



CORE MPO Technical Coordinating Committee

AUGUST 17, 2023 CORE MPO Technical Coordinating Committee (TCC)

Voting Members	Representing	Present
Charles Ackridge	City of Bloomingdale	
Les Fussell	City of Richmond Hill	X
Deana Brooks	Chatham County Engineering	X
Caila Brown	Bike Walk Savannah	X
Robby Byrd	City of Pooler	
Ted Hicks	GDOT – Planning	X
Jim Aiello	Savannah Airport Commission	X
Troy Pittman	GDOT – District Five	
Scott Robider	City of Garden City	
Trent Long	City of Port Wentworth	
Don Masisack	Coastal Regional Commission	
Peter Gulbronson	City of Tybee Island	X
Ambria Berksteiner	Chatham Area Transit	X
Melanie Wilson	MPC Executive Director	
Randy Weitman	Georgia Ports Authority	
Wykoda Wang	CORE MPO	X
Michele Strickland	City of Savannah	X
Representative	Effingham County	
Robert Milie	Town of Thunderbolt	
Vacant	Town of Vernonburg	
Voting Alternate	Representing	
Katie Proctor	GDOT District 5	X
Omar Senati-Martinez	City of Port Wentworth (Asst. City Manager)	X
Others	Representing	
Asia Hernton	CORE MPO	X
Pamela Bernard	Chatham County	X
Christy Lovett	GDOT	X
Sally Helm	CORE MPO/MPC	X
Anna McQuarrie	CORE MPO/MPC	X

Felix Santiago-Coliazo	University of Georgia	X
Christopher Marsengill	Kimley-Horn	X
Kirra Fields	City of Savannah	X

I. Approval of Agenda

Ms. Michele Strickland motioned to approve the agenda; seconded by Ms. Deana Brooks. The motion passed with none opposed.

II. Action Items

1. [Approval of the June 22, 2023 CORE MPO TCC Meeting Minutes](#)

Ms. Michele Strickland motioned to approve the June 22, 2023 CORE MPO TCC meeting minutes; seconded by Mr. Omar Senati-Martinez. The motion passed with none opposed.

III. Other Business

2. [Call for Plans and Studies for FY 2025 UPWP Development](#)

Ms. Wykoda Wang said it's time to start thinking about plans and studies to be included in the fiscal year 2025 Unified Planning Work Program (UPWP). This is the staff budget and we are going to start development in September. If you have any ideas, you can submit it to us by the end of September so that we can include it in the UPWP. This is in preparation to apply for the Discretionary Highway Planning funds. All MPOs in Georgia receive the formula Highway Planning funds, and if we don't spend all of that money, we return that money to GDOT or we don't encumber the money to GDOT because it is a reimbursement process.

GDOT then pulls that money into one Discretionary Highway Planning Funds account. All the Georgia MPOs can apply for those funds. We did our current freight plan development with discretionary funds as well as the Urban Flood Model Study. We applied for the discretionary PL funds on behalf of the City of Savannah for the I-16 Exit Ramp Removal IMR and also on behalf of Chatham County for the State Route 204 Corridor Study, US 17 Corridor Study, and the President Street Study.

We have to include the plans and studies, including the concept and the cost estimate into the UPWP in the unfunded section if we plan to apply for the discretionary PL funds. When GDOT issues the call for projects, we can submit the applications. The GAMPO conference takes place in March and September. We have two opportunities to apply for those funds. If you have any ideas, just let us know by the end of September, and we will make sure to include that information in the UPWP, so we don't have to rush to amend the UPWP if we want to apply for some funds.

The Urban Flood Model Study will be finishing up in October. The current model only covers Chatham County. MPO boundaries are extending into Effingham County and Bryan County so we will need to apply for Phase Two to include those new boundaries. Mr. Les Fussell asked, if this is for the current members' proposals such as Richmond Hill versus unincorporated Bryan County submitting anything? Ms. Wang said we are talking about fiscal year 2025 Unified Planning Work Program. That means fiscal year 2025 starts on July 1st, 2024. By that time, the expanded Bryan County and Effingham County would already be in the MPO boundary. For example, if Bryan County wants to study specific areas related to the Hyundai plant, you might as well just do the proposal. When the governor signs off on the extended boundary, we could submit the application in September 2024. Mr. Fussell said he just wanted to make sure this really is more Richmond Hill, Bryan County and Effingham County. Ms. Wang said yes, that should cover all of the extended boundary. By the time that we adopt the fiscal year 2025 UPWP, in February 2024, she would expect that the governor provides the signature before we submit the application.

IV. Status Reports

3. 2050 MTP Update

Ms. Wykoda Wang said for the 2050 MTP update, several things were going on at the same time. We are still working on the 2050 socioeconomic data development. Our intern, Dara, went back to Champagne. She's still working on her master's degree, but she's going to continue to work on this. Edward is also leading this development. We have been coordinating with the GDOT consultant. Hopefully, we can get the data by the end of August, or early September.

For the travel demand model, Dara and Asia completed the check for the Chatham County functional classification and number of lanes. We will be developing the networks for the third, fourth, and fifth network based on the TIP.

The CORE MPO Board adopted the proposed CORE MPO Metropolitan Planning Area (MPA) boundary. GDOT has the boundary file. The Office of Financial Management can start to work on the revenue projections within the boundary because previously when they provided revenues, that's only for Chatham County and Richmond Hill. With the boundaries extending, we will need more accurate numbers. We can include projects in those extended areas as well.

In terms of the contributing plans and studies, the Regional Freight Plan is wrapping up. Most of the deliverables are online except the last one, which is the summary of all the previous technical memos. Asia is going to do the Non-Motorized Transportation Plan presentation next. Then the Urban Flood Model Study is going to be wrapping up in October as well. The consultant, Kimley-Horn, will give the US 80 Corridor Study presentation today. Ms. DiMassimo will give a presentation on the Master Transit Plan.

For the previous MTPs, we received so many projects, we had to move some of those to the non-fiscally constrained Vision Plan. This is the first time that we can add some projects in. All these studies will have recommendations, and those will be for consideration.

We have a new planner, Genesis, who's going to take the lead on the Congestion Management Process (CMP) update, and this will be a major part of the 2050 MTP as well. She will also be working on the transit planning-related issues. Currently, she's working on applying for 5303 Transit Planning funds.

Regarding resiliency planning, Anna, the new planner, is the project manager for the Urban Flooding Model Study. She will manage phase two if funds are awarded. She's also checking other resiliency-related items like EVs or green infrastructure.

For public engagement, we are considering having a second round of public meetings, possibly in October or November due to the AMPO conference. By that time, all those studies will be done.

Genesis has obtained the cost estimating tool. The US 80 Corridor Study has several recommendations, but they don't have the scope to develop the cost estimates. We want to use one of those projects as a test run.

The Goals and Objectives have been adopted. ;We will begin developing the draft plan. We have roadway inventory and everything already available to us through the Freight Plan. We're able to plug in some information into the draft document. We don't want to wait until the last minute to send the draft document to FHWA, GDOT and FTA for review. As we finish one chapter, we will send it for review, so they are not reviewing a big document at the last minute. The expected completion of the full draft document is probably March 2024.

After that, we will start the Feds and the GDOT review, and then after that, we will have a 30-day public review. That's when we will schedule our third round of public meetings.

4. CORE MPO Regional Freight Plan Update

Ms. Wykoda Wang said for the Freight Plan Update, all the drafted deliverables are ready for review, except the last one. The last one, the Development of the Final Report and Documentation – Freight, Goods and Services Plan, will be available soon. We are inviting your review and comments on all available deliverables. Anna, who's the new planner, is not satisfied with the resiliency section of it. We scheduled a meeting with the consultant, so they are going to boost up this technical memo on resiliency.

Genesis has been reviewing the deliverables and provided comments. We also want all the TCC members and the public to review the tech memos and give some input so that we can incorporate all the information. Task 8 would be the summary of all the needs assessment, all the analysis and the recommendations. As soon as all the other technical memos are finalized, then task 8 will be finalized as well.

Mr. Jim Aiello asked when comments are due back in? Ms. Wang said ASAP. We have not received any comments from GDOT currently. From Chatham County, Pam Bernard sent several detailed comments.

5. Urban Flooding Model Study Update

Ms. Anna McQuarrie said since June when she took over as Project Manager of this study, we've received the deliverable for the Storm Water Management Model (SWMM), which we are going to do a demo today. Dr. Santiago-Collazo submitted this deliverable and was in charge of it. If you have questions about the demo, he can help answer any questions.

The second part of this deliverable, the hydrographs, which are outcomes of the SWMM, are expected to be delivered at the end of the month, August 31. Tasks 2.2 to 4 are expected closer to October. That'll include social vulnerability metrics, financial stewardship, and the project prioritization tool. The final deliverables will be submitted by October 31st, and final presentations of findings will be at our October meeting. These deliverables are on the website for the Flood Modeling Tool Study. If you go to the study page, there is a link to the US EPA website where you're going to download software to be able to view the models.

SWMM is from the EPA, and it's used for planning analysis and design related to stormwater runoff combined in sanitary sewers and other drainage systems. It was developed to help support local, state, and national stormwater management objectives to reduce runoff through infiltration and retention and help reduce discharges that cause impairment of water bodies. SWMM has been used in thousands of sewer and stormwater studies throughout the world.

Some applications specific to this one are going to be designed in sizing of drainage system, components for flood control, sizing of retention facilities and their appurtenances for flood control and water quality protection, potentially floodplain mapping of natural channel systems and designing control strategies for minimizing any issues.

Once you download the SWMM, the software from EPA's website, it's free and it's open source. Then, you would go to the website and download the files.

There are six different drainage basins. While this is not a flood map, it can give an approximation of where flooding will occur. Its use is to see what the water flow will be and the depth of the manholes based on specific flood events. It can tell us the capacity of a manhole and where it's likely to flood and the area that will be expected to flood from overflow. The real focus is to show us about the infrastructure. For planning purposes, it can help us identify where our stormwater infrastructure needs are. For this specific drainage basin, you can see here you've got little rain clouds, rain gauges. This model includes 10 and 25-year storm events.

Meaning, on average, that rainfall event is going to happen once in 10 years. That can be a typical return period engineers use to design a stormwater system.

You can click on the different rain gauges to give you that information. There are outfall nodes/junctions, conduits, links, and pipes. The nodes will show an outflow area, for example, to the Savannah River. The hashed areas are the watershed where water will fall and go to the pipe. That's surface runoff. Ultimately, those results can show four different combinations.

The hydrographs can show a multitude of flooding models, such as a 10-year storm with sea level rise, 25-year storm with sea level rise, or a 10-year storm without sea level rise, and a 25-year storm without sea level rise. They also included land cover in this model, but it's in a developed area, so land cover is not really expected to change.

Mr. Fussell asked, if I input the model, does it show me where the bottlenecks are or where there are potential risks for flooding greater in one area vs the other? Mr. Felix Santiago said yes, as part of the hydrograph, which is the second deliverable, we're going to support that. We're going to present to you that all the locations of those junctions and manholes and so on. That will help tell you where you have bottlenecks and places where you want to fix potentially. Additionally, I talked with Anna about, if needed, we can also provide some extra documentation to tell you how to modify more than just the input. For example, right now you can easily modify the rainfall scenario or the type of scenario so you can have a different simulation and a different result. It takes a bit more effort to change other things in the model like the land use, land cover, and things like that. Those can be written if requested. In theory, yes, with the model results, you can see where you have some bottlenecks. Mr. Fussell said we have our flood management engineer. I want to make sure that he has access to this. Ms. McQuarrie said phase II would allow for expansion. Mr. Fussell said we previously talked about the change of diameter of piping, larger reception areas, things like that. That was a discussion that we had a couple of months ago. Mr. Ted Hicks asked if layers like roads, bridges, and culverts could be overlaid with this model. Mr. Santiago said yes, we can open a shapefile product that can be opened on the model. We can also go backwards and use the things that you saw on the model, including the results, and open it in your typical Geographical Information System so that you have more power. The SWMM model is very limited on GIS capability. It's also good to go the other way if needed.

[6. Non-Motorized Transportation Plan Update Status Report](#)

Ms. Asia Hernton said CORE MPO has been updating its Non-Motorized Transportation Plan. I'll just be giving a quick status update on some of the work that we've been doing.

Some of the recent activities have included collecting data, specifically really large datasets to analyze the current bike and pedestrian conditions within the area. Some of that data includes bike and pedestrian volumes, origin and destination data, a crash hotspot analysis, and then also a level of comfort (LOC) analysis. Additionally, we had a steering committee meeting last week for more discussion and input. Some of the data that we've been getting and then also the source of that data. This is an image of one of the bike volume maps just for 2022. We have them for several years, but just for the sake of keeping this as short as possible, this one is just for 2022. This is essentially trying to locate where people are biking the most. The source of this data is Strava Metro, which is an organization that provides free bike and pedestrian information for MPOs and other transportation organizations. This is just a closer look so far; more activity is happening in the Savannah downtown area. The darker the color, the higher the volume of bike traffic. We also did a similar map for pedestrian volumes for the CORE MPO area. Again, the darker the color, the higher the pedestrian volume. The plan for using this data is to observe where volumes are the highest, and then reinforce those areas to make them safer and easier to use, and then also observe where volumes are rather low and look into why

those bike and pedestrian volumes are low. Additionally, while this large dataset is helpful, it's not the only one we're using to make project and network recommendations.

We are also using census and ACS data on vehicle availability and commute methods. We are collecting public input, so people can tell us what they need and where. We are using in-person observation as well. Then also we still have to go through the data and identify factors that might skew some of the bike volume data just because sometimes there might be a bike event, or maybe there's a run that might be included in this data. We want to make sure that's separated a little bit more from general travel and planned events. This is also a look at our origin and destination data. It details where bike and pedestrian trips are starting and ending. This isn't a traditional origin and destination data map where you can see a directionality between where trips are starting and ending. We're still trying to figure out how to present it in that way. In this presentation format, the rings are the destinations, and then the green color for this bike map is the origin. The darker the green, the more trips start there. The thicker the ring, the more trips are ending. Then we also did the similar analysis for pedestrian destinations. This again is the 2022 map. We have more data for more years and on a wider area, but we just wanted to zero in on this area just for the purposes of this presentation.

I'm happy to send more information if people would like to see more as well. We also have our crash hotspot analysis map. This data includes data from crashes from 2013 to 2021. As you can see, there's a large density of crashes within Savannah proper, specifically in the downtown area. We also see it almost similarly for the bike crash density. Again, this is more of a high snapshot of the crash density. We're still going to go in and look deeper and look at those specific intersections and streets where we're seeing the most crashes, and then make recommendations based off that data.

We also did a level of comfort analysis. A level of comfort analysis refers to how comfortable the biking conditions are to the average person. It's rated on a scale of one to five, with one being the most comfortable and five being the least comfortable. The parameters for this analysis originated from the Athens in Motion Plan using speed limits, functional classification and bike lane designs as factors to determine the comfort of a bikeway. This is just a closer look into the methodology that is from the Athens in Motion Plan. A level of comfort one is a level of stress tolerable for most children. As you go through level of comfort two, three, four, and eventually, a level of comfort five, it's not appropriate conditions for bike or pedestrian traffic at all. The bike lanes in green are the easiest to use bike lanes, and a lot of those are concentrated in Savannah. The hardest to use bike lanes are in red. A lot of those are concentrated outside of Savannah except for a few. With some modifications such as barrier-protected bike lanes, some of the harder to use bike lanes could become easier to use. Some of these yellow bike lanes, which are a medium difficulty, could become green just by protecting them with some type of barrier. This is just a breakdown of the statistics of analyzing each bike lane. The majority of bikeways have an LOC of one or two. With a protected barrier, those LOC three bike lanes can become an LOC two.

Additionally, we will be reviewing some of the Strava Metro data in terms of pedestrian volumes to see if they may be influenced by how comfortable it is to use those roads. We want to figure out how do we deal with LOC four and five, what can make those safer. At the steering committee meeting, it was suggested to reanalyze the level of comfort using a different set of criteria. Moving forward we're going to be doing that as well. Some other observations that were made during this observation are that many of the bike lanes observed were inconsistent in size and design. There were some bike lanes where it was wider, maybe it was painted green, and it was obviously designated. Then maybe a mile down the road, it narrows, it doesn't look the same anymore, and it's hard to even tell that it's a bike lane. Additionally, due to a lack of signage or painted/physical designation, sometimes it was hard to tell where a bike lane was even located. Moreover, some of those intersections were hard to navigate and score. Sometimes an easy-to-use bike lane intersected with a really fast high-capacity road. In those cases, it was hard to give it a specific score.

Some of the next steps include using the presented data after we are finished, fully analyzing it to create a project list, or add onto the project list that we've already been adding on to in this process. Then we want to present that project list to the community for input and to conduct public outreach. Additionally, it was hard for some of those bike lanes to confirm their existence or not. We want to go back and review some of those unconfirmed bike lanes. Then we also want to start reviewing the sidewalk and crosswalk needs. Again, the adoption date for this plan is June 2024, and we want to have the project list specifically completed in February of 2024.

Ms. Deana Brooks said, for the level of comfort analysis, when playing around with the design guideline, your comment about how intersections are hard to score the level of comfort because it'll change as soon as it gets to an intersection. Maybe for the design portion of the plan, we could have a chapter that focuses on intersection design. It's been common across not only Chatham County but any facilities really in Effingham or Bryan that the intersections aren't necessarily considered as highly as on the rest of the on-street facility. I'd love to see that inclusion within there. Mr. Fussell said I would also add one of the things - marking and signage, because I am a bike riding person.. Because as you say, a lot of times you don't know that it's a bike lane, or for whatever reason, there's a tremendous amount of debris. I think that clear signage, if that hasn't been one of the topics that y'all examined in some of these bike lanes that are considered to be hazardous, make sure that we look at what is standard signage and is it available.

[7. US 80 Corridor Study Status Update](#)

Mr. Chris Marsengill said the study begins to the west at the Chatham County line and ends essentially at Burns Boulevard to the east near I-516. We've split it into six segments that represent different characteristics along the corridor and different typical sections. That helps us to report on the individual sections.

There are 472 unsignalized driveways along the corridor. There are 19 signalized intersections. We've studied a total of about 40 intersections along the corridor. The point of this study is to develop recommendations that we can ultimately program as projects needed to improve and maintain acceptable levels of service across the corridor as development continues along the corridor.

Mr. Rhodes said we reviewed the traffic conditions in both the AM and PM peak hours. First in the morning, there are three primary bottlenecks, those being the I-95 interchange, Dean Forest Road and Chatham Parkway. The first at I-95 in the morning queues often extend about half a mile on the eastbound direction to South Rogers Street, and they extend nearly to the I-95 main line on the southbound off ramp. At Dean Forest, they extend about a mile to Pine Barren Road. Then, finally, at Chatham Parkway, they typically extend about a quarter mile past Quinney Lane.

In PM, it's usually an inverse of the morning, and that the queuing tends to be in the westbound direction as folks are leaving downtown Savannah. The I-95 Interchange where queues often extend past Pine Barren, about a mile, and then similarly on the southbound off ramp nearly to the I-95 mainline. Then obviously, at Dean Forest, we've got queuing extending almost to Griffin Avenue. For those of you who travel before you know this one well. Then, finally, at Chatham Parkway, seeing some queuing between Quinney Lane and Junction Avenue.

We had a question at the SAT meeting a few weeks ago about the existing crash history along the corridor. I want to quickly repeat some of what we shared back in December. This map shows the severity of crashes reported along the corridor between 2017 and 2021. In those years, about 2,100 crashes were reported. Three of those represented by the red dots, unfortunately, resulted in fatalities. Generally, the severity of crashes along the corridor is relatively low. About 93% of all crashes were classified as property damage only. Again, the big trend is that there is a high frequency of crashes, but fortunately, most of them are relatively minor. Some of the other maps that have been shown today, this is a heat map where the brighter or hotter colors represent areas where crashes tend to occur more

frequently. As you may imagine, they typically tend to occur at primary intersections or interchanges like the Pooler Parkway interchange and the I-95 interchange and Pine Barren Road. Notably, the segment that Chris introduced between I-95 and Pine Barren has a crash rate as five times higher than the statewide average. That was a pretty key focus area for us as we began to evaluate potential improvements.

In summary, our existing conditions determine that access management strategies should be prioritized, and we'll talk a little bit more about what that means. Further capacity and safety at key intersections like I-95, like Pine Barren, like Dean Forest should be investigated. Then, transit pedestrian facilities should be addressed. For those of you who know the corridor, there are large stretches that don't have many of these types of facilities today. That's a key focus area for us as well.

A quick summary of our stakeholder engagement activities. We presented many of these findings to you, the TCC as well as the MPO Policy Board and our stakeholder advisory team back in December. We met with Faye and her team at CAT in May to go over many of the studies that she referenced in her presentation. This week, just this past Tuesday we held our public information open house, our PIOH at Pooler City Hall. I feel like that went very well. I think the public was generally very receptive to the study and appreciates the efforts of this team and the CORE MPO to conduct this study.

Finally, we will wrap up our stakeholder piece, with the MPO Policy Board at their meeting next week. We have identified short-term and long-term recommendations. The short-term we're defining as between zero and five years and long-term is more than five years. In total, we've identified about 30 improvement projects. We're not going to go over all those today. I'm going to try to cover the highlights quickly. Our primary first-rank priority in the short-term is to convert the existing I-95 interchange to a Diverging Diamond Interchange or DDI. For some other notable intersection improvements in the short-term, we do recommend additional auxiliary turn lanes at Pine Barren and Dean Forest Road. Then pending some adjacent development, we do recommend signaling the Bloomingdale Town Center driveway near Jimmy DeLoach Parkway. For some access control improvements, we're recommending a corridor signal or corridor-wide signal retiming to help adjacent signals coordinate well with one another as well as optimized signal phasing and split times. I mentioned Chatham Parkway is one of the bottlenecks today and we're recommending some improvements within the vicinity of that intersection, including a raised median between Quinney Lane and Junction Avenue. We're also encouraging the local jurisdictions to begin planning for a raised median throughout the 12-mile stretch and requiring new developments as they come online to implement innovative intersections. What I mean by that are intersection types like right-in and right-out driveways or R cuts restricted crossing U-turn. Both of which really help limit the amount of left turns that occur which typically contribute to high crash rates.

Then finally a transit expansion strategy building off what Faye had covered. As you know, most of this corridor is outside the transit district, for potential improvements to be expanded, additional funding may need to be explored to help improve and expand service along State Route 26.

Moving to long-term, building off of the short-term recommendation at I-95, we do anticipate needing to increase the capacity at the interchange. In addition, we are recommending Moore Avenue to the West, for that to be signalized and then notably as well. You may recall from the State Route 307 corridor study, we are recommending a single point urban interchange or SPU in which State Route 26 would be elevated up and over SR 307. We have a graphic to share. For access control, we are recommending a raised median with bike and ped improvements throughout the corridor.

As we were looking to prioritize where and how to implement these, we focused on existing crash trends as well as for future forecasted traffic. Based on those two factors, the I-95 to Pine Barren Roads segment ranked as the number one priority, followed by Pooler Parkway

to I-95, and then the third would be from Chatham Parkway to Burnsed Boulevard in Garden City.

Continuing with long-term improvements, these are in accordance with the CORE MPO's Non-Motorized Transportation Plan. In that plan, they identified several pedestrian focus areas such as downtown Bloomingdale, Old Town Pooler, and residential Garden City. In those areas, they recommended a shared use path on both sides of US 80. We have done that as well and then for any areas outside of those jurisdictions we're recommending a shared use path on one side of US 80 and then a sidewalk on the other.

Building off the short-term, a transit expansion leveraging the findings of each current studies as well as the expansion study that we recommended in the short term. As we bring these to life this represents a raised median typical section. The key here is, today, US 80 tends to have a two-way left turn lane down the center. This would be improved and widened to a 20-foot-wide raised median, which would constitute a bit of widening on the outside but not a ton. This typical section also shows the sidewalk on the left side and then the shared use path on the right side which corresponds to typically the south side of US 80.

I will share that we have developed concept layouts for the PIOH. All those layouts are available on the CORE MPO's website. We encourage you to look there and download them and if you have any specific areas of interest, we do have a couple of graphics shown here that represent all the major jurisdictions represented along the corridor.

The DDI at I-95 is arguably the most important area of the corridor. It's where the traffic volumes are highest, where crash rates are highest. Again, we're recommending a conversion to a DDI. This represents the long-term i.e., the 2045 needs. Notably, we're showing four lanes in the westbound direction and then on the southbound off ramp where we did notice some of that queuing discussed a little bit earlier, we're showing triple southbound lefts and dual southbound right on that off ramp. Again, those are some of the more notable components of this alternative.

We are recommending widening US 80 to a six-lane section. That would be three through lanes in both directions. That would be one of the primary differences here in addition to some extensive improvements at the Pine Barren intersection. This is the proposed SPUI at the Dean Forest Road in which US 80 would be elevated over SR 307 and then connectivity between the two roads would be via four ramps that then join at a single intersection under the bridge. One of the benefits of this alternative is that it really allows for a tightening of the ramp spacing such that it can help minimize adjacent wetland and right of way impacts. The Chatham Parkway area in Garden City - notably we are recommending raising median near Canning Lane and at Kessler Avenue and then some relatively minor improvements at Chatham Parkway including some realignment to help with the existing intersection SPUI.

With that, that is all we have. We certainly thank you for your time and your input. Again, all our meeting materials are on the website. We certainly encourage you to look at those. We're heading towards our final report by the end of September. These recommendations are by no means final. If you have any feedback or input for us, we'd love to hear from you.

[8. CAT Master Transit Plan](#)

Ms. Faye DiMassimo said we are so proud of the work that has been completed on the Transit Master Plan. It was approved by our board last month. We are now in the process of transitioning from the big vision document, the COA/TDP, the Comprehensive Operational Analysis/ Transit Development Plan, which includes stops, shelters, routes, timing frequency, and all those pieces and parts of it. We also recently completed a Title VI equity analysis that analyzed all service modifications that have cumulatively occurred over the last several years.

The process that we went through is called Chatham Connects. It involved the CAT Board and partner agencies in setting goals, allocating funding, guiding spending, and then the COA/TDP, a little bit shorter timeline, three to five years, and really is focused on service restoration. One thing I want to say here that I think is important not only for our short-term strategy but for our longer-term strategies is there are two key pieces to what will be CAT's success in moving this forward. The first is workforce development. Being able to hire the operators and the associated personnel to be able to deliver all this. Operators, we all know that every transit system in the country has suffered with hiring and getting operators in place. We are very hopeful with the introduction of micro-transit, and its lack of needing a CDL, like we need for our regular fixed route buses that some of that will complement expansion of service. Nonetheless, workforce development and hiring operators is going to be key. The second piece, and I think this is actually the most important one because it drives everything, is a reliable local funding and an increase in local funding. We operate with such great partnerships with the county, with the city, with other local jurisdictions, with other partner organizations at both the state, local, and federal level. We had an incredibly successful year last year through this year with competitive discretionary grants.

Nonetheless, it will be challenging, if not, impossible to move forward the Master Transit Plan and to move forward the other work that we're doing to a successful place without answering the question, as a big community, all of Chatham County, "How do we want to fund CAT?" We have got a lot of different pieces and parts and right now we're a patchwork quilt of all of that, and we're grateful for all the support that we have. It's just going to be a necessary piece of rethinking that as we move forward.

We started back in fall of last year, went through a lot of analysis in terms of understanding the needs, evaluating existing conditions, and stakeholder groups. I think we had every kind of public engagement piece that you can imagine, whether it was stakeholder groups, focus groups, regular public meetings, virtual meetings, in-person meetings, surveys, you name it, we had all of it, as well as engaging with groups like this one, both at the TCC and the MPO, that are so critical to how this is being considered for the metro area and our regional partners as well. Post-COVID CAT, the driver shortage is having a big impact on ridership. Got to have those operators in order to be able to provide the service in order to be able to regain our ridership. Our ridership right now is somewhere between 50% to 60% of pre-COVID levels. That puts us roughly on par with a lot of our peers around the country. Some are doing better, some are doing worse. We're at that on par measure. There are eight core bus routes that carry 80% of the riders. I know some of this stuff that you have heard in previous presentations, the fastest-growing areas are outside of some of our service area. We know all of the economic opportunity that is happening all around us right now, especially with our neighbors in Bryan County and the other areas of supportive businesses that are growing up around the Hyundai Meta plant. Partners have been key to CAT success. Partners are always key to your success.

I've mentioned in previous presentations, I've been doing this for a number of decades, and the communities that are most successful, the ones that are really moving forward are those that understand the value of partnerships and how to partner. CAT's most successful services, those with some of our highest routes are those that operate zero fare. You know that what those are is the DOT shuttle, which, remember, serves primarily the downtown area. This past year, for the first time ever, we expanded outside of the downtown core, and we now serve two west side neighborhoods, Carver Village and Cloverdale. We also serve all the way up to Victory. Those are expansions of that service that we've put in place, and with a real eye towards stronger connectivity, but also getting people to and from jobs in the necessary services that they need to get to. In addition to that, we also have zero fare services with our ferries, our marine services. As we are rolling out the new micro-transit, those things will actually go into operation likely around March. You're going to have two micro transit zones on the west side. That will operate regular fare type service just like the rest of our service. You'll have one micro-transit zone, east Savannah, that's really just right there if you know where CAT central is in our CAT neighborhood there. That will also be serving the tiny village where the veterans are. That will be the prototype, and the

demonstration pilot project there will be that one. Micro-transit zone will be fare free. It'll be a limited and targeted expansion of that zero-fare service. Operating costs are rising faster than revenues, and operating costs are the ones that we most need local funds to support. Those are not the ones you go get federal grants for and those kinds of things. Federal grants are mostly directed at capital needs. Historic underinvestment in capital, though, means that investments are needed.

Just like all parts of our transportation system, some maintenance and those kinds of things have not been paid as much attention to and especially in transit. Capital investments that we're really future thinking have been neglected for a bit. We've already talked about the driver shortages having a big impact on ridership and talked about where we are in comparison in our recovery from pre-COVID/pre-pandemic levels. Those eight core bus routes that carry 80% of all the riders. The transition from fixed route service to micro-transit where it makes sense. Transit systems across the country are having to rethink. There was already a softening in transit systems and I think, in operations, even before COVID. Certainly, COVID changed a lot of things, including transit. Even before that, the growth in Uber and Lyft and on-demand ridership was already starting to, I think, be reflected in some softening of the ridership strength of some transit systems, particularly in places the size of ours. The notion of how we want to invest, particularly in those eight core fixed routes, we want to make them as strong as they can possibly be, but there may be some other places where we begin to transition a little bit away from that into a micro-transit service because that's going to be the best, the most efficient, the most successful way to provide that transit service.

Small investments in passenger facilities can make a big difference. We hear this all the time, and I know you see it when you ride down the roads, and you see there may be a shelter, there may not be a shelter. There may be a bench, there may not be a bench. There may just be a lollipop sign. There may be some other kind of sign. There may be lighting, there may not be lighting. One of the things that we have just started, as a matter of fact, we have the kickoff tomorrow, is a comprehensive survey of every single bus passenger amenity that we have. There are 1,700 stops in Chatham County, and we will be doing surveys of all of them, a condition assessment of all of them, and we'll begin to prioritize how we bring those things up to standard and how we start to think about things like that are super shelters or mobility hubs within our system that also help support the operations of some of those strongest routes. Just know that we understand every passenger deserves to have a respectful, dignified, safe place to wait on their reliable trip that is coming from CAT. The fastest growing areas are outside of CAT's service areas. Again, we've got a region that, from your participation here in this organization, the region is growing, and especially with the new Hyundai plant and all the spinoff industry from that. We've got a lot of demand that's growing all around us. I am pleased to say that we have been meeting with Hyundai staff regularly, and we have another meeting, I think, coming up next week. We are starting to near some conclusions around what are the kinds of services that they need, how much of it do they need, where do they want them, when do they want them, and so forth. CAT is standing ready to be a part of the solutions. There will be lots of different tools in the toolkit that will need to be brought to bear: additional highway capacity, better signalization, other kinds of transportation network improvements, and transit will be a part of that as well. Partnerships have created some of CAT's most successful services. Obviously, we all know about the Belles Ferry service and the DOT shuttles. Again, those are very successful services that have been built on strong community partnerships. We're also working with employers and with the schools, community colleges, and universities to strengthen those partnerships and those services as well.

In terms of goals, priorities, and values, the Master Transit Plan goals were built upon the CAT board of directors' strategic priorities that were set in our very first strategic planning meeting over a year ago to ensure that we were looking at how can we expand service, how can we improve reliability and connections, the passenger experience, reducing travel time and always with an eye towards equity. The community priorities, we heard loud and clear. Lot of places,

there is unreliable and infrequent service. We need to increase our transit service levels and improve those bus stops that I just mentioned a moment ago. We need to improve school transportation options. The schools are struggling just like we are with finding operators and getting kids to schools. In addition to that, especially for some of our high school students, being able to take advantage of those opportunities at Savannah Tech, Savannah State University, Georgia Southern-Armstrong University to be able to look at dual degree programs. We want to be sure we're a part of making sure that everybody has the opportunity to fully realize their potential and their dreams. Centering investments in equity, making sure that we are advancing everyone, and particularly those with the deepest needs within our community, and ensuring that we are prioritizing those communities that have been disproportionately burdened by current past decisions in transportation.

Prioritizing connection to services and destinations that help people, especially those in communities that may be disadvantaged to access opportunities like education, jobs, healthcare, things that are essential to a healthy life. Evaluating programmatic strategies. Looking at each of the things that we're considering and saying, "How does it increase access to jobs? How does it increase access to affordable and sustainable mobility options? How do we increase our presence in the community in a way that we're ensuring that this is a long-term commitment that we are making to accomplishing and meeting those needs?" The investment framework has a short, medium, and long-term strategy. We have prioritized transit investment strategy for the next 10 years or so, although the plan itself goes out to 2050. I would call those out years more aspirational and visionary, and the first 10 years very intentional in terms of as what we know now about both our needs and our opportunities, how are we going to meet those. Of course, this is a living document, like all plans so we will be aligning with the MPO and the MPO's transportation plans so that our dates coincide with the ones that are necessary overall so that this can always be the transit element part of that. Short-term investments are ones that are funded and being funded, midterm will be a little, what we call opportunistic, we're going to be always aggressively looking at those grant opportunities and looking at them for best fit, we don't apply for everything, we just apply for the things that make sense. Again, that also goes back to the fact that we must have local match in order to advance most of these grants. Then longer-term investments that require additional funding that both capital and operating, how do we make sure that we're positioning well for that? The strategy is designed to achieve equitable outcomes, so looking at how fixed bus route and micro-transit come together as the real backbone, or the fabric of the system, are complemented, of course, with paratransit services that serve those that are seniors and differently-abled within the community, making sure that we're focusing on getting people to jobs, to education, to health care, again, those essential services and then the bus stop and facilities, amenities programming.

Short term, we're looking at an expanded fixed route bus service, we're continuing the DOT shuttle or looking at portions of the DOT shuttle expansion that makes sense and working directly with the city and others on that. Bringing the bus routes back to a 30-minute service, a lot of our service right now is one-hour service. The truth of the matter is, that just doesn't often meet the needs of the community and getting to a 30-minute service window was really important. Then of course, figuring out for what will be our most used route, how do we even improve upon that? Starting again, with weekdays and Saturdays, adding back in Sunday service. Of course, we got the smart grant funds this year. Remember, that was one of those rare, rare, rare opportunities to get 100% funding, again, that will go live in March. Then our performance on that, we hope this will then make us highly competitive for a second round of that funding that will be focused on implementation for those that were funded in the first round. Investing in bus stops and passenger amenities, and then forming the partnerships. Now one of the things that we know that Hyundai is very interested in is they're really interested in vanpools, and they're very interested in commuter express, and so those are both of the primary service models that we are looking at right now. Midterm, continued investment in fixed routes and our frequent service corridors, Abercorn, Waters,

MLK and Augusta. I should also back up for a minute and say in the short term, one of the projects that we're working on with GDOT right now that we're really proud of is transit signal prioritization, a partnership with GDOT, the city of Savannah, and CAT on Abercorn and Waters, two of our highest demand routes that will not only improve the on time performance of transit service in those corridors, it will also smooth overall traffic flow in those corridors so it'll be a benefit to all. Operating by the midterm by 2028-2030, we will be beginning to operate most routes on a 30-minute all day service. Again, being in the weekdays and weekends, expanding micro transit, continuing investments and passenger amenities. That midterm is really a continuation of all that good work, that foundational work that's been started in the short term. Looking at a commuter express service, we haven't started it earlier with some of the demands that are out there now. In the longer term, getting to the 15-minute corridors, looking at new bus service perhaps to the Islands area, depending on whether the appetite and the desire for that has developed by the end, a full network of micro transit zones may be considered.

Again, remember micro-transit is the Uber and Lyft a transit, it operates the same way there's an app. You call up the trip, you tell the trip where to pick you up and where you need to go within the zone. It can also connect you to a fixed route if you're making a longer trip. The customization and the independence of going where you want to go, when you want to go, that's not necessarily a part of always of what has been traditional transit is. I think what really is going to make micro transit very successful. Then again, enhanced commuter express bus routes, as the economic prosperity that we are seeing in this region no doubt continues to grow. On the marine services. You can see the short minute and longer-term spotlight goals for that. We have two new hybrid ferries that we'll be taking delivery up in the spring, we get pictures every Friday of their advancement, and they're actually starting to look like ferry vessels now. At first, it was just looking like a lot of metal all over the place and we're excited to see them starting to really take shape. We are looking to put a third in the queue behind that, that'll give us four vessels, three, that will be new hybrid ferries and a fourth, that is still running, we have one that still has about 10 years of life left on it so we'll be continuing to working with, taking advantage of that.

Regarding, restoring the ferry service hours, we have a new ferry maintenance facility, that is actually out to bid right now along with a new dock on the west side right there at plant Riverside a dock extension. That we hope to have that bid awarded and have round broken, if you will, on both of those projects before the end of the year. There, you see in the midterm potential for ferry expansion. Again, you've also got a lot of growth, we're talking about all the growth that's occurring regionally, but there's a lot of growth occurring on Hutchison Island as well, that would likely enjoy some of this and need some of this additional service.

Micro-transit, already talked a bit about that so I won't read through and go through this one in as much detail, but again, we do think that this is a tool in the toolkit that is really going to enable us to become a modern transit system that really meets the needs of an area our size and with the complexity of our system. It's interesting because Savannah is considered a bit of a small or midsize system, and I suppose that size of a city as well, but we live big. The demands, especially with the amount of just visitors with economic growth, with the growth in our community all around us means that these kinds of investments are going to be important.

Again, access to transit with a spotlight on equitable service, you can see how we are targeting the population within a half a mile of transit service, and particularly focusing that on the communities that have had some of the least accessibility. The high school connections, which we also mentioned earlier, in the Master Transit plan, we worked to align a lot of our fixed route services with the high schools so that those fixed routes can serve to rather immediately help the high school students with some of their transportation needs and demands. This was the same with college and university students, we are actually working on a proposal right now that would do a semester long proposal to support and give everybody a chance and any student in the county that chance to try CAT out with

the hope being that that probe also provides a foundation for re bringing back the U-Pass Program and some of those kinds of things with the colleges and universities in particular.

Achieving the vision over time, you can see how we've got this bucketed out. Again, we're going to focus on fixing what we have first, and then focusing on those improvements that will be most deeply felt in the community immediately and provide that strongest connectivity. Then looking at those more visionary and aspirational pieces. CAT's on the right path. We did very well, I think you've recall before that we've mentioned. In the last I guess about the past 14 months, or a little longer CAT has seen about \$14 million in competitive discretionary funding, versus the five years, before that we had seen seven. In just a little over a year, we were able to really be competitive in that space. There's a lot of money out there right now and that's part of it but part of it is putting forward great projects and doing it with the kinds of things in mind that make you an attractive partnership proposition. We are growing and again, I'm going to go back to if CAT is going to be able to meet the mobility needs in the future, there's two key pieces, local funding and workforce development. In achieving the goals of the Master Transit Plan, you can see again where it talks-- some of these numbers might sound big but we also have like I said, we are maybe a little bit smaller community, but we live big. We're going to need to double in size to achieve the Master Transit Plan vision. That's one of the reasons why regional transit system is also a part of the discussion piece in here. State and federal grants can help that especially on the capital side, but more local and regional funding is needed. Now this year one place that we were also really successful was with GDI and through the state with the Georgia Transit Trust Funds. We were able to secure funds both that were allocation-based funds, formula funds, as well as individual awards. There's that discussion that will a new governance structure a regional transit authority be needed? That's a conversation that the CAT board and community leadership with the chairman of the Chatham County Commission and the mayors and so forth of the cities will be leading that discussion together with a community collaboration to have very open, very transparent conversations about what does that look like and how do we move forward over time? It's not right here, but it's out there and it's something we want to put on the radar screen.

Again, regarding short-term funding opportunities, you can see we've identified in the federal, state, local, and then project specific, what are our short-term most important? This is the roadmap for what are the things that we really need to move on now in the short term in order to achieve these visions. You see, in the medium term, you start to see other pieces of those funding opportunities be turned on in an effort to continue to advance the plan. Then, of course, the same in the longer-term funding opportunities. Of course, there is no doubt that the federal landscape, and even the state landscape may change over this period of time. We're going to be constantly on top of that to make sure that we're taking advantage of it and delivering the very best transit system that we can for you in Chatham County and the region. With that, that is all of my comments and I'm glad to answer any questions you might have. I know all of you, I believe, in some fashion or another, participated in this. some of you served on stakeholders, some of you commented through the MPO process. Some of you showed up for public meetings or open houses. I want to give you my deepest thanks because this is your plan too. It's everyone's plan, and it means you're committed to the success of CAT and we're proud. Thank you.

[9. FY 2024-2027 TIP Development](#)

Ms. Wykoda Wang said there have been some delays in the TIP development. It was originally scheduled to be adopted in August but got delayed because the revenue updates from GDOT were not available as well as some of the information from CAT. The updated revenue projections for highway were received in July but were less than previous information sent in March. Staff will start to develop the financial plan next week and hopefully get that done by the end of August. If need be, we will have a virtual meeting with the TCC just to check the financial balance.

10. MOU, Membership Dues, Restructuring, Bylaws

Ms. Wykoda Wang said we had a workshop on the MOU and committee structure. We were proposing 70th percentile for the modal representatives and we divided the membership dues by the population, specifically the county-wide population. Each county will have their share of the dues based on percentage of regional population. Then we calculate the modal share based on the 70th percentile or 65 percentile. Then we apply that as soon as we have the number. Each county needs to determine how to split the membership dues in their area. The overhead projections have not been added in yet.

There was a meeting on Wednesday with ACAT and CAC. We want to combine these two committees so that they can have a more focused vision and then they can have some input or at least a quorum because right now they have been struggling with quorums for years.

The goal is to have the MOU and bylaws updated in September and adopted in October. After that, the local government will sign the MOU. Then we will forward everything to GDOT so that they can forward that to the governor. After the governor's signature and we get the approval from FHWA, we will operate under those new bylaws, MOU and fee structure.

For the MOU, the jurisdictions involved have been expanded. Guyton, Pembroke, Bryan County, and Rincon have been included. The CORE MPO Metropolitan Planning Area (MPA) includes all of Chatham County and portions of Bryan and Effingham Counties. Thus staff changed the language to include a portion of Effingham south of SR 119 and the portion of Bryan County outside Fort Stewart. All the changes to the current MOU are highlighted.

During the meeting with ACAT, and CAC, as mentioned, we decided to have that committee change. The combined committee will be changed to the Transportation Equity and Public Involvement Committee. They will have their focused agenda. They don't just go through the same agendas as the TCC and the MPO Board. They want to have their own focused agenda/mission.

We are also going to have a Bicycle and Pedestrian Advisory Committee. Their mission is to constantly evaluate our Non-Motorized Transportation Plan, and facilitate project selection, pursue the grant funding, ensure that projects are included in the TIP for implementation, and then keep track of the implementation status as well.

The TIP used to be adopted every year, annually. Staff changed that to at least every four years in the MOU because currently we update the TIP between every three to every four years. Staff also added language on what the MPO does, because we didn't include Title VI/equity planning, and that is a major federal focus. We want to add that language over there so that we will still constantly maintain and update the Title VI plan, the Language Assistance Plan, and the Environmental Justice Report, etc.

Another thing that we do want to mention is the fee structure after the signature pages. Appendix A is the CORE MPO MPA boundary and Appendix B is the fee structure. We still need to get input from all the member agencies. We did add in the baseline UPWP and annual overhead cost, but we still need information on funding split. We want each county to determine how to split their share of the total contribution. Basically, Richmond Hill, Bryan County and Pembroke need to have a meeting to determine how to split that up based on population or whatever you have made the decisions on.

Chatham County currently pays 25% of the municipality's share and the municipality pays 75%. They need to have an internal meeting to decide whether the county still agrees to pay this. Because that's also one of the reasons that Chatham County Commission Chair is always the Chair of the CORE MPO Board, so we don't have election. If the County is not paying 25% of the municipality's share and only pays the share of the unincorporated Chatham County, they might lose that privilege.

Effingham County needs to determine their split as well. They need to have internal meetings between Effingham County, Rincon, Guyton, and Springfield. We're still waiting for that information.

For the three modal authorities, we're still coordinating with the Georgia Ports Authority and , hopefully they will start to participate and pay in.

Regarding the Georgia Department of Transportation, staff clarified the language in Appendix B because GDOT already pays 10% of the Section 5303 match, so they don't pay the membership dues. MPC will provide the staff to support CORE MPO, so MPC doesn't pay. We made clarification over here.

The bylaws are still being worked on. Hopefully by the end of Monday we'll have a draft. Just writing the bylaws for the Transportation Equity Committee might be a challenge. Caila and Asia have been working on the Bike and Pedestrian Advisory Committee. That one is almost done. We just need to do a little bit of tweaking. The new committee might be a challenge. Wednesday when we have the CORE MPO Board meeting, hopefully, we'll have both the MOU and the bylaws ready for review.

Mr. Les Fussell asked when will you have the new fee structure completed? Ms. Wang said tomorrow or over the weekend. Mr. Fussell said we are going to try to have our meeting next week. Ms. Wang said you should have the information by the end of the week.

V. Information Reports (verbal)

[11. GDOT Project Status Update Report](#)

Ms. Katie Proctor said for preconstruction status, we have project 0019219 Spur at Talmage Memorial Bridge. They're finalizing the scheduled developments.

- The safety improvements on SR 204 from SR 21 to Rio Road: There's a PCRf in progress to shift the schedule. Next major milestone is PFPR anticipated in September and LET will be shifted to FY 2026.
- Safety improvements on I-16/Chatham Parkway: Move to April 2024 LET schedule.
- The bridge replacement over Back River and Widening on State Route 404 spur from northeast of Savannah Harbor Back River - the concept was approved and now they're working on the PFPR.
- Bull River and Lazaretto Bridges Replacements are continuing toward PFPR waiting on the environmental tech studies and working on the draft environmental doc.
- Roundabout at Hodge Field Road: The second concept report was submitted and continuing toward PFPR.

Regarding the construction report, this submittal date indicates consistent progress on projects. I just want to point out that PI# 521855 received the NTP in July and we're now awaiting a start date.

Ms. Wang said Lazaretto Creek still shows construction in FY 2023. We are already in FY 2024. Was it LET? Ms. Proctor said the report has not been switched. That is a typo. Ms. Wang asked what is the new year for the construction? Ms. Proctor said it has not been changed on the report, so it is still showing PSR 2023.

Mr. Senati-Martinez said at the last meeting I requested an update from GDOT on the Highway 30 and Highway 21 project. Where are we on the status? There are some details that are not finished, and I would like an update.

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

Ms. Deana Brooks said for the Garrard Avenue improvements, we held our preliminary utility relocation meeting and our constructability review meetings in July.

For the Green Island Road Trail, that one got NTP in July also for that contract.

For the SR 204 Access Study, we are currently working on the PFA. State Route 25, and President Street at Truman are still negotiating scope and fee.

The local construction projects include the traffic signal at Johnny Mercer and Lyman Hall. Hopefully it will start soon. We are currently waiting for the signed contract to come back. Clearing is being done for Quacco Rd, and the NTP was given. Willow Lakes Rd improvements is a resurfacing project for Willow Lakes in that subdivision.

Ms. Wang asked about the bus bay being eliminated on Quacco Rd. Ms. Brooks said she was unsure but would look into it.

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

Ms. Michele Strickland presented the City of Savannah Project Status update report.

- Delesseps Avenue widening from Waters Avenues to Skidaway Road - storm drainage improvements and water and sewer relocations are underway. You may have noticed that we've had some closures. Right now it's between Waters and Cedar where they're relocating those utilities. They will progress from west to east. From waters over towards getaway.
- Regarding I-516 Project DeRenne, the city's approved the updated ROW cost estimation, still proposed for FY 2025, and the consultant is putting together a proposal for the updated environmental justice documents.
- Truman Linear Park Trail Phase 2B was put out to bid but did not get any responses. It'll be rebid or reposted within the next 60 days.
- Middleground Road from Montgomery Cross to Science Drive - we are working on responses to the GDOT comments from the draft RFP.

Ms. Wang said we sent an email to GDOT asking whether the City can use the state contracting process for the Truman Linear Park Trail Phase 2B instead of doing the rebidding. Where does that go? Ms. Strickland said that should go to Christy Lawrence in CIP. Ms. Wang said the information we received was because of the Hyundai plant, so many of the local contractors would rather do contracts over there and neglect the municipality's small projects. If we rebid, in 60 days we might still receive zero bids. We are trying to decide whether we can use the state contracting process, so we're still doing some research on that.

[14. Savannah Hilton Head International Airport Project Status Update Report](#)

Mr. Jim Aiello said the airport has two quick projects going on. We have a bunch more coming into work but, regarding the security checkpoint, the steel is up. The decking is going on. The roofs are going on. It's moving pretty good. If you've gone through the airport, you've seen a lot of construction out there for the security checkpoint expansion. The other project going on, Demo Air Cargo, constructing a taxi lane as we speak, that project should wrap up in October. Two major \$6 million and \$22 million projects going on. It's going pretty good now.

[15. Chatham Area Transit Project Status Update Report](#)

Ms. Ambria Berksteiner presented the Chatham Area Transit Project Status Update.

Regarding the ITS and Clever Devices project, there's no status changes on that from our previous update.

One vessel remains without the installation of this device system, and that's the Susie King Taylor ferry.

Regarding diesel bus replacements, we have gotten the buses. The buses are now currently in service, so that project is complete.

Regarding the maintenance facility and Ferry Dock project, we are still waiting on the completion of appraisals and the review of the appraisals. The funds have been released, but our status right now is obligated on that. Also, we are in need of an FHWA flex letter. Currently, we're collecting the information to complete our application in TRAMS.

Regarding the Hybrid Electric Ferry Replacement, at the end of May 26, the draft application was developed and sent over to GDOT. On the 23rd of June, we received the latest correspondence that stated that GDOT was waiting for FTA to receive guidance for our application.

For the electric bus replacement, we have grants for four EV buses, and we're currently determining the matching funds for each grant before issuing them for our board of approval. That's what we're waiting on.

Regarding the Areas of Persistent Poverty grant, that study will conclude the potential to connect emerging job centers and areas with high levels of racial inequality, or persistent poverty. Currently, we are beginning the application process for that.

For the American Rescue Plan and Route Restoration Analysis, the project status on that is obligated as well. Funds were awarded in May of 2022 with 100% federal match.

Regarding the Master Transit Plan, which we got a preview of earlier, our board voted on it in July, and it was adopted. We will be presenting that next week at the MPO meeting. Of course, our anticipated completion, like you heard from Ms. Faye, was completed in the summer of 2023.

[16. LATS-SCDOT Project Status Update Report](#)

Report attached to agenda.

[17. TIP Funding Tracking Report](#)

Report attached to agenda.

VI. Other Public Comments (limit to 3 minutes)

VII. Notices

[18. Grant Opportunities](#)

List attached to agenda.

[19. Next CORE MPO TCC Committee Meeting October 19, 2023 at 2:00pm.](#)

VIII. Adjournment

There being no further business, the August 17, 2023 TCC 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.