



CORE MPO Board

December 14, 2022 at 10:00am
Minutes

December 14, 2022 CORE MPO Board Meeting

Voting Members	Representing	Present	On-Line
Pamela Oglesby	Advisory Committee on Accessible Transportation		
Les Fussell	City of Richmond Hill	X	
Tim Callanan	Effingham County Commission	X	
Nick Palumbo	City of Savannah	x	
Dwayne Stephens	Metropolitan Planning Commission		
Scott Robider	City of Garden City		
Mark Denmark	Savannah Airport Commission		
Deidrick Cody	Chatham Area Transit Board of Directors		
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		
Jamie McCurry	Georgia Ports Authority		X
Daniel Brantley	Citizens Advisory Committee		
Gary Norton	City of Port Wentworth		
Charles Ackridge	City of Bloomingdale		
Chester Ellis	Chatham County Commission (Chairman)	X	
Dr. Estella Shabazz	City of Savannah		X
Michael Kaigler	Chatham County	X	
Pamela Bernard	Economic Development & Freight Advisory Committee	X	
Tanya Milton	Chatham County	X	
Voting Alternates	Representing		
Jim Aeillo	Savannah Airport Commission	X	
Robert Milie	Town of Thunderbolt	X	
Brian "Casey" Langford	GDOT	X	
Others	Representing		
Heath Lloyd	City of Savannah	X	
Katie Proctor	GDOT		X
Ashley Goodrich	Chatham Area Transit	X	
Joseph Shearhouse	City of Savannah	X	

Christy Lovett	GDOT		X
Joseph Longo	FHWA		X
Robby Caudill	GDOT	X	
Wykoda Wang	CORE MPO	X	
Asia Hernton	CORE MPO	X	
Sally Helm	CORE MPO/MPC	X	
Jasmine Champion	CORE MPO	X	
Julie Yawn	MPC IT	X	
William Sedgwick	Chatham Area Transit	X	
Melanie Wilson	MPC		X
Teresa Concannon	Effingham County		X
Jeff Ricketson	Liberty County Consolidated Planning Commission/HAMPO		X

I. Approval of Agenda

Ms. Tanya Milton motioned to approve the agenda; seconded by Mr. Tom Hutcheson. The motion passed with none opposed.

II. Committee Reports (verbal)

CAC - Ms. Jasmine Champion said the CAC committee met and endorsed all action items as well as held elections for new officers.

TCC - Ms. Pamela Bernard said the TCC committee met and endorsed all action items as well as held elections for new officers. Mr. Les Fussell with Richmond Hill was elected new Chairman and William Sedgwick with CAT as the Vice Chair.

Executive Directors Report – Ms. Melanie Wilson said we are still waiting on the TMA numbers. Once those are received staff will be reaching out to discuss amendments to the Bylaws.

III. Action Items

[1. Approval of the November 2, 2022 Meeting Minutes](#)

Mr. Les Fussell motioned to approve the November 2, 2022 Meeting minutes with the future correction of representative's name for Richmond Hill (replace Mark Ott with Les Fussell for the Richmond Hill Representative); seconded by Ms. Tanya Milton. The motion passed with none opposed.

[2. 2045 MTP Amendments](#)

Ms. Wykoda Wang said GDOT requested to add the Talmadge Memorial Bridge project into the TIP. The project was not included in the 2045 MTP, therefore, we need to amend the 2045 MTP. The first step was authorizing the MPO staff to do further analysis and come up with recommendations, which was done in August. In October more information was received from GDOT on the project. In November GDOT sent the revised schedule and cost estimate. The PE phase will be in FY 2023 with a total cost estimate of \$14 million. The construction phase was moved from FY 2023 to FY 2025 with a cost estimate of \$175 million. For any project to be included in the Long-Range Plan, we need to make sure inclusion of that does not include kicking out other projects that are already in the plan. Because of the new funding legislation, IIJA, there are some additional funds available. GDOT suggested that we make adjustments to the assumption indicating that additional revenues will be available. That will allow the project to be included into the MTP and the TIP without impacting other projects. GDOT indicated they do have the money to program this project. Staff will change the assumption of the revenue projection for the 2045 MTP indicating that the IIJA funds and additional state revenues will be able to cover the project, therefore allowing all other projects to stay in the plan.

Going through the committee process, the CAC members indicated that since this project will mostly consider the needs from the Georgia Ports Authority, they suggested GDOT contact GPA to have them kick in money for the project, not just use Federal and State funds.

Staff is asking the CORE MPO Board to approve inclusion of the project into the 2045 MTP so that the PE phase can be included into the TIP. We are still in the 15-day public comment period. There have been no comments received at this time.

Chairman Ellis asked for clarification on the estimated cost for the project. Ms. Wang said \$140 million for CST and \$11.2 million for PE are coming from IIJA. The State match funds are \$35 million for CST plus \$2.8 million for PE.

Chairman Ellis opened the meeting to public comment. That were no public comments. Mr. Les Fussell motioned to close the public hearing; seconded by Mr. Nick Palumbo. The motioned passed with none opposed.

Ms. Faye DiMassimo motioned to approve the 2045 MTP Amendments; seconded by Mr. Nick Palumbo. The motioned passed with none opposed.

3. DECEMBER AMENDMENTS TO FY 2021-2024 TIP

Ms. Jasmine Champion said there were 16 items presented for amendments to the TIP.

- Truman Linear Park Trail Phase 2B – update CST cost estimate for FY 2023.
- SR 404 SPUR @ Talmadge Memorial Bridge – add PE phase to FY 2023.
- Chevis Road Improvement project – shifting of funding for ROW phase.
- Garrard Avenue Improvement project – shifting funding for ROW from FY 2023 to FY 2024 and Construction phase from FY 2024 to FY 2025. Amend newly awarded Y230 funds for the project to go to the ROW phase.
- City of Savannah Traffic Control Center – remove the Y230 funds for construction in FY 2023 and replace with all local funds.
- I-95 @ Airways Avenue – add awarded new Y230 funds to FY 2023 for PE phase.
- SR 26/US80 Bridge over Bull River – add awarded Y230 funds to FY 2023 for ROW phase.
- SR 204 Access Study – add PE phase in FY 2023.
- US 17/SR 25 Corridor Study – add PE phase in FY 2023.
- President Street Railroad Crossing Elimination Study – add PE phase in FY 2023.
- Chatham Area Transit State of Good Repair Fleet Replacement – Construction in FY 2024.
- Ivey and Linwood Sidewalks – add PE, Utility, Construction in FY 2024.
- Green Island multipurpose trail – add awarded Y301 funds to FY 2023 for PE phase.
- Tide to Town/Middleground Rd – add awarded Y301 fund to FY 2023 for PE phase.
- Various Transit projects – add AOPP and ARP funded studies to FY 2023 in the Transit Section.

Staff is requesting approval from the CORE MPO Board for the December amendments to the FY 2021-2024 TIP. Ms. Wang said for the Truman Linear Park Trail Phase 2B project, we are still trying to get an updated cost estimate from the City of Savannah. The current cost estimate is approximately \$4 million for the construction phase. The City of Savannah received earmark funds of \$3million. The total available revenue for this project is close to \$7 million. The earmark funds will be used first which would release some Y301 funds for use by other projects. Chatham County applied for the statewide Y301 funding for the Green Island Trail project. If the statewide money is awarded, that would release even more MPO-controlled Y301 funding.

Chairman Ellis opened the meeting for public comment. There were no public comments. Mr. Shawn Gillen motioned to close the public hearing; seconded by Mr. Nick Palumbo. The motion passed with none opposed.

Mr. Robert Milie motioned to approve the December Amendments to the FY 2021-2024 TIP; seconded by Mr. Shawn Gillen. The motion passed with none opposed.

4. Draft FY 2024 UPWP

Ms. Wykoda Wang said in December, staff is asking the committee to review the preliminary draft and provide comments, then endorse to send it to FHWA, FTA and GDOT for review. FHWA/FTA/GDOT will have a 30-day review period. In February we will be adopting the revised UPWP that incorporates the comments from the federal and state agencies.

For FY 2024 UPWP, staff consolidated the tasks. There are now only 6 tasks - Administration, Public Involvement, Data Collection and Analysis, System Planning and Operations, Transit Planning, and Special Studies. The Freight Plan, MTP, Congestion Management Process, and TIP are all included under System Planning and Operations. Transit Planning has its own task. Special Studies would only list the consultant projects.

For next year's emphasis areas, we are updating the 2050 MTP. That will be a focus area. Next year we will develop the revenue projections and the project prioritizations, incorporate the study recommendations, and develop the prioritized project list. Staff will update the Congestion Management Process as well. The CMP recommendations will be incorporated into the 2050 MTP. Jasmine will be the project manager. We will start looking at this in January. The Freight Plan Update and Urban Flooding Model Study will be finishing up as well. We are hoping to have the FY 2024-2027 TIP adopted in June of next year. In FY 2024 we will do the maintenance of the TIP through amendments and administrative modifications. We are continuing to address certification review recommendations, as well as monitoring and implementing the new funding legislation, Infrastructure Investment and Jobs Act (IIJA).

Normally the funding source to fund the MPO operations would be the formula PL funds and the Section 5303 funds. For FY 2024, the total PL formula funds is approximately \$436,000. For Section 5303, there is approximately \$176,000. These are the funds to support the MPO operation. If we manage the Special Studies or coordinate with them, staff activities will be covered under System Planning and Operations. All of those study recommendations will feed into the 2050 Plan and eventually the TIP. The 2050 MTP is multi-model, so staff activities will be included in the transit section as well. Transit has a TIP as well. The short-range planning would be Transit Development Plans and other transit studies which we coordinate with CAT. The total MPO budget is approximately \$765,000.

There are several transit studies that are ongoing. Those will continue in FY 2024, including the Transit Development Plan and the Master Transit Plan. CAT is doing the ARP funded study with American Rescue Plan funds and AOPP funded study. Those will continue into FY 2024 as well.

For the Highway portion of the special studies, there are different funding sources. The discretionary PL funds are used for the Regional Freight Transportation Plan and Urban Flooding Model Study. The expected completion date would be October 31st. There are several other funding sources. One is CRRSSA for the US 80 Corridor Study that will go into FY 2024. There will be several studies starting in late FY 2023 and intensive development will start in FY 2024. Chatham County will conduct the US 17 Corridor Study, SR 204 Access Study, and the President Street Railroad Crossing Elimination Study. Those studies were awarded Y230 funds during the Call for Projects. The TIP amendments were processed at this meeting. When the studies are programmed in the TIP, GDOT and FHWA will authorize those funds, then the County can begin the RFP process.

The Funded Studies section in the UPWP will include the Freight Plan Update, Urban Flooding Model Study, US 80 Corridor Study, SR 204 Access Study, SR 25/US 17 Corridor Study, and President Street Railroad Crossing Elimination Study.

Staff is asking the Board for approval of the draft FY 2024 UPWP to be sent to GDOT, FTA, and FHWA for review.

Mr. Robert Milie motioned to approve the draft FY 2024 UPWP for FHWA/FTA/GDOT comments; seconded by Mr. Tom Hutcherson. The motion passed with none opposed.

IV. Other Business

V. Status Reports

[5. 2050 Metropolitan Transportation Plan Update Draft Goals and Objectives](#)

Ms. Asia Hernton said for the Moving Forward Together plan, public input is important. That is what we use to update the goals and objectives. There are specific survey results we want to highlight. As of November 21st, we received 409 responses. Those responses are what we used to update the draft goals and objectives. The survey responses are still being accepted. The survey was available in four languages and covered a variety of transportation topics such as roadways, bikes, pedestrians, public transportation, equity, and resilience. In general respondents want to maintain and repair our roadways, infrastructure, and facilities. There is significant interest in local rail service and public transportation. Most respondents still want bike lanes that are protected by a barrier or a greenway that supports multi modes of non-motorized transportation. 67% of respondents prioritized increasing green and nature-based infrastructure in transportation projects to reduce flooding and heat stress and improve the health of the environment. 74% of respondents prioritized identifying and targeting high need population areas where transit investment should be prioritized.

Revised Goals and objectives (comments added)

Safety and Security

- Added more language regarding resilience and flooding on the roadways.

Access and Connectivity (comments added)

- Ensure bicycle and pedestrian infrastructure in state of good repair.
- Prioritize transit investment in high-need population areas.
- Separate bike lanes and pedestrian infrastructure from roadways where necessary,

System & Environmental Preservation (comments added)

- Maintain and improve our existing roads, transportation infrastructure, and facilities.

There was a heavier interest in maintaining what we already have rather than building something new.

[6. Non-Motorized Transportation Plan and Thoroughfare Plan Research and Data](#)

Ms. Asia Hernton said the FHWA, in conjunction with Dutch planning organizations, released a series of documents explaining how the Netherlands developed its bike and pedestrian networks. The FHWA also compiled research that detailed strategies that can be implemented to make roadways safer. The information from these reports can help inform the CORE MPO's Non-Motorized Transportation Plan and Thoroughfare Plan. Some of the highlights from those documents were:

Prioritize Seamless and Efficient Bike movement - minimizing stops for cyclists by having less signal and signage. Instead, slow speed limits down in areas where bikes share the roadway with motor vehicles. This makes the riding experience smoother, which will increase ridership. This is why the Dutch place has a higher emphasis on cycle tracks rather than shared lanes.

Trust in Users and in Adaptability of the Transportation System- less strict separation of bike and pedestrians. Dutch trusts people to move safely on non-motor networks, even if they were mopeds and e-bikes on the road. In order to achieve this, speeds on shared roads had to be slowed.

Designs Influence Travel Behavior – while Americans are more focused on rule enforcement, Dutch are more focused on creating infrastructure that makes people naturally change their behavior, such as visual narrowing or roadways that make people want to drive slower.

Prioritize Network Connectivity - do not build bicycle paths to nowhere. Bike infrastructure should connect with other forms of transportation, such as transit and pedestrian networks.

Experimentation is key- In order to determine the most effective infrastructure and strategies, small scale, real-world transportation tests were conducted. This allowed planners and engineers to see what worked could work on a wide scale. They are able to see in real time what works.

Cycling priorities in the Netherlands

- Cohesion- the bikeways are continuous and designed in a consistent way.
- Attractiveness – Bikeways are scenic and well maintained.
- Safe- Bikeways are well lit and go through well populated areas.
- Comfortable - Using the bikeways is not a stressful experience.

The Netherlands don't necessarily try to make all roads complete streets. They have a separate philosophy, in some cases, bikeways need to be completely separated from motorways, either with a greenway or a bikeway that is separated physically with some type of barrier. We do not want to make a high capacity and high-speed road a complete street. If bicyclists are sharing the road, the speeds for the motorway need to be very slow. The small-scale transportation tests were used to see what did and did not work. The most successful test can be then applied on a wider scale. A variety of disciplines, such as Geography, Economics, Anthropology, and more, were involved in the planning process.

FHWA compiled research showing what some of the safest bike and pedestrian infrastructure we can include.

- Bike lanes can reduce crashed up to 49%/
- High-Visibility crosswalks reduce pedestrian injury crashes up to 40%.
- Rectangular Rapid Flashing Beacons can increase motorist yielding rates up to 98%.
- Sidewalks can reduce pedestrian involved crashes from 65% to 89%.
- Letting pedestrians enter the crosswalk 3-7 seconds before vehicles are given a green light reduces pedestrian-vehicle crashes by 13%.

7. CORE MPO Regional Freight Transportation Plan Update

Ms. Wykoda Wang said the consultants have conducted 10 one-on-one interviews with stakeholders. There are several deliverables posted on the website.

Task 2 – Freight Needs Assessment and Analysis, most of the deliverable are available for review. FHWA has already sent comments regarding these. The only task that remains to be delivered is the Freight Network Congestion, Bottleneck, Safety and Security Issues. Truck Parking and Truck Restrictions - the truck parking supply has been identified, and consultants are working on the truck parking demand. Tasks 2.1 to 2.7 will feed into Task 2.8, which is the summary.

The Land Use assessment analysis, economic development market assessment for freight, environmental and community impact scan have all been started. The consultants will give a presentation in February. From March until the end of the study, we will focus on the recommendations for the Land Use and Infrastructure improvements.

8. Urban Flooding Model

Ms. Jasmine Champion said the UGA consultant team had a status meeting in November. One of the things highlighted was that the team is requesting Critical Infrastructure GIS data. Staff has reached out to surrounding jurisdictions for this information. This information is needed for the road vulnerability assessment. The consultants will present at the February meetings.

9. SR 26/ US80 Corridor Study

Mr. Chris Marsengill and Mr. Rhodes Hunt from Kimley-Horn presented the SR 26/US 80 Corridor study update.

Study Goals

- Identify and prioritize improvements through the corridor.
- Plan projects through the CORE MPO's MTP process.
- Fund projects in the CORE MPO's TIP.

Key MTP objectives

- Improve safety, security, accessibility, mobility, and sustainability of transportation options available to people and freight.
- Lower the frequency and severity of crashes for cars, trucks, pedestrians, and bicyclists.
- Improve emergency response time and evacuation routes.
- Reduce congestion by improving access to businesses and maximizing freight truck travel time reliability.

Mr. Rhodes Hunt said the US 80 Corridor is approximately 12 miles in length. It begins at the western Chatham County line just west of Jimmy Deloach parkway and runs through downtown Bloomingdale, Old Town Pooler, and then into Garden City. It terminates just before I-516 at Burnsed Boulevard. We want to break the corridor into two levels, a segment level and an Intersection level. We try to identify segments that have distinct characteristics. There are 6 distinct segments identified along the route. In addition to those segments, we have studied in-depth 40 intersections, which equates to about half of the intersections along this portion of US 80. We want to identify where traffic is the heaviest along the corridor, where are the most trucks, which are the worst performing intersections, where are the most crashes along the corridor, which area has the greatest growth potential, and finally, is the route a freight corridor or a commuter corridor?

Daily Traffic

- Segment 1- Bloomingdale and Jimmy Deloach Parkway- average traffic of 23,200 VPD
- Segment 2 – Pooler – 26,200 VPD
- Segment 3 – I-95 – 39,7000 VPD
- Segment 4 – East of I-95 heading towards Garden City – 25,000 VPD
- Segment 5 – residential portions of Garden City – 21,5000 VPD
- Segment 6 – closer to GA. Port – 22,600 VPD

Trucks

- Segment 1 – 16%

- Segment 2 – 11%
- Segment 3 – 13%
- Segment 4 – 17%
- Segment 5 – 17%
- Segment 6 – 21%

AM Traffic

- Houston Street/Brighton Woods Drive – LOS F
- South Skinner Avenue – LOS E
- Westside Boulevard / Priya Circle – LOS F
- Old Dean Forest Road – LOS F
- SR 307 / Dean Forest Road – LOS E
- Kessler Avenue / Youmans Avenue – LOS E

These are identified by LOS (Level of Service). They are letter graded. For example, LOS A is performing well and F not performing well. Typically, most agencies use Level of Service D as a benchmark of acceptable performance and operation.

PM Traffic

- Stagecoach Road – LOS F
- Cheyenne Rd / Osteen Rd – LOS F
- Adams Road/ Walnut Street – LOS F
- Magnolia Lane / Pine Street – LOS F
- Maple Street – LOS F
- Houston Street/ Brighton Woods Drive – LOS F
- North Skinner Avenue – LOS F
- Coleman Blvd / Pooler Commons Driveway – LOS E
- Westside Blvd / Priya Circle – LOS F
- Old Dean Forest Rd – LOS F
- Kessler Avenue / Youmans Avenue – LOS F

Crashes 2017-2021

- Total Crashes – 2,106
- Fatal – 3
- Non-Fatal injuries – 150
- Rate is 196% higher than statewide average.
- Cost of \$20.4 million per year

There is a clear need for Safety investments.

Crash Rates 2017-2021

- Segment 1 – 160 per HMVMT (hundred million vehicle miles traveled)
- Segment 2 – 700 per HMVMT
- Segment 3 – 803 per HMVMT
- Segment 4 – 349 per HMVMT
- Segment 5 – 270 per HMVMT
- Segment 6 – 423 per HMVMT

Mr. Chris Marsengill said unlike the SR 307 Corridor, there are no at-grade rail crossings on this study corridor. There is however one grade separation at the Kicklighter Overpass which crosses both CSX and NS. The US 80 corridor is a heavy freight corridor. We are considering pedestrians and bicyclists in the study area. US 80 is a designated bike route (Bike Route 85, also referred to as the Savannah River Run). The Non-Motorized Transportation Plan recommends a shared use trail from Adams Road to Chatham Parkway along the corridor. From Chatham Parkway to the eastern end of the project, it recommends Bike Lanes. We plan to target improvements in the network, especially where there are gaps. Some of those occur in the downtown Pooler area where we think providing greater connectivity is vital to the economic viability in that area. Connecting to some of the recreational facilities along the corridor would improve access to those areas and the use of those. We are considering Transit as part of the study. There is one existing CAT stop along the corridor - it is along the eastern end of the study area near Burnsed. It is part of the CAT Route 3B and uses a small segment between Alfred Street and Third Street. Most of the corridor is outside of CAT's Transit District. There is some hidden demand related to warehouse developments and employment centers. Prior studies have suggested a need for expansion.

In summary

- Improvements should reduce the mixing of cars and freight trucks.
- Intersections should be improved for freight trucks. Access management strategies should be explored.
- Transit, pedestrian, and bicycle facilities should be addressed.

Potential Improvements

Major Improvements

- I-95 Interchange
- Pine Barren Road / Old Louisville Rd
- SR 307 / Dean Forest Road
- Chatham Parkway / Heidt Avenue
- Expand Freight connected vehicle network.

Access control plan to improve safety.

- Raised, grassed median.
- Driveway consolidation
- Innovative intersections

Pedestrian and Bicycle Facilities

Affordable transportation options

Next steps

- Preliminary Stakeholder meetings
- Alternatives/Concept Development
- Public Information Open House
- Final Stakeholder Meetings
- Updates/Revisions
- Final Report

Ms. Faye DiMassimo said when looking at the slides being presented around the transit and the potential for transit connectivity for commuters and the warehousing, there is an extensive amount of detail work that we are currently doing both through our Transit Development Plan and our Master Transit Plan, and Service Expansion activities that are ongoing already. She encouraged the study team to connect with CAT on those and make sure the CAT's analysis and plans are reflected in this corridor study and are fully integrated in the next round of work efforts. Those included the operational analysis that CAT had already done, and CAT's plans for both near term and mid and longer term. Mr. Marsengill said CAT is on the stakeholder advisory committee. We will be working closely with them.

Mr. Tim Callanan said thank you for involving Effingham as a stakeholder. One thing that has changed since the start of this study - has the Hyundai Plant project in anyway changed the way you are doing this research? How are you addressing this for the future? Mr. Marsengill said we are wrapping up the existing report and moving into the projections. The Hyundai mega site is a major consideration for us. It is not included in the current travel demand model. We know there will be a greater demand. We are seeing it in Pooler already, for multi family residential developments. There are a couple that are already popping up along the corridor. We are coordinating with other consultants and other agencies as these new developments are presented or submitted for permitting. We are including a number of those in our projections. We know what the existing Land Use is along the corridor. There are some zoning request changes out there, we are asking the municipalities to notify us of those as they are submitted such that we can complete our projections with the most current data.

VI. Information Reports (verbal)

[10. GDOT Project Status Report](#)

Ms. Katie Proctor presented the GDOT Project Status Report.

Preconstruction Projects

- Bridge Replacement at Savannah River in Port Wentworth and Middle River – final plan design ongoing
- SR 204 from SR 21 to RIO Rd- ongoing, design in progress

- I-16 @ Chatham Parkway – Safety Improvements – holding for LET in June
- SR 404 SPUR US 17 Bridge replacement and widening – continues in concept.
- Bridge replacement at Bull River – next milestone is environmental doc approval.
- Bridge replacement over Lazaretto Creek – next milestone is ROW authorization.
- SR 26 from I-516 to Victory Drive – On schedule for January 2023 LET
- SR 30 @ Hodgeville roundabout continues in concept.

Active Construction Projects – all projects are progressing.

[11. LATS Project Status Report](#)

Report attached to the agenda.

[12. Chatham County Project Status Update Report](#)

Ms. Pamela Bernard presented the Chatham County project status update report.

Federally Funded Projects

- I-16 at Jimmy Deloach Pkwy Interchange – progressing in PE.
- Chevis Road Improvements– progressing in PE.
- Garrard Avenue Improvements– progressing in PE, public open house held on November 3rd. Concept team meeting held on November 30th.

Local Preconstruction Projects

- Quacco Rd Widening project- demolition to clear ROW for phase 2 will go out this month.
- Little Neck Rd - ROW acquisition is ongoing.
- Skidaway Rd – redesign is ongoing.
- Walthour Rd Slope Stabilization – acquired ROW and permitting.
- Traffic Signal at Lyman Hall– ROW acquisition being wrapped up.
- US 80 sidewalks – ROW acquisition being wrapped up.
- Green Island Road Trail – in negotiations with highest rated design firm
- Johnny Mercer at Walthour – under design

Construction Projects are now complete.

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

Report attached to the agenda.

[14. CAT Project Status Update Report](#)

Ms. William Sedgwick presented CAT Project Status Report Update.

- Paratransit Vehicles – moved forward with purchase order. We are looking at purchasing 6 of the 33 original Paratransit vehicles and we are currently working through contract for the remaining number. We are working on revising the state contract as the shortage has continued to delay this order. Ms. Faye DiMassimo said we are taking delivery in January of 10 new paratransit vehicles that are electric. That is the number our budget would allow us to take at this time.
- Clever ITS System – installed in all ferry vessels in September 2022. The final completion date has been postponed until all the maintenance of all ferries is completed.
- Ferry Dock and Maintenance Facility- currently with FTA and grant execution.
- Master Transit Plan & Implementation Strategies – focusing on market and ridership analysis as well as stakeholder outreach.
- Transit Development Plan & Comprehensive Operations Analysis – funds awarded.
- Areas of Persistent Poverty Grant- funds awarded.

- Diesel Bus Replacement – In process. Bus order placed in December 2021 for (3) 35 ft buses. The estimated completion date is June 2023.
- Electric Bus Replacement- In process. Bus ordered in April 2022. The completion date has been delayed due to roll out plans and studies currently being conducted by HDR for our zero emission buses.
- Transit Development Plan- funds awarded and executed in May 2022. Phase One started in August 2022. System Survey completed in October 2022. Consultants at WRA provided a high-level overview of the COA/TDP which is focused on short-term recommendations for the three CAT services – CAT buses, Belles Ferry, and CAT Mobility (ADA Paratransit Services).
- Areas of Persistent Poverty (AOPP) Grant- Funds awarded in FTA's AOPP program on June 23rd. Study planned for FY 2023. Anticipated - we will complete through an on-call planning contract scheduled for award in December 2022. The study will conclude the potential to connect emerging job centers and areas with high levels of racial inequity or persistent poverty.
- American Rescue Plan Route Restoration – funds awarded.

[15. Savannah HH International Airport Project Status Update Report](#)

Mr. Jim Aiello presented the Savannah Hilton Head International Airport Project Status Update Report.

- SAC 30566 – SECURITY CHECKPOINT EXPANSION – The TSA checkpoint expansion will expand the existing three lanes security lanes to six lanes. Work was scheduled to begin on October 10, 2022. Collins Construction is the general contractor. Projected completion date is January of 2024
- SAC 30616 - Demo Air Cargo, TAXILANE, Construction Apron – Project to redevelop the southeast quadrant of the Airport. Demo has begun, relocating utilities and taking down hangers. Project to be completed by late fall or early winter of 2023.

[16. TIP Tracking Status Update](#)

Report attached to the agenda.

VII. Other Public Comments (limit to 3 minutes)

No Public Comments

VIII. Notices

[17. CORE MPO Board Meeting February 22, 2023 at 10:00a.m.](#)

IX. Adjournment

There being no further business, the December 15, 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.