 (ultimately needs to be an interchange)
- SR 307/Dean Forest Rd over CSXT and SR 21/ Augusta Rd
- SR 25/ US 17/ Ogeechee Rd Intersection Improvements
- SR 307/ Dean Forest Rd. over Norfolk Southern

#### Access Control

- Raised median and bike/ped improvement
- Implement innovative intersections with restricted access
- Priority 1: I-16 to SR 26/US 80/ Louisville Rd
- Priority 2: SR 26/ US 80/ Louisville Rd to Robert B Miller

#### Pedestrian and bicycle facilities

- Sidewalk and shared use path from SR 25/ Ogeechee Rd to Land fill Rd.
- Shared use path from Landfill Rd. to I-16
- Sidewalks from SR 21/ Augusta Rd ramps to SR 25/Coastal Highway

#### Transit expansion

- Use the findings done as a short-term recommendation to expand transit along the corridor.

A raised median would require some minor widening to the outside, while this is being done, implement sidewalks on one side of the road, and a shared use path on the other.

The grade separation over Norfolk Southern, just to the North of Robert B. Miller, due to the grade separation, would require re-aligning a portion of Borne Avenue so that it's not intersecting SR 307 at an elevated section. We would pull it down to accommodate a fourth leg across from the existing Westport driveway. We would propose a median opening at that location.

Quadrant Roadway Interchange – SR 307 Dean Forest Rd at SR 21 Augusta Rd. There is a heavy commuter flow along SR 21. With the completion of Jimmy Deloach Parkway, a lot of the truck traffic has shifted to Jimmy Deloach Parkway and is accessing SR 307 via the intersection. SR 21 has more of the characteristics of a commuter route whereas SR 307 is a very heavy freight corridor. Separating the two, is an essential need of this corridor. Given the proximity of the CSX railroad, we were challenged on how to make a connection between SR 307 and SR 21. The solution we are recommending, if you are on SR 21 North bound needing to get on SR 307, you will go under SR 307, make a right on the ramp, then either turn left to go to the Port, or turn right to go toward I-16.

Next Steps, we welcome any comments this board can give. We have made some changes/updates based on the TCC input and will do the same with any comments from this meeting as well. The goal is to submit the final study to this board by March.

Mr. Les Fussell said along the 307 corridors, at the 165<sup>th</sup> Airlift Wing, there are a lot of transient trucks, fuel trucks, maintenance trucks, that have an extension from Robert B. Miller Rd, Days Inn, and across from the product support road, which is shared with Gulfstream. That is a lot of slow-moving traffic. This being the area of a proposed raised median, have there been any studies or ways to mitigate some of that traffic. Mr. Marsengill said they have talked with Savannah Airport; we are aware of the development they have going on their side of SR 307. We have also coordinated with the Guard; we spoke specifically about their fuel trucks. They are very slow-moving vehicles. The Guard moves these fuel trucks from the East side of SR 307, onto SR 307 they make a right turn and continue down making a left at Robert B. Miller. The Guard were concerned with the raised median, currently when a train blocks the crossing, the fuel trucks use the center turn lane to keep their operations on time. This grade separation would need to be construction prior to the raised median project to alleviate the backup that is impeding the crossing of those fuel trucks. Once the grade separation is in place, you no longer have the back up. **VI. Information Reports (verbal)**

## [6. GDOT Project Status Report](#)

Ms. Katie Proctor gave the GDOT Project Status Report Update. Pre-Construction

- Bridge Replacements on SR 25 at Savannah River and Middle River, notice to proceed, preliminary design underway.
- Safety Improvements for SR 204 from SR 21 continues toward PFPR
- I-16 at Chatham Pkwy – FFPR held on 2-15-22 and continues to be on schedule. LET in September
- Widening on SR 404 SPUR US 17 with Bridge Replacement at Back River – continues in concept
- Bridge Replacement at Bull River – environmental and preliminary design ongoing, PFPR is requested
- SR 26/ Lazaretto Creek Bridge Replacement – ongoing environmental, ROW plans being developed
- Widening on Ogeechee – ROW ongoing, Revisions being processed

Active Projects

Widening and Reconstruction on Brampton – Let in January, deferred 120 days for ROW

Mr. Shawn Gillen said Tybee needs someone from GDOT to contact them regarding archaeological and historical review of the Lazaretto Creek Bridge Project. There have been residents raising concerns about burial sites from the Lazaretto being disrupted by the project.

## [7. Chatham County Project Status Update](#)

Ms. Pamela Bernard gave the Chatham County Project Status Update. Federally

funded projects

- I-16 at Jimmy Deloach Pkwy Interchange – currently in concept validation
- Chevis Rd and Garrard Avenue Improvements both projects are getting started.

Local Preconstruction Projects

- Quacco Rd Widening – clearing to begin soon on phase II
- Little Neck Rd Reconstruction – ROW acquisition underway
- Skidaway Rd Improvements – consultant revising plans

- Islands Expressway at Oatland Island Rd Operational Improvements – contract out for BID
- Walthour Rd Slope Stabilization – environment permit to come soon
- Traffic Signal on Johnny Mercer Blvd – in ROW acquisition Local Construction Projects
- Robert McCorkle Trail Upgrades – under construction, Let resurfacing project

#### 8. City of Savannah Project Status Report

Mr. Barry Stanton presented the City of Savannah Project Status Report.

- DeLesseps Ave. Widening Project – Construction agreement signed by the mayor and staff. The city is waiting on the preconstruction date. Anticipated start date Q2 2022.
- Traffic Control Center- The City is ready to move forward with the design build procurement, awaiting GDOT's approval.
- Project DeRenne – FHWA requested additional information regarding environmental justice participation. City consultants are addressing concerns and identifying issues with project schedule.
- Truman Linear Park Trail Phase 2B – ROW approved; parcel appraisals are ongoing. GDOT approved the City's request to move the Z301 construction funds to FY 2023.

Ms. Tanya Milton asked for more information regarding the progress with project DeRenne. There is concern regarding the traffic that will back up because of the new development in the 5<sup>th</sup> district area. Dr. Estella Shabazz said the neighborhood association in the Popular Place has been having meetings twice a year with GDOT regarding updates to the progress with this project. Mayor Johnson said some federal rules have changed with the administration changes. While meetings are taking place, there might not be a lot of information available at this time. Mr. Heath Lloyd said the biggest change is how we are looking at environmental justice. We are working with the federal highway administration to get an understanding of those changes and how it impacts Project DeRenne. There is an existing traffic study, as it relates to the development, we have tried to reach out to Dr. Harris regarding the impacts of the development in and around the globe and other developments. As is custom with any development, they must do a traffic impact analysis.

#### 9. CAT Project Status Report

Ms. Faye DiMassimo, CAT Executive Director, said regarding the agenda item added today, the un-spent PL funds this cycle is due to GDOT on February 28<sup>th</sup>. We want to take advantage of that. We are in a unique position right now. We all agree that Chatham Area Transit is an essential part of the entire community's transportation network. We are connecting people to the places they need and want to go. There are several factors, various discussions that are ongoing right now with our area of service. The timing with the growth that is occurring in the area, the federal funding opportunities, having a transit plan is an essential part of being highly competitive. That is why this Chatham Area Transit Master Plan and Implementation Strategy became a matter of trying to bring forward this item today. We need a master plan to increase safe, reliable, and affordable transportation options for our residents, businesses, and visitors. We need a community lead process. This must be something that the community is a part of the visioning and development of this. Fostering economic development and opportunities is key to everyone. Accommodate our growth in a sustainable and cost-effective manner. Provide access to jobs, housing, education, shopping, medical, recreation, and tourism. Enhance community, public and private partnerships and represent our community's ideal network of transit and ferry's that support a multi modal system and connectivity. The key outcomes would be to have official goals and objectives for CAT public transportation, to identify those key public transportation corridors, improvements for these corridors, and service recommendations. TAB policy's, programs, and infrastructure that supports transit and to have a robust funding and implementation recommendations component. This is a very successful way to approach that. I understand that we also have some unique process measures here. What we want to suggest, and seek your support for today, we have already submitted the application form through the MPC/MPO by the deadline. We understand there are other requirements that Mr. Wilkes referred to earlier in the meeting that are incumbent upon us here. We would still propose we would meet those; we would just meet them in a little different way. If we could go ahead and submit the application, have it be under consideration, our proposed start date to engage in this plan development is in June. That would give us the next two MPO meetings and the next two TCC meetings as is properly required by those additional processes to be able to still do that part of the process. If GDOT and the committee that makes the selection of the unused PL funds, determines that we are a worthy applicant, then it could be conditioned upon us meeting those before a notice to proceed was issued. We think this is a win win. A way to observe the process and a way to get the project moving. We have demonstrated what the essential nature of it is. We will continue to explore other funding opportunities in the meantime. This is an opportune moment and the right kind of funding source; this is what this is intended to do.

Ms. Pamela Bernard asked who would manage these projects?

Ms. DiMassimo said CAT would propose to engage professional services that would be a part of this. We already have our match fund fully committed.

Mr. Mark Wilkes said, because the PL funds are planning funds, the process is built around the understanding that the MPO's manage the projects. That could be at an administrative level but the MPO would still need to be the master contract holder with GDOT. This is a long shot with GDOT and Federal Highway having an oversight and active pre-screening of the applications before going to the committee. This could be pulled since it hasn't gone through the meeting process, the TCC has not reviewed it, etc. It is the pleasure of this board, how we proceed. Ms. Bernard said, typically the process is, if we know there are going to be planning funds available, you do a Call for Studies and everyone has an opportunity to submit their request, then the TCC reviews all of them together and ranks them. Deciding on what will be sent through for request. We did not get any notification of these funds, the TCC hasn't had the opportunity to submit anything else. Since the federal highway requested, we not apply for any discretionary PL funds in 2022, we did not anticipate there would be any opportunity. Has that changed? The deadline is February 28<sup>th</sup>, do I still have time to submit something else if we are looking for some planning funds?

Mr. Tom Caifa, GDOT Planning, said the February 28<sup>th</sup> deadline requires in effect the MPO have a resolution adopting the plan as well as making sure the funds are committed. Generally, GAMPO process requires it go through two sets of meetings. So, it would have to be introduced at a previous TCC then considered by the PC, then reconsidered at the meeting prior to submission to GAMPO.

Ms. DiMassimo said we understand the critical nature of this activity to all the things we want to move forward and partner on. The growth and funding opportunities that are occurring all around us are essential. That is why we wanted to propose to go ahead and bring this before this board today to ask for the support and then to still comply with that process but comply with it perhaps in a little different manor. Again, what we stated earlier was, we would submit, if there was a favorable consideration, we would still meet all the other requirements and it would be conditioned upon doing that. We do have the local funding commitment. We do still intend to explore any other funding opportunities that can be met that enable us to get started around June/July. Given all the opportunities, growth, and so forth, it is essential that we get moving. We don't have another 6 months or year to wait.

Mr. Lee Smith, County Manager, said, we did meet with the CAT Executive Director, staff, Chairman of the Board of Commissioners, and fully endorse these applications, the funding and backing with local funding. Whatever we can do to get this mobility/ transit stuff done. It's discussion with TSPLOST, it's discussion in all City Council's, County Commissioners, we are behind and need to catch up.

Ms. Bernard said there is no issue with CAT submitting the application, but if they submit that, then can the County submit some of the other applications that have been previously submitted, and, that have already gone through the process?

Mr. Wilkes said they have not been agenda' d, simply because MPO staff are following the direction we received from Federal Highway Administration. Again, if it is the pleasure of this board, we can certainly submit the applications.

Ms. Wilson said we have not had the opportunity to talk about some other additional funding opportunities for what you are wanting to see happen. We would like to sit down and go over components of our Comprehensive Plan that will help you get started with this effort. One of the concerns is CAT bypassing the process that everyone has agreed to on the MPO Policy Committee without going through that due diligence. If the Board approves it before hand, it locks the hands of the TCC, staff and other committees into just being a "yes" committee. The State and Federal government frown upon going through that process. We would like to get together asap to have a conversation about other funding opportunities. We would also like to make sure your staff and team are actively participating in the TCC meetings. There will be other opportunities, if this isn't approved at this time, to get funding in the fall. We will try to do what the wishes of the board are, we just wanted to express concerns of issues that might come up in the future with the next person that is a member, that might want to do the same thing. We must be very careful about precedent setting. The other projects have been vetted by everyone that sits on the TCC committee. We haven't seen anything from CAT at all. I have not seen anything formal that could have been presented to the TCC committee. We want to be mindful of the fact that we do have an agreed upon process. We want to make sure we don't set a precedent where every meeting that we have now, we have other jurisdictions that want to do the same thing.

Ms. DiMassimo said we understand the importance of following protocols, policies, and procedures. We did submit this to Mr. Wilkes last week.

Mr. Wilkes stated that CAT submitted the request last Thursday after the TCC meeting.

Ms. DiMassimo stated that we are just trying to get moving, we are trying not to wait to start this in the fall. If there are funding opportunities that can enable us to start over the summer, we are trying to make sure we are well under way by the fall.

Mr. Wilkes said the discretionary PL funds contract would not be issued in the summer, it would be around September or October for the applications made in March.

Ms. Wilson said there are other opportunities out there that could help CAT get started on a few of these activities. In addition, it would be helpful for someone from your staff to attend the committees for development review. This will allow feedback from CAT with regards to having transit facilities from the standpoint of bus stops and things of that nature. We need to push for that more to have decent bus stops for people, so they don't feel like they are outliers for having to take the bus.

Ms. DiMassimo said yes, that is important. We are going to continue to explore funding opportunities with others as well.

Mr. Wilkes said after going to publication for these meetings, on Friday afternoon we did get notice of additional PL funds that will be awarded next year. It was too late to incorporate them into the UPWP document for today, as we are seeking guidance from GDOT. Should we come back with an amendment to the FY 2023 UPWP next month or pass some type of addendum to access those?

Mr. Tom Caifa said those funds were just received from our office of financial management, generally for the Y450, Z45E funds, those you would just adjust your UPWP. The Y410 funds are more for complete streets projects, 2.5% of your UPWP would be put towards complete streets initiatives. That would be amended in as a separate line item to the UPWP, this would not be included in the overall PL funds.

Ms. Shalonda Rountree said since the update, the Ferry Boat Maintenance Facility, we are moving further along with this project. We are currently working with AECOM on the Title VI Equity Analysis. Additionally, the Facility Rehab, those are still on tract to begin Spring 2022. The Para Transit Vehicles, we are still experiencing manufacturing issues with this project.

#### [10. LATS Project Status Update](#)

Ms. Stephanie Rossi presented the LATS project status update. The traffic signal, at the intersection of Hwy 17 and SC 15, will be operating this Spring.

#### [11. TIP Project Tracking in February 2022](#)

Mr. Mark Wilkes said the TIP tracking tool provided today is simply a database that we maintain to keep track of the progress of the projects, making sure they are on schedule and ensure the funding awarded does not lapse.

### **VII. Other Public Comments (limit to 3 minutes)**

NO PUBLIC COMMENTS

### **VIII. Notices**

#### [12. Next CORE MPO Meeting Wednesday, April 27, 2022 at 10:00am.](#)

### **IX. Adjournment**

There being no further business, the February 23, 2022 CORE MPO Board 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.