



CORE MPO Technical Coordinating Committee

MPC Jerry Surrency Room -- 2:00 p.m.
110 East State Street, Savannah
Minutes

June 20, 2019 Meeting Minutes of the CORE MPO Technical Coordinating Committee (TCC)

<u>Voting Members</u>	<u>Representing</u>	<u>Present</u>
Charles Ackridge	City of Bloomingdale	
Scott Allison	City of Richmond Hill	
Pamela Bernard	Chatham County Engineering	x
Caila Brown	Bike Walk Savannah	
Matt Saxon	City of Pooler	
Ned Green	GDOT - Planning	x
George Fidler	Savannah Airport Commission	
Byron Cowart	GDOT - District Five	x
Jackie Jackson	City of Garden City	x
Trent Long	City of Port Wentworth	
Don Masisack	Coastal Regional Commission	
George Shaw	City of Tybee Island	
Aiden Quirke	Chatham Area Transit	x
Melanie Wilson	MPC Executive Director	
Randy Weitman	Georgia Ports Authority	
Mark Wilkes	CORE MPO/MPC	x
Steve Henry	City of Savannah	
Vacant	Effingham County	
Vacant	Town of Thunderbolt	
<u>Voting Alternate</u>	<u>Representing</u>	
Wykoda Wang	CORE MPO	x
Jessica Smith	Savannah Airport Commission	x
<u>Others</u>	<u>Representing</u>	
Stephanie Rossi	CORE MPO	x
Jessica Hagan	MPC	x
Ann-Marie Day	FHWA	x
Vivian Canizaers	GDOT - Planning	x
Jeremy Mitchler	Chatham County Engineering	x
Pierre Ifill	The Ifill Law Group	x
Tom McQueen	GDOT – Planning	x
Tommy Crochet	VHB	x
Matt Thompson	VHB	x
David Pickworth	VHB	x
Pat Smeeton	POND	x

I. Approval of Agenda

Mr. Mark Wilkes motioned to approve the June 20, 2019 CORE MPO TCC meeting agenda; seconded by Ms. Jackie Jackson. The motion was passed with none opposed.

II. Action Items

1. [Approval of April 11, 2019 TCC Meeting Minutes](#)

• [TCC April 11 Minutes.pdf](#)

Mr. Mark Wilkes motioned to approve the April 11, 2019 meeting minutes; seconded by Ms. Jackie Jackson. The motion was passed with none opposed.

2. [Approval of the DRAFT Financially Constrained Mobility 2045 Project List](#)

• [June 2019 Project List Staff Report.pdf](#)

Ms. Stephanie Rossi presented the Draft Financially Constrained Mobility 2045 Project Lists. Staff is requesting the TCC to endorse 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 in April for initial review. No major changes have been made to this list between April and June. 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.

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.

Mr. Mark Wilkes elaborated on the status of Project # 25, the Quacco Rd Interchange on I-95. He was told that the Chatham County Engineering was talking with Pooler about the need for improvement in that area. Staff put enough money in the 2045 Plan to study the area because it can potentially impact the interstate. Ms. Pamela Bernard stated that it would be important to look at the distances from the I-95 interchange to determine if the project is feasible. Mr. Wilkes stated that if someone is willing to sponsor the study, we should begin to put it into the Unified Planning Work Program.

Mr. Mark Wilkes motioned to endorse the DRAFT Financially Constrained Mobility 2045 Project Lists; seconded by Mr. Aiden Quirke. 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 programed 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.

Another highway project at issue is PI# 0015704. Staff has not received information on this Back-river Bridge project. The local funds have been programmed in 2019 but staff is unclear on the funding authorization status. Mr. Mark Wilkes stated that there has been funding issues for the Hwy-17 widening on the South Carolina portion due to increased cost.

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.

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.

Ms. Pamela Bernard asked if there was a hold up on the proposed ferry boat maintenance facility. Mr. Quirke stated that they were reviewing the design plans for the facility and having ongoing negotiations with the Savannah Trade Center. The MPO Board may adopt the TIP amendments on June 26, and CAT can submit the application on July 1st. Mr. Quirke stated the ITS project is in the RFP process. When that process is complete, that money will be used.

Mr. Aiden Quirke motioned to endorse the proposed 2018 - 2021 TIP amendments; seconded by Mr. Mark Wilkes. The motion was passed with none opposed.

III. Other Business

NONE

IV. 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 MPO Board on August 7th requesting the adoption of the 2045 Metropolitan Transportation Plan.

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

Mr. Pat Smeeton 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. This interchange has higher volumes in existing conditions than the I-16/Little Neck Rd interchange has in 2050.

Mr. Pat Smeeton 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 avoids many left turning movements 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. This alternative makes left turning traffic move more efficiently. 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 reducing congestion at the commercial intersections near the interchange. This alternative is expensive 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 interchange and allows access to the East. This will remove all turning movements from the interchange. 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 fly over ramps. Utility cost is higher due to the utilities present on the bridge and the complicated construction. The contingency for this option is roughly 20%-25%. This is considered a long-term solution that will allow direct access to the airport and Gulfstream.

The environmental impacts of this project are minor due to the already built environment. 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.

Concerning the Single Point Urban Interchange alternative, Ms. Wykoda Wang asked that if you turn left on Airways Ave, and merge South, do we have to merge from the left to I-95? Mr. Smeeton responded that this is a right-hand merge to I-95. It will have right-hand ramps from all locations that will meet at a single intersection rather than multiple intersections. The existing ramps will be removed. Concerning the height of the ramps, the Southbound ramp will have to go under the Airways avenue to avoid a 4-level interchange.

[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. 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: The cost is roughly \$24 million with construction cost and utility relocations. This alternative will have 4.1 acres of wetland impact.

- Diverging Diamond: The cost 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: The cost is roughly \$25 million. At 6.1 acres, this alternative has a larger wetland impact. The alternative calls for a 30 mph design speed. If the speed is increased to 35 mph, it will require a larger circle and have a greater impact on the wetlands.

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.

Mr. David Pickworth spoke on the operational efficiencies of the alternatives. The three alternatives reduce traffic delays over time but the Diamond tends to cause a higher delay, and this is attributed to the South bound left turn into Savannah. VHB staff is developing a left turn lane North of the interchange resulting in 3 lanes approaching the interchange, crossing over, and one turning into a left turn lane. This will decrease the delay significantly and puts it on par with the other alternatives.

VHB staff will be taking comments and 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.

[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 TCC 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 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 primarily 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 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. 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 Title VI updates started on Monday, June 17, 2019 and would end at the end of July. Staff will come before the TCC in August with further information.

Ms. Vivian Canizares stated that the Participation Plan is a major planning document that precedes the MTP and TIP. GDOT Planning staff didn't realize there were changes that needed to be reviewed within the Participation Plan before the meeting. Title VI is a supplement of the Participation Plan. Best practice, the Title VI should be treated like the TIP and MTP. Ms. Wang stated that in the past staff updated the Participation Plan every 5 years because it coordinated with the Long Rang Plan Update. The FTA implemented a new rule that required staff to update the Title VI Plan every 3 years and the Participation Plan must be a part of it. As a result, the Participation Plan is to be updated every three years. Moving forward, staff should send proper communications that separate the Title VI plan updates from other items.

Ms. Ann-Marie Day stated that after reading past emails she realized that MPO staff made changes to the Participation Plan because of the Long-range Plan update. The Title VI is a subset of the Participation Plan because under federal regulations the Participation Plan is identified as one of the main planning products. It is important that within the MPO process we are separating these documents. If FTA is requiring a Title VI update, it must be clearly communicated to partners that changes or no changes were made to the Participation Plan. Ms. Wang stated that MPO staff did not change any procedures for the MTP and TIP development, updates and amendments within the Participation Plan. During the 2015 – 2016 updates, MPO staff changed the qualitative Measures of Effectiveness to quantitative measures and stated that staff should evaluate the results of the quantitative efforts in two years. For the current Participation Plan update, MPO staff incorporated the evaluation results from the past 3 years, including attendance and racial makeup of meetings. The 2045 MTP Participation Process results were also added.

It has been agreed upon that the agenda item for next week's CORE MPO Board meeting should be changed to "Updates to the Participation Plan and Title VI Plan".

V. Information Reports (verbal)

GDOT

Mr. Byron Cowart, Planning and Programming engineer for District 5, presented the GDOT/Chatham County Projects Status Report. Concerning the State Route 25 @ Pipe Makers Canal project, Ms. Pamela Bernard asked when the detour would begin. Mr. Cowart said the detour would begin in early July. Ms. Wang stated that preconstruction for projects 1 and 2, Ogeechee Rd. and Effingham Parkway, should be in 2020 - 2021. These projects are currently in the TIP, but right-of-way is still being acquired. Ms. Canizares stated that when there are issues or the GDOT office does not have clarity on a project, staff will not make updates in the GDOT system.

Chatham County

Ms. Pamela Bernard presented the Chatham County Projects Status Report. She stated that there may or may not be funds for the Hwy 307 at I-16 Interchange project. The approach slabs at the bridge of Veterans Parkway have been completed. The county received additional funding and worked on getting it approved before the June deadline for the Truman Linear Park Trail Phase II-A project. Ms. Wang stated that even though the funding for this project reflects 2018 in the GDOT system, it actually includes both the 2018 funding and the 2019 funding that was awarded in February. The funds programmed in FY 2019 have been authorized and added to the final project cost information.

Chatham Area Transit

Mr. Aiden Quirke stated that the RFP process for the ITS should be completed within the next two months with the contract being awarded. CAT has completed Phase 2 of public engagement for the

route redesign project and anticipate the project going before the CAT board in July. This board vote will determine if CAT will focus on coverage or ridership. This will lead into Phase 3 of public engagement and implementation soon after.

VI. Other Public Comments (limit to 3 minutes)

NONE

VII. Announcements

[10. Next TCC Meeting: Thursday, August 1, 2019 at 2:00 p.m. in the Chatham County Commission Chamber - Green Room : 124 Bull St.](#)

VIII. 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](#)

IX. Adjournment

There being no further business, the June 20, 2019 meeting of the CORE MPO TCC 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.