



**CORE MPO Technical Coordinating Committee**

Virtual Meeting  
October 15, 2020 at 2:00pm

**OCTOBER 15, 2020 CORE MPO Technical Coordinating Committee (TCC) Meeting**

<b>Voting Members</b>	<b>Representing</b>	<b>Present</b>
Charles Ackridge	City of Bloomingdale	
Scott Allison	City of Richmond Hill	X
Pamela Bernard	Chatham County Engineering	X
Caila Brown	Bike Walk Savannah	
Matt Saxon	City of Pooler	
Ned Green	GDOT – Planning	X
Mark Denmark	Savannah Airport Commission	
Troy Pittman	GDOT – District Five	X
Ron Feldner	City of Garden City	X
Trent Long	City of Port Wentworth	X
Don Masisack	Coastal Regional Commission	
Peter Gulbranson	City of Tybee Island	
Bren Daiss	Chatham Area Transit	X
Melanie Wilson	MPC Executive Director	X
Randy Weitman	Georgia Ports Authority	
Mark Wilkes	CORE MPO/MPC	X
Stephen Henry	City of Savannah	
Teresa Concannon	Effingham County	X
Vacant	Town of Thunderbolt	
Vacant	Town of Vernonburg	
<b>Voting Alternate</b>	<b>Representing</b>	
Barry Stanton	City of Savannah	X
George Fidler	Savannah Airport Commission	X
<b>Others</b>	<b>Representing</b>	
Sally Helm	MPC	X
Ann-Marie Day	FHWA	X
Leon Davenport	Thunderbolt Consultants LLC	X
Asia Hernton	CORE MPO/MPC	X
Christopher Middleton	CAC Chairman	X
Christy Lovett	GDOT	X

Tommy Crochet	VHB	X
Melissa Phillips	Pond & Co.	X
Jason Evans	Chatham County (Sea Level Rise study)	X
Cody Jones	Savannah Board of Realtors	X
Samuel Williams	GDOT	X
Vivian D Canizares	GDOT - Planning	X
Tom McQueen	GDOT - Planning	X
Nick Deffley	City of Savannah	X
Alicia Hunter	CORE MPO/MPC	X
Jackie Jackson	MPC	X
Pamela Everett	MPC	X
Wykoda Wang	CORE MPO/MPC	X
Julie Yawn	MPC	X
Aviance Webb	FTA Region IV	X

## I. Approval of Agenda

The October 15, 2020 TCC meeting agenda was approved.

## II. Action Items

### 1. Approval of the August 20, 2020 CORE MPO TCC meeting minutes.

[☞ august-20-2020-core-mpo-technical-coordinating-committee-tcc.pdf](#)

Mr. George Fidler motioned to approve the August 20, 2020 TCC meeting minutes; seconded by Ms. Bren Daiss. The motion passed with none opposed.

### 2. Approval of the September 4, 2020 Special Called TCC meeting minutes.

[☞ Sept 4 2020-special called-technical-coordinating-committee-tcc-FINAL.pdf](#)

Ms. Pamela Bernard motioned to approve the September 4, 2020 Special Called TCC meeting minutes with the corrections as stated by Ms. Wykoda Wang; seconded by Ms. Bren Daiss. The motion passed with none opposed.

### 3. Adoption of the 2021 TCC Meeting Schedule

[☞ A 2021 Tentative Meeting Schedule V6.pdf](#)

Ms. Asia Hernton presented the 2021 TCC Meeting Schedule. She pointed out there were a couple of dates rescheduled, the first being April 22<sup>nd</sup> which falls on the 4<sup>th</sup> Thursday instead of the 3<sup>rd</sup> Thursday, and the next one being December 9<sup>th</sup> which falls on the 2<sup>nd</sup> Thursday instead of the 3<sup>rd</sup> Thursday. Ms. Vivian Canizares asked if the schedule was checked against the State holidays and if these were going to continue to be virtual meetings versus in person meetings. She also requested there be notices as to when and if the MPO returns to in person meetings as this requires more notice and planning for people's schedules. Mr. Mark Wilkes stated that the CORE MPO would be following the MPC office policy which follows CDC guidelines as closely as possible. There have been extra efforts made to prepare for any in person meeting. Ms. Pam Everett stated that the MPC was set up for limited (under 40) in person meeting space. If there was interest in coming in person, there would need to be notification made 24 hours in advance so that the MPC could stay within the guidelines. Masks would be required as well as temperature checks prior to entering the meeting. Mr. Wilkes said there will be announcement when they do switch back to in person meetings.

Mr. Ron Feldner motioned to adopt the 2021 tentative TCC Meeting Schedule; seconded by Mr. Scott Allison. The motion passed with none opposed.

#### 4. 2021 Safety Targets

[☞ Safety Targets 2021.pdf](#)

[☞ 2021 Safety Targets Oct 2020 MPO.pdf](#)

[☞ SafetyOCT2020 Targets.pdf](#)

Mr. Wilkes stated the establishment of performance targets was called for under MAP-21 which was passed on July 6, 2012. It was continued in the FAST Act in 2015. It states that States shall set performance targets within one year of effective date of the DOT final rule. GDOT has announced their Safety Targets for 2021 which were discussed at the GAMPO meeting this past month. The MPO needs to set targets no later than 180 days after the state establishes their performance targets. Based on the State's August adoption we have until February 27, 2021 to adopt our targets. The 2021 State adopted Safety Targets are:

- Number of Fatalities 1715.0 To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.
- Number of Serious Injuries 6407.0 To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.
- Fatality Rate 1.230 To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.23 (2017-2021) 5-year average by December 2021.
- Serious Injury Rate 4.422 To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 4.42 (2017-2021) 5-year average by December 2021.
- Total Number of Non-Motorized Fatalities and Serious Injuries 686.5 To maintain the 5-year moving average non-motorized fatalities and serious injuries under the projected 687 (2017-2021) 5-year average by December 2021.

The recommendation from staff is to do what was done last year in terms of accepting the state adopted targets and supporting those targets through the CORE MPO planning and programming activities. Since much of our funding and programming is coming from GDOT, it makes sense to follow the same targets. There are two more actual meeting cycles where this can be addressed, but we would like to have this endorsed by the TCC and put this on the agenda for the CORE MPO Board to adopt this month.

Mr. George Fidler motioned to approve accepting the 2021 Safety Targets; seconded by Ms. Pamela Bernard. The motion passed with none opposed.

### **III. Other Business**

### **IV. Status Reports**

#### 5. FY 2021 Federal Certification Review

[☞ 2020-October MPO Cert Presentation background2.pdf](#)

Mr. Wilkes stated all MPOs with over 200,000 people in population or larger undergo federal certification reviews every 4 years. The last one for CORE MPO was concluded in 2017 at the end of March. The next certification needs to be completed by March of 2021. The MPO is seeking information from its constituents on how they feel the process is working. There will be a public meeting towards the end of the process. The people involved include CORE MPO Board, TCC, CAC, ACAT, EDFAC, MPO Staff, Georgia Department of Transportation, CAT, Airport, Other governmental agencies, Interest Groups, FTA & FHWA as well as General Public.

Metropolitan Transportation Planning Process is the framework by which transportation decisions are made and projects are planned, selected, and prioritized for implementation within the region. It establishes a framework for collaboration. The MPOs decide how a large part of the federal transportation funding is spent Nationwide. The process helps the MPO to prioritize regional needs and determine the best and most economical solution. It also provides the framework for the future transportation system.

We are at the beginning of the certification review process. We just had the initial call with the Federal Highway Administration (FHWA) and have just begun providing planning documents to them for a desk review. There is an extensive questionnaire being put together as well regarding the planning process. The formal kickoff is scheduled for November 2, 2021. There will be a site visit (tentatively scheduled for Jan. 19-21, 2021) after the desk audit. The site visit will conclude with a public meeting and closeout. The Final report should be issued no later than March 31, 2021. There will be reports back to the MPO Board and advisory committees in April 2021.

Ms. Ann-Marie Day added that this process is a federal requirement and will be led by the federal review team which consists of federal highway and federal transit. They will sit down and have open discussions with the MPO staff. Entities from this committee are open to participate in that process as well as the policy board. Any member of the citizen that want to participate in the process are welcome as well. This is to look and see everything that is going on in the MPO in terms of delivering products and programs as a whole and to identify some elements that are noteworthy practices, as well as to identify any areas that need improvement. We can work together as a group to improve any needs. If there are things not meeting the federal requirements, there is call for corrective action to be taken on the MPO. FHWA/FTA prefer not to have to take this route. With the certification review it is required by every Transportation Management Area with a population of over 200,000 to look at the process to see how the various committees work together, how the staff is working with the committees, if there are any areas of improvement, and how both the federal team and the state can provide and offer any additional assistance. One of the things she would ask the MPO staff to do is to make this an ongoing presentation to these committees to let them be aware so that they are not having the conversations after the fact and to allow everyone to participate in the process and ask questions. She suggested since this is the first kick off meeting talking about the TMA certification, FHWA/FTA would like to have conversation with the MPO staff in terms of when the next cycle of TCC meeting is so as to not have the same conversation.

Mr. Wilkes mentioned that Wykoda and he both were here for previous certification reviews in 2005, 2009, 2013 and 2017. They both will be participating in their 5<sup>th</sup> review in Savannah. The MPC Executive Director Melanie Wilson has been through this process with the Augusta MPO, which brings even more experience to this process. We look forward to working with Ms. Day and the rest of the team.

Ms. Day mentioned since we are currently in a virtual world where tentatively the majority of the people are conducting this process virtually, they are being diligent in doing their part to ensure that this process happens by its deadline of March 31, 2021. If the process goes past that date, the MPO will not be certified. She said they do not want to be the ones on the federal side to hold up the process. Part of the certification review will be looking back on the last certification in 2017 and what came out of that review. She suggested making those items a discussion at the next meeting, so we are able to see what the recommendations were and how the MPO staff addressed the recommendations. This will be an on-going process.

## [6. FY 2022 Unified Planning Work Program](#)

[📎 Call For Studies 2022.pdf](#)

[📎 Draft 2022 UPWP TR Portion.pdf](#)

Mr. Wilkes stated that CORE MPO staff is currently developing the draft FY 2022 Unified Planning Work Program, which is the MPO staff work program and budget for the fiscal year beginning July 1, 2021.

The MPO is issuing a Call for Plans and Studies. These could be of various ranges. He encouraged anyone interested to reach out to the MPO. Because there is a 30-day review cycle for the draft UPWP, the submissions for studies need to be made by November 12, 2020. That way the draft UPWP can be sent to FHWA, FTA and GDOT for review.

Mr. Wilkes mentioned the MPO is preparing to apply for next year's transit planning grant which is FTA Section 5303 funds. The grant application requires pages submitted from the UPWP. The current UPWP had a draft proposed budget for FY 2022. The numbers changed when the MPO received the notification about the grant, so staff went ahead and started to update the transit planning tasks and budgets in the UPWP for FY 2022. The information is being presented here as attachments to the agenda at this early stage (more than 6 months out at the beginning of the year) based on what we know and based on what money we have been made aware is going to be available. We will be submitting the application for the transit grant in early December, so we want to make this information available now for review.

The PL funding is not expected to change.

Ms. Bernard asked about the Call for Studies. Since the ideas must be in by November 12, 2020, when will they be submitted and when will the 20% match need to be available. Mr. Wilkes stated these vary. The call facilitates the process when the application is made in these timelines. Ms. Wilson mentioned it would be best to be proactive. Talk to your prospective agencies to see if you can get a letter of support that they are willing to look for or provide the (20% local match) funds. Mr. Wilkes mentioned if they include the studies in the work program initially in the illustrative section, there are two times a year we can apply for additional discretionary highway planning funding - the end of March and the end of September. Timing of these projects can be discussed when presented. They can be put in the first draft of the UPWP as an illustrative project, but that does not mean the funding has to be applied for in March. It could be programmed in later.

Mr. Leon Davenport asked what the funding floor or threshold (the minimum amount required) for individual studies was. Mr. Wilkes stated there has not been a minimum set. Ms. Wilson stated the 20% local match will be a main factor in what would be applied for. Discuss with other jurisdictions of comparable size and location to gage and see what the cost might be. She also suggested to make a one on one appointment to discuss your ideas for submittal. Ms. Day encouraged this discussion as well. In these discussions you can determine whether or not you can fit all your studies into a particular year. There is an unfunded section of the UPWP to document these studies; if they weren't able to get funding during one particular cycle, they can come back in another cycle. They would already be identified and vetted to be in the unfunded section. Mr. Tom McQueen suggested to the MPO staff to put together some sort of timeline for these studies and the process.

Mr. Fidler asked if the SR 307 Corridor Study and the SR 21 Access Management Study are both in this program already or does a submission need to be made. Mr. Wilkes stated they both were approved by the PL funds Review Committee. The SR 21 Study was approved in the spring and the SR 307 Corridor Study was approved this past September. There is a funding contract and PI number set up on the SR 21 Study. The RFPs will be released on Friday. The SR 307 Study does not have a PI number issued yet, nor the contract. The MPO is trying to expedite this study due to the time sensitivity.

## [7. Participation Plan and Title VI Plan Update](#)

📎 [PartPlan\\_PresentationPDF.pdf](#)

Ms. Asia Hernton presented the Participation Plan and Title VI Plan update. Now due to COVID-19 there are not a lot of in person meetings and most meeting must take place virtually. The Participation Plan creates ways for the public to engage with the CORE MPO and transportation topics. It also creates opportunities for under-served communities to have access to CORE MPO and transportation information. One topic of discussion for the plan update has been how they can put more focus on social media and online resources.

- Social media opens an opportunity to reach a larger audience while also keeping everyone at a safe distance. Live Q & As, opportunities to post and email information such as newsletters or progress reports.
- Visuals to increase interest in understanding in CORE MPO topics. Infographics are a great way to capture the attention as well as getting a lot of information out through that infographic.
- General Language for the General Public is important. It can put complex transportation topics in terms that people can generally understand, for example, outlining processes of planning, funding, and more to give the public an idea of how a project works as well as identifying the parties involved in transportation projects.
- Making content accessible to people with disabilities. Providing sign language translations of meeting and plans. Produce sound bite audios for the blind and low vision people. Provide closed captions on meeting videos. Collaborating with organizations such as Savannah Center for the Blind and Low Vision, to learn the specific needs of disabled people.
- Reaching the underserved communities such as the elderly population who might be less likely to access online resources. Creating printed versions of infographics and charts and mailing them directly to elderly communities and nursing homes. Provide translated meeting and summaries for people who speak Spanish.

The first draft of the updated plans will be completed by the end of October 2020. It will be sent to FHWA/FTA/GDOT for review with comments expected from these agencies by the end of November 2020. The staff will develop the revised draft with FHWA/FTA/GDOT comments incorporated. There will be a 45-day public review and comment period for the revised draft from January 5, 2021 to February 18, 2021. The target adoption date by the CORE MPO Board is February 24, 2021.

## [8. FY 2021 - 2024 TIP Development](#)

📎 [FY 2021-2024 TIP Development.pdf](#)

📎 [Preliminary Draft FY 2021 - 2024 TIP.pdf](#)

Ms. Wykoda Wang stated the TIP priorities were adopted in August. The Special Called TCC meeting was held to program the Z230, Z301 and HIP funds to projects. The preliminary draft TIP was developed and sent to the FHWA, GDOT, and FTA for comments. Ms. Ann-Marie Day has sent in the comments from FHWA.

Some of the funds need to be reprogrammed since there were 3 issues that arose after the special called TCC meeting.

- Truman Linear Park Trail Phase 2B - there is not enough revenue in FY 2021 for the construction phase. During the special called TCC meeting the committee moved the construction phase to FY 2022. In FY 2022 there are around \$19,000 of Z301 funds left. Ms. Wang asked the TCC if they want to allocate this balance to the Truman Linear Park Trail Phase 2B project to help the City out.
- There were other issues with the HIP and Z230 funds. Garden City is not LAP certified (Local Administered Projects Certification). The local government must be LAP certified before sponsoring a federally funded project. These HIP and Z230 funds programmed for Garden City's signal project in FY 2021 need to be re-allocated. The LAP certification will take possibly 2 years. There were \$200,000 of HIP funds programmed for the PE phase for the Garden City Signal project and \$900,000 of Z230 funds programmed for the CST phase.
- There was an issue with Project DeRenne as well. Since the ROW cost estimate is more than \$16 million in total, it is eligible for split ROW in two different years. It was split (40/60) in FY 2021-2022. After the meeting it was discovered that the City of Savannah has a project delay for the ROW phase. It won't make FY 2021. That means the more than \$2 million that were allocated to this project in FY 2021 will have to be re-allocated to other projects. Since this project phase needs to be moved to FY 2022, the FY 2022 Z230 program needs to be rebalanced.

Mr. Davenport stated that Project DeRenne had the schedule delay due to COVID-19 impacting the delivery of the environmental impact statement, so the City had no choice but to wait on FHWA direction as to how the meetings could be held and guidance on what to do for an in person meeting. November 10<sup>th</sup> is the PHOH for the draft EIS, which pushed the schedule from May to probably September. The City originally applied for Z230 funds in the 2018-2021 TIP. They did not apply for any additional funds from the HIP. The HIP funds are authorization bound to the end of September 2021. The suggestion was made to swap the funds that the County has on the Jimmy DeLoach/I-16 project, which are HIP funds to Z230 funds to give the DeRenne project more time on that allocation. Is it possible to do that even though the City did not apply for the HIP funds earlier this year?

Ms. Wang stated the HIP funds have the most urgent obligation deadline, and there are still uncertainties on Project DeRenne with the ROW phase. It is easier to obligate the HIP funds for the preliminary engineering phase of the Jimmy DeLoach/I-16 project. It is not advisable to allocate the 2018-2019 HIP funds to Project DeRenne. For now, it is programmed for the preliminary engineering phase for I-16 at Jimmy DeLoach Parkway. The PE funds are easier to obligate.

Mr. Davenport stated for the Z230 funds, the FY 2021 authorization for ROW will not occur for Project DeRenne. The \$2 million that are programmed will need to be moved. He asked which projects were eligible for the funding and what happens to un-authorized funds. Once FY 2021 is over and the MPO can adopt the FY 2022-2025 TIP, those funds are no longer available for authorization. Does the local lose this money? Ms. Wang replied those funds will not be lost; they will be rolled over into FY 2022-2025. Mr. Davenport stated he will advocate for the city on the DeRenne project, for the funds to move to the next fiscal year for them. The ROW will be authorized by then. There is a significant shortfall with the federal funds on this project and the City is currently contributing \$11 million to the cost estimate from local sources. Ms. Wang stated this will be a question for GDOT - even if the \$2.1 million roll over to later years, they will not necessarily move the funds to FY 2022. Mr. Wilkes stated confirmation from GDOT will need to be made that the funds will carry forward and as to where they can reprogram the funds.

For Z301 funds, in FY 2021 there is a positive balance. Some funds are allocated to Gerard Avenue. In FY 2022 there are left over funds. Ms. Wang asked if TCC would like to apply this balance to help the City of Savannah on the Truman Linear Park Trail Phase 2B project. Mr. Deffley confirmed that they can make the construction phase in FY 2022 and would like to add the \$19,000 balance to that project. The TCC agreed to allocate those funds to the Truman Linear Park Trail Phase 2B project. Ms. Wang stated in FY 2023 and FY 2024, we assumed there might be \$500,000 available with the federal portion being \$400,000 during the Call for Projects. When Chatham County sent in their applications, they requested the maximum amount. The GDOT revenue projections indicate there is more money available in FY 2023-2024. Ms. Wang asked if TCC would like to allocate the extra federal money to Chatham County to help with these two projects so that the County can reduce their additional local match amount. Mr. Davenport, Mr. Fidler and Ms. Bernard spoke up agreeing. At the end of this funding allocation, the Z301 fund has a positive balance for FY 2021 with a 0 balance for FY2022-2024.

Ms. Wang stated Garden City cannot get the allocated HIP funds since they are not LAP certified. The thought was that Garden City was coordinating with Chatham County who is LAP certified so the County could be the primary project manager. Mr. Davenport stated they have been talking to Chatham County but have not come to any agreements at this time. He said Garden City will let those funds go. There are no classes available in 2020 for them to take for the certification and the 2021 training schedule has not been made yet. Garden City has no way to attend the classes to get certified. There are 4 to 5 classes that are needed, and it will depend on when they are

offered as to how long the certification will take. Z230 funds could be allocated in later years to this project after Garden City acquires LAP certification.

Ms. Wang stated there is a balance of around \$686,000 to allocate for the HIP funds. She asked if there are any other candidates for this. There are three applications - Chatham County with I-16/Jimmy DeLoach and Tybee Island with Bull River Bridge and Lazeretto Creek Bridge. Part of the remaining funds need to be obligated by September 30, 2022 with the rest by September 30, 2023. If TCC decides they want to allocate the balance to the existing project, Project DeRenne requested this money. Ms. Bernard asked which projects would be eligible for this money. If the money can be moved to FY 2022 and Garden City could get their LAP certification, should they keep this money on the Priscilla Thomas Way project? Mr. Fidler asked if Chatham County could manage the project for Garden City; Ms. Bernard said no. They have too many of their own projects to manage. Ms. Canizares suggested that since FY 2021 is covered, we should wait until the MPO does another Call for Projects to balance out. She stated the Z230 is more important to balance right now due to the strict guidelines. The US 80 bridge projects could need some of the HIP money. Or if Garden City finds out if they can get LAP certified in time, they could still use those funds.

Ms. Wang stated the Z230 funds for Garden City for FY 2021 are no longer available due to the LAP certification issue. Mr. Davenport stated the PE phase on this project cannot move to FY 2023 since it is tied to the Groves High School project which is scheduled to open in FY 2023. He suggested moving this money to FY 2022. Ms. Wang stated they already have Project DeRenne in FY 2022. Mr. Davenport asked what happens to the funds if they are not authorized in that same year. Ms. Canizares stated since funds can no longer be rolled over, the project sponsor would have to send a letter to GDOT asking if the funds could be moved with the project. She stated they can either wait to give the funds to Garden City or the TCC can wait and risk putting them on FY 2022, but it would have to be revised. Mr. Davenport asked which projects in FY 2021 that were in the call are eligible and can make an FY 2021 commitment. The only one he recalls being determined in-eligible was Pooler's Quacco Road project. If there are no other projects submitted in the call for FY 2021, what are the options. If there have been no more submissions for the funding in FY 2021 the \$2 million is unsecure. Ms. Wang stated Project DeRenne did not apply at that time because it already had FY 2021 Z230 funds programmed based on the last call. She stated at the special called TCC meeting she raised the question about the City of Savannah's capability of using the funds. Ms. Daiss stated the electric buses are ordered and they will be able to use the funds. Mr. Davenport stated the funds can be authorized. A question was asked for the Z230 balance in FY 2021 - what projects can this money go towards. Ms. Wang stated there are not any projects in FY 2021 the money can go to. If the funds are not allocated and authorized in FY 2021, GDOT will split that money into the following 4 years leaving it undetermined on the amount for each year. Mr. Davenport stated they could use the funds for Project DeRenne in FY 2022. Ms. Canizares stated it is not only the TIP, the DeRenne project has been lingering for several years in the same PE phase. Ms. Wang asked if it's possible to move the \$800,000 for the Old River Road to FY 2021 to use some of those funds and make more room in FY 2022 for Project DeRenne. Ms. Bernard stated they would not be ready.

Ms. Wang stated for now Garden City's Signal project would not be programmed in the current TIP due to the LAP certification. Project DeRenne will have to come up with additional local funds. Ms. Canizares agreed and stated there will need to be a request to move those Z230 funds due to COVID. She stated they can have another meeting to discuss this. She asked Ms. Lovett on funding authorization for DeLesseps for reference. Mr. Davenport requested to leave the funds the way they are now and amend the TIP later since there are no other projects waiting or needing that funding. Ms. Canizares stated the current TIP is set for FY 2018-2021, and the new TIP won't be official until the Governor signs off on it. Ms. Wang asked for clarification on requesting to move the funds to FY 2022 for DeRenne - if they can authorize the funds by September 30, 2021, would it be ok? Ms. Canizares stated the end of the fiscal year is June 30, not September. You cannot think you can use funds up until September. Ms. Lovett mentioned the September time frame being an issue since the actual fiscal year ends on June 30.

At the end of the discussion, it has been determined that Garden City's signal project will not be programmed in the FY 2021 – 2024 TIP for now. The Z230 funds programmed for Project DeRenne in FY 2021 will be left as it, but the City of Savannah will coordinate with GDOT to request moving those funds to FY 2022 with the project.

Ms. Wang stated December is still the target adoption date for the TIP. Once we incorporate the changes discussed above and all the comments from FHWA/FTA/GDOT, the revised draft TIP will be available for the 30-day Public review early next month. In December we will ask for the board adoption and the advisory committees' endorsement of the new TIP.

## **V. Information Reports (verbal)**

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

[Project Status Updates MPO Bryan Chatham Effingham September 2020 Final.pdf](#)

[GDOT Report - Oct 2020 final.pdf](#)

Mr. Troy Pittman gave the GDOT status report.

## Preconstruction projects

- SR 26/ Ogeechee Rd from E of Lynes Pkwy to Victory Dr - environmental activities are at 60%. ROW acquisition and final design are at 50%.
- Effingham Parkway project is at 90% with final design. ROW acquisition is expected to have been certified by next month.
- SR 26/US80; Including Bull River & Lazaretto Creek Bridges is split into three projects. Bull River and Lazaretto schedules are under review; hopefully we will have them approved by November.
- Brampton Rd Conn from SR21/SR25 to SR21 - the environmental activities is at 80%, the final plans and ROW acquisition are at 50%.
- I-16 at I-95 and the I-16 widening projects - environmental activities and final plans are at 85%. Some of the construction activities have started both at the interchange and I-16.
- I-16 at SR 307 operations improvements - environmental activities are at 10%. ROW has been certified. Let to a design build consultant in June.
- SR 25 at Savannah River and at Middle River - the environmental activities are at 75% with preliminary plans at 90%.
- I-16 at Chatham Parkway Operational improvement project is at 18% environmental activities and 20% preliminary designs.
- SR 21 at SR 30 operational improvements are at 70% as well on final plans.
- SR 21 at SR 30 from I-95 to SR 30 operational improvement is at 100% environmental activity and 70% on plans.

## Active Construction Projects

- SR 144 Widening project is roughly 70% complete. Still projecting a fall 2020 completion.
- SR 25 at Pipemakers Canal Bridge Replacement project is essentially complete. Just working on punch list items. It is open to traffic.
- SR 144 at I-95 roundabouts are approximately 30% complete with a Spring 2021 completion.
- 10.611 miles of milling and resurfacing on SR 25/US 17 from Bryan/Chatham County line to I-516 is approximately 10% complete with a Spring 2021 completion.
- 3.060 miles of milling and resurfacing on SR 30 from Effingham/Chatham County line to West of SR 21 is approximately 95% complete with a Spring 2021 completion.

### [10. Chatham County Project Status Report](#)

- [Chatham County Project Status Report.pdf](#)

Ms. Pamela Bernard presented the status update for Chatham County Projects.

## Projects Under Construction

Truman Linear Park Trail as well as Benton Blvd project are both close to being completed. They hope to have the road open by the end of October.

### [11. City of Savannah Project Status Report](#)

- [City of Savannah Project Status Report.pdf](#)

Written report as submitted.

### [12. CAT Project Status Report](#)

- [CAT FY21 Status Report October 2020.pdf](#)

Ms. Bren Daiss presented the CAT Project status report.

- The electric buses are due to arrive in 60-90 days.
- ITS contract has been awarded.
- Ferry Boat Maintenance rehab for Susie King Taylor is changing the scope due to the Buy American Requirements. There is only one company that makes the American thrust master that is needed.
- Support vehicles are on State contract and moving forward.
- Bus station stops and terminals have funding for upgrades to be installed in 2021.

### [13. Chatham County Sea Level Rise Study Findings and Next Steps](#)

- [Chatham SLR\\_102120\\_MPO.pdf](#)

Mr. Jason Evans presented the Chatham County Sea Level Rise Study.

#### **Project Goals**

- **Assess** impact of sea level rise on stormwater infrastructure and critical facilities.
- **Perform** study in accordance with ISO/CRS for CRS Class 4.
- **Identify** potential best management practices to address vulnerable drainage systems.
- **Update** drainage Capital Improvement Program based on the results from this study.

Mr. Evans mentioned they are working on a letter of intent for a \$2 million project. If approved they would like to work with Chatham County to do some UAV work with road infrastructure. This would be a regional project to include North Carolina, South Carolina, Georgia, and Florida.

#### **Savannah Airport**

Mr. Fidler presented update report. They have expanded the terminal ramp. The terminal concourse expansion that was planned for 2021 has been pushed back. UFS project is complete and in use. They can accept Foreign Planes.

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

None.

#### **VII. Announcements**

[14. Next TCC Meeting: Thursday, December 3, 2020 at 2:00 p.m. \(Virtual Meeting\)](#)

#### **VIII. Other Non-Agenda Information for Reference**

[15. MPC Awarded Grant to Form Coastal Empire Resilience Network \(CERN\)](#)

- [PR\\_MPCAwarded\\_CERN\\_CIG\\_100120.pdf](#)

#### **IV. AJOURNMENT**

There being no further business, the October 15, 2020 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.