



CORE MPO Technical Coordinating Committee

Chatham County Commission: Green Room -- 2:00 p.m.
124 Bull Street, Savannah
Minutes

October 17, 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	X
Byron Cowart	GDOT - District Five	X
Jackie Jackson	City of Garden City	X
Trent Long	City of Port Wentworth	X
Don Masisack	Coastal Regional Commission	
George Shaw	City of Tybee Island	
Terri Harrison	Chatham Area Transit	
Melanie Wilson	MPC Executive Director	
Randy Weitman	Georgia Ports Authority	
Mark Wilkes	CORE MPO/MPC	X
Steve Henry	City of Savannah	X
Teresa Concannon	Effingham County	X
Vacant	Town of Thunderbolt	
<u>Voting Alternate</u>	<u>Representing</u>	
Wykoda Wang	CORE MPO	X
<u>Others</u>	<u>Representing</u>	
David Pickworth	VHB	X
Matt Thompson	VHB	X
Pat Smeeton	POND	X
Stephanie Rossi	CORE MPO	X
James Small	CORE MPO	X
Vivian Canizaers	GDOT - Planning	X
Ann Marie-Day	FHWA	X

I. Approval of Agenda

Mr. Mark Wilkes motioned to approve the October 17, 2019 CORE MPO TCC meeting agenda; seconded by Ms. Teresa Concannon. The motion was passed with none opposed.

II. Action Items

[1.Approval of August 1, 2019 CORE MPO TCC meeting minutes](#)

☉ [August 1 TCC.pdf](#)

Mr. Mark Wilkes motioned to approve the August 1, 2019 meeting minutes; seconded by Ms. Jackie Jackson. The motion was passed with none opposed.

2. Adopt 2020 Meeting Calendar

☉ [DRAFT 2020 CALENDAR OF MEETINGS.pdf](#)

Ms. Teresa Concannon motioned to approve the 2020 TCC meeting calendar; seconded by Ms. Pamela Bernard. The motion was passed with none opposed.

3. Safety Targets

☉ [Safety Targets Oct MPO 2020.pdf](#)

☉ [SafetyOCT2020 Targets.pdf](#)

Ms. Stephanie Rossi presented the CORE MPO 2020 Safety Targets. The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST ACT) require that all state departments of transportation and metropolitan planning organizations use a performance-based planning and programming approach as part of the Transportation Performance Management (TPM) program. As part of the TPM, each state DOT and MPO must adopt targets to strive for within the planning and programming process. GDOT is required to set Safety Targets annually and has set their targets for 2020. CORE MPO has the option of supporting the State's Safety Targets or create its own unique targets. These targets must be adopted by February 27, 2020.

The Safety Targets are set on the performance measures listed below.

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety Targets adopted by the State of Georgia for 2020 include the following.

- **Number of Fatalities 1,698.0** - To maintain the 5-year moving average traffic fatalities under the projected 1,698 (2016-2020) 5-year average by December 2020
- **Number of Serious Injuries 24,094.0** - To maintain the 5-year moving average serious traffic injuries under the projected 24,094 (2016-2020) 5-year average by December 2020
- **Fatality Rate 1.280** - To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.28 (2016-2020) 5-year average by December 2020
- **Serious Injury Rate 21.800** - To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 21.8 (2016- 2020) 5-year average by December 2020
- **Total Number of Non-Motorized Fatalities and Serious Injuries 1,163.0** - To maintain the 5-year moving average non-motorized fatalities and serious injuries under the projected 1,163 (2016-2020) 5-year average by December 2020

MPO Staff is recommending that CORE MPO TCC endorse supporting the Safety Targets adopted by the State through its planning and programming activities.

Ms. Pamela Bernard asked if the targets are higher or lower than last year's. Mr. Wilkes stated that they are based on a rolling average. Ms. Rossi stated that the targets may be higher or lower based on the trends.

Mr. Mark Wilkes motioned to endorse supporting the State's adopted 2020 Safety Targets; seconded by Ms. Jackie Jackson. The motion was passed with none opposed.

III. Other Business

4. Project Selection for Highway Infrastructure Program (HIP) Funds

☉ [Letter from GDOT re; Highway Infrastructure Program \(HIP\) 082919.pdf](#)

☉ [Status Report on HIP Funds.pdf](#)

Ms. Wykoda Wand presented on the Project Selection for Highway Infrastructure Program (HIP) Funds. Staff received a letter from GDOT stating that we have been awarded some Highway Infrastructure Program (HIP) Funds. The FY 2018 funds of \$926,709 must be obligated by September 30, 2021. The \$1,305,713 of FY 2019 funds must be obligated by September 30, 2022. These funds account for the 80% federal portion.

Potential project sponsors will have to provide 20% or 10% of the total grant, depending on the type of project. Ms. Bernard asked if staff is just learning of the funding availability. Ms. Canizaers stated that the funds come from FHWA, are new to us, and can be utilized. Mr. Wilkes stated that we have until the obligation deadlines to use the funds.

Ms. Wang stated that in terms of the 2045 Metropolitan Transportation Plan (MTP), these HIP funds will be considered additional revenues. These funds must be programmed into the Transportation Improvement Program (TIP) to be used for projects. The treatments of these funds are similar to Z230 funds but only apply to 23 USC 133 (b)(1)(a) - construction of highways, bridges, and tunnels. This excludes bicycle, pedestrian and trail projects. Mr. Wilkes stated that the funds could be used for highway projects that have a pedestrian component where the sidewalks are a part of the overall project. Ms. Wang stated that the funds apply to functional classified roadways. If the funds can be used for the preliminary engineering (PE) and right-of-way (ROW) phases, this will allow more flexibility in using the funds.

The TCC is tasked with determining how the HIP funds will be programmed into the TIP for specific projects. MPO staff is suggesting two options – 1) complete a Call for Projects process to allocate the funds or 2) allocate the funds to existing projects in the FY 2018 – 2021 TIP with a TIP amendment process. The TCC reached the consensus that a Call for Projects process will be the best option for allocating the HIP funds.

Ms. Wang stated that we will begin working on the FY 2021-2024 TIP development in 2020. Staff will begin working on the Call for Projects for the Z230 and Z301 funds in December. Staff will ask the MPO Board to approve the Call for Projects packages in February and begin the Call for Projects process. TCC will make recommendations on how to award the Z230 funds and Z301 funds in April 2020. This will also serve as the project prioritization process for the TIP. Based on the TCC consensus, we will conduct the Call for Projects process for not only the Z230 funds and Z301 funds, but also for the HIP funds. This will allow us to program the HIP funds in FY 2021 and have 1 year to have the funds authorized.

Mr. Wilkes suggested crafting the Call for Projects in a way that will allow the sponsor to identify the funding sources they want to be considered for.

IV. Status Reports

[5.FY 2021 Unified Planning Work Program Development](#)

 [Call For Studies 2021.pdf](#)

Mr. Mark Wilkes presented the status of the FY 2021 Unified Planning Work Program (UPWP). The FY 2021 Unified Planning Work Program is the MPO staff work program and budget for the fiscal year beginning on July 1, 2020. MPO Staff has issued a Call for Plans and Studies to encourage the submission of ideas for planning studies that will support improvements to transportation.

The MPO is funded by the Federal Highway Administration PL grant and Federal Transit Administration Section 5303 grant. Both grants require a 20% local match. This includes MPO membership dues and a 10% GDOT match for Section 5303 grant only. These funds can only be used for planning and any funds not spent are forfeited. Total funding for FY 2021 is estimated to be \$591,608.10 with \$444,676.33 total PL grant funds and \$162,032.50 total Section 5303 grant funds.

Unspent formula PL funds from Georgia MPOs (excluding Atlanta) are pooled to create Discretionary PL Funds. MPOs can submit plans/studies outlined in the UPWP for funding awards. These awards require a 20% local match, provided by the project sponsor. Discretionary 5303 Grant funds are limited additional FTA funds available for planning studies. MPOs must apply for these funds and the projects/studies must be outlined in the UPWP. These funds require a 10% local match, provided by the project sponsor. Mr. Wilkes stated that, statewide, many of the Discretionary PL fund awards are going for non-required plans and studies such as the I-16/ Little Neck Rd. and I-95/ Airways Ave. Interchange studies. Chatham Area Transit has received Discretionary Section 5303 funding in the past for transit planning software tools and data purchase.

New this year, staff is issuing a Call for Plans and Studies at the beginning of the UPWP development. All plan and study requests are due to the CORE MPO staff by close of business on November 20, 2019. All proposed projects need a scope and cost estimate because they need to be included in the UPWP.

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

Project consultants from VHB gave a presentation on the study's progress to date, including revised concepts and cost estimates, and results of the alternative analysis.

Mr. David Pickworth with VHB gave a status update on the work done at this point. VHB staff has reviewed existing conditions, safety and operations, and alternatives. The final report submitted will essentially be an IMR.

The main driver for this project is the Jimmy Deloach Parkway extension. VHB staff evaluated Existing 2018 DHV Volume, Design Year (2050) DHV Volume, Interim Improvements, a no build alternative, and 3 other alternatives.

Under the Design Year (2050) DHV Volume, traffic is expected to increase 380% on the North, 130% on the South, 260% on the East, and 470% on the West side of the interchange. The design forecasting methodology used has been reviewed by GDOT. The No build alternative is expected to be at level of service F in 2 years when the parkway opens. For the interim, VHB staff is recommending signaling the right turning lanes and adding turn bays. These improvements will utilize the existing footprint. With these improvements, the interim level of service reduces to C, and will suffice until 2030.

The three alternatives include a Conventional Diamond Interchange, Diverging Diamond Interchange, and Partial Cloverleaf Interchange. A Conventional Diamond Interchange will include turn bay storage added north of the intersection. The cost of this alternative is roughly \$25.5 million. The level of service will be C-B on the westbound ramp and D-B on the eastbound ramp.

For the Diverging Diamond, the benefit cost ratio has been updated. The cost of this alternative is roughly \$27.5 million with a level of service of B-B on the westbound ramp and B-B on the eastbound ramp. This and the Conventional Diamond are very similar on the benefit-cost ration at 6.43 and 6.86 respectively, due to its level of operations and safety.

For the Partial Cloverleaf, the cost is roughly \$29 million with a level of service of B-B on the westbound ramp and B-B on the eastbound ramp. The benefit-cost ratio for this project is below 6.0 at 5.84.

For the safety analysis, VHB staff illustrated the costs and benefits of the alternatives compared to no build. Over the life of the project, the Diverging Diamond has over \$191 million in benefit, Conventional Diamond has \$76.3 million in benefit, and Partial Cloverleaf has \$18.4 million in benefit. Conversion of stop-controlled to signals increase property damage due to crashes but reduce injuries and fatalities. Reduction in conflict points at the Diverging Diamond Interchange has significant safety benefits including a 33% reduction in total crashes and a 41% reduction in injuries and fatalities.

The evaluation matrix shows that Conventional Diamond achieved a total score of 37.04, the Diverging Diamond Interchange of 41.42, and Partial Cloverleaf of 35.74. VHB staff determined that the project with the highest score (Diverging Diamond Interchange) as the best alternative.

VHB staff will be presenting to the CORE MPO Board on October 30, 2019. They may be conducting a public meeting on December 3 and will be submitting the final report to GDOT by mid-December.

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

Mr. Pat Smeaton from POND gave an updated status report of the I-95 Airways Ave Interchange Study project. They are currently completing the operational analysis of the interchange improvement alternatives. The evaluation matrix includes cueing, traffic operations, travel times, and traffic safety. The Georgia Department of Transportation wants to ensure that the proposed alternative alleviates traffic from backing up on the interstate. Safety and overall access are key measures of effectiveness POND staff are evaluating. The results of the alternatives analysis will be presented at future meetings.

[8.Update of the Non-Motorized Transportation Plan](#)

📎 [NMTP Update.pdf](#)

📎 [Amendments to Non-motorized Plan Staff Report.pdf](#)

Ms. Stephanie Rossi gave an update on the Non-Motorized Transportation Plan. The plan was adopted in October 2014. Staff is conducting the update to consider new studies and plans that were started after the plan adoption such as Tide-to-Town, East Coast Greenway, and the Coastal Georgia Greenway. Staff wants to ensure that we are capturing what partner agencies have been doing over the last several years and illustrate this in the plan. MPO staff will include an analysis of biking locations based on the research performed by the previous MPO bike/ped planner. Sidewalks and pedestrian facilities that are unmapped in the original plan will be added to the updated plan. Much of this mapping has been updated in GIS.

The CORE MPO's Long Range Transportation Plan, Mobility 2045, has been recently adopted. Mobility 2045 references the Non-motorized Transportation Plan in its Non-Motorized Set Aside Policy Statement for bike and pedestrian improvement projects. The Mobility 2045 policy states that for a bike/pedestrian/trail project to be eligible for funding, the project must be consistent with the Non-motorized Transportation plan. MPO staff intends to have the plan updated prior to the upcoming Call for Projects.

A plan working group will be formed in November 2019. The group and MPO staff will review the proposed changes and modify the plan between the months of December 2019 and January 2020. Staff will bring the plan before the TCC and CORE MPO Board for endorsement and adoption. This will allow the projects listed in the plan to be eligible for TIP funding.

V. Information Reports (verbal)

GDOT

Mr. Byron Cowart, Planning and Programming engineer for District 5, presented the GDOT/ Chatham County Projects Status Report.

Chatham County

Ms. Pamela Bernard presented the Chatham County Projects Status Report.

City of Savannah

Mr. Steve Henry, Director of Traffic Engineering, gave an update on the City of Savannah projects.

Savannah Airport Commission

Mr. George Fiddler, Director of Engineering, gave an update on the projects underway at the Savannah Airport.

VI. Other Public Comments (limit to 3 minutes)

NONE

VII. Announcements

[9.I-95 / Airways Avenue Interchange Study Public Meeting October 30, 2019](#)

[10. I-16 Widening, I-95 / I-16 Interchange Reconstruction Status Report](#)

[11. Next TCC Meeting: Thursday, December 5, 2019 at 2:00 p.m. : Chatham County Commission Green Room: 124 Bull St.](#)

VIII. Other Non-Agenda Information for Reference

[12. Mobility 2045 Executive Summary](#)

📎 [Mobility 2045 Executive Summary.pdf](#)

IX. Adjournment

There being no further business, the October 17, 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.